



FINAL ENVIRONMENTAL IMPACT REPORT
SAN MATEO COUNTY
ASCENSION HEIGHTS SUBDIVISION PROJECT
VOLUME I - RESPONSE TO COMMENTS

DECEMBER 2014

LEAD AGENCY:

San Mateo County
Planning & Building Department
455 County Center, Mail Drop PLN122
Redwood City, CA 94063



FINAL ENVIRONMENTAL IMPACT REPORT
SAN MATEO COUNTY
ASCENSION HEIGHTS SUBDIVISION PROJECT
VOLUME I - RESPONSE TO COMMENTS

DECEMBER 2014

LEAD AGENCY:

San Mateo County
Planning & Building Department
455 County Center, Mail Drop PLN122
Redwood City, CA 94063



PREPARED BY:

Analytical Environmental Services
1801 7th Street, Suite 100
Sacramento, CA 95811
(916) 447-3479
www.analyticalcorp.com



TABLE OF CONTENTS

ASCENSION HEIGHTS SUBDIVISION PROJECT

Volume I -- Response to Comments

1.0	INTRODUCTION	
1.1	Overview	1-1
1.2	Public Participation Process	1-1
1.3	Response to Comments Organization.....	1-2
2.0	COMMENTS ON THE DRAFT EIR.....	2-1
	Letter L-1 – James C. Porter, County of San Mateo, Department of Public Works	
	Letter P-1 – Baywood Parks Homeowners’ Association	
	Letter P-2 – John Mathon	
	Letter P-3 – Donald Munakata	
	Letter P-4 – Laurel and Donald Nagle	
	Letter P-5 – Frederik Hansson	
	Letter P-6 – David & Laura Ditlevsen and Family	
	Letter P-7 – David Kong	
	Letter P-8 – Camela and Ted Glasgow	
	Letter P-9 – Anne Pitkin	
	Letter P-10 – Ashleigh Evans (and Dan Hager)	
	Letter P-11 – Ronald and Arlene Johnson	
	Letter P-12 – Ray Razavi	
	Letter P-13 – Ruth Ciranni	
	Letter P-14 – Ines Malardino	
	Letter P-15 – Ellen Fisher	
	Letter P-16 – Bob and Rosemarie Thomas	
	Letter P-17 – Mary Loomis	
	Letter P-18 – Joe & Nicki Maske	
	Letter P-19 – Craig Nishizaki	
	Letter P-20 – Carl & Lois Pileri	
	Letter P-21 – Ian Withrow	
	Letter P-22 – Marilyn Haithcox	
	Letter P-23 – Suzanne Kennedy	
	Letter P-24 – Andrew Quon & Sheila Shea	
	T1 – Meeting Transcript	
3.0	RESPONSES TO COMMENTS.....	3-1
	Letter L-1 – James C. Porter, County of San Mateo, Department of Public Works	
	Letter P-1 – Baywood Parks Homeowners’ Association	
	Letter P-2 – John Mathon	
	Letter P-3 – Donald Munakata	
	Letter P-4 – Laurel and Donald Nagle	
	Letter P-5 – Frederik Hansson	
	Letter P-6 – David & Laura Ditlevsen and Family	
	Letter P-7 – David Kong	
	Letter P-8 – Camela and Ted Glasgow	
	Letter P-9 – Anne Pitkin	

Letter P-10 – Ashleigh Evans (and Dan Hager)
 Letter P-11 – Ronald and Arlene Johnson
 Letter P-12 – Ray Razavi
 Letter P-13 – Ruth Ciranni
 Letter P-14 – Ines Malardino
 Letter P-15 – Ellen Fisher
 Letter P-16 – Bob and Rosemarie Thomas
 Letter P-17 – Mary Loomis
 Letter P-18 – Joe & Nicki Maske
 Letter P-19 – Craig Nishizaki
 Letter P-20 – Carl & Lois Pileri
 Letter P-21 – Ian Withrow
 Letter P-22 – Marilyn Haithcox
 Letter P-23 – Suzanne Kennedy
 Letter P-24 – Andrew Quon & Sheila Shea
 T1 – Meeting Transcript Responses

4.0	MITIGATION MONITORING AND REPORTING PLAN	
4.1	Introduction	4-1

LIST OF TABLES

Table 2-1	Persons, Organizations, and Public Agencies Commenting in Writing	2-1
Table 4-1	Mitigation Monitoring and Reporting Plan	4-2

1.0 INTRODUCTION

1.1 OVERVIEW

This Response to Comments document has been prepared to address comments received by the County of San Mateo (County or Lead Agency) on the Draft Environmental Impact Report (Draft EIR) for the Ascension Heights Subdivision Project (Proposed Project) in accordance with Section 15132 of the CEQA *Guidelines*. The Draft EIR was published by the State Clearinghouse on April 25, 2014 (SCH# 2013102009), initiating a 45-day public comment period. The responses to comments received on the Draft EIR together with the Draft EIR, as revised, and the Mitigation Monitoring and Reporting Program comprise the Final EIR.

An EIR is an informational document that must be considered by the Lead Agency prior to project approval. CEQA *Guidelines* Section 15132 specifies that the Final EIR shall consist of:

- The Draft EIR or a revision of the draft (Volume II of the Final EIR – Revised Draft EIR).
- Comments and recommendations received on the Draft EIR either verbatim or in summary (Volume I of the Final EIR, **Chapter 2.0** of this Response to Comments).
- A list of persons, organizations, and public agencies commenting on the Draft EIR (Volume I of the Final EIR, **Chapter 2.0** of this Response to Comments).
- Responses of the Lead Agency to **significant environmental points** raised in the review and consultation process (Volume I of the Final EIR, **Chapter 3.0** of this Response to Comments, together with Volume II of the Final EIR, Revised Draft EIR).
- Any other information added by the Lead Agency.

1.2 PUBLIC PARTICIPATION PROCESS

The process of environmental review for the Proposed Project was initiated with public release of the Notice of Preparation (NOP) on October 4, 2013. A scoping meeting was held at the College of San Mateo Theatre on October 9, 2013. The Notice of Availability (NOA) for the Draft EIR was released on April 25, 2014. The NOA announced a 45-day comment period running from April 25, 2014 to June 9, 2014 as well as a Planning Commission comment hearing held on May 14, 2014 at the College of San Mateo.

The public comment period provides an opportunity for interested public and private parties to provide input regarding the completeness and adequacy of an EIR. CEQA *Guidelines* Section 15151 addresses the standards by which EIR adequacy is judged:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make

an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

CEQA *Guidelines* Section 15204(a) encourages parties to focus comments on the “sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated.” Commenters are advised:

Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. **CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters.** When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

1.3 RESPONSE TO COMMENTS ORGANIZATION

This Response to Comments document consists of this introduction and the chapters outlined below:

Chapter 2, Comments on the Draft EIR – This chapter includes a list of all agencies, organizations, and individuals who submitted written comments during the public review period for the Draft EIR. The list is followed by copies of original written comments received during the public review period for the Draft EIR as well as a Record of Public Comments taken at the Planning Commission comment hearing. Comment letters are each assigned a number, and individual comments are bracketed in the margin.

Chapter 3, Responses to Comments - This chapter provides individual responses to each written comment submitted during the public review period for the Draft EIR. Responses are keyed to the bracketed comment numbers provided in **Chapter 2.0**.

Chapter 4, Mitigation Monitoring and Reporting Plan - This chapter presents the Mitigation Monitoring and Reporting Plan for the Proposed Project.

2.0 COMMENTS ON THE DRAFT EIR

This chapter contains written comments that were received during the public review period for the Draft Environmental Impact Report (EIR) prepared for the County of San Mateo (County) Ascension Heights Subdivision Project (Proposed Project). The Draft EIR was submitted to the State Clearinghouse (SCH# 2013102009) and released for public and agency review for a 45-day review and comment period on April 25, 2014. The comment period closed on June 9, 2014. A total of 24 comment letters were received by County in response to the Draft EIR during the comment period. The agencies, organizations, and individuals who provided comments on the Draft EIR are listed in **Table 2-1**. Individual comment letters are provided following this table. As discussed in **Section 1.0**, each individual letter and comment has been provided a number in the right-hand margin. This number is cross-referenced with a specific response in **Section 3.0**.

TABLE 2-1 PERSONS, ORGANIZATIONS, AND PUBLIC AGENCIES COMMENTING IN WRITING

Comment Letter Number	Name/Individual(s)	Agency/Organization	Date Received
L-1	James C. Porter, Director of Public Works	County of San Mateo, Department of Public Works	06/09/14
P-1	NA	Baywood Parks Homeowners' Association	06/09/14
P-2	John Mathon	NA	06/09/14
P-3	Donald Munakata	NA	05/22/14
P-4	Laurel and Donald Nagle	NA	06/09/14
P-5	Frederik Hansson	NA	05/19/14
P-6	David & Laura Ditlevsen and Family	NA	06/09/14
P-7	David Kong	NA	06/03/14
P-8	Carmela and Ted Glasgow	NA	06/04/14
P-9	Anne Pitkin	NA	05/14/14
P-10	Ashleigh Evans (and Dan Hager)	NA	06/04/14
P-11	Ronald and Arlene Johnson	NA	06/05/14
P-12	Ray Razavi	NA	05/14/14
P-13	Ruth Ciranni	NA	05/22/14
P-14	Ines Malardino	NA	05/25/14
P-15	Ellen Fisher	NA	05/27/14
P-16	Bob and Rosemarie Thomas	NA	05/28/14
P-17	Mary Loomis	NA	05/20/14
P-18	Joe & Nicki Manske	NA	06/06/14
P-19	Craig Nishizaki	NA	06/06/14
P-20	Carl & Lois Pileri	NA	06/06/14
P-21	Ian Withrow	NA	06/06/14

Comment Letter Number	Name/Individual(s)	Agency/Organization	Date Received
P-22	Marilyn Haithcox	NA	06/07/14
P-23	Suzanne Kennedy	NA	06/09/14
P-24	Andrew Quon & Sheila Shea	NA	06/09/14

NA – Not applicable

Additional opportunity to comment on the Draft EIR was provided at the May 14, 2014 Draft EIR Planning Commission hearing. A transcript of the proceedings, including comments and questions raised in the hearing, is included at the end of this chapter. Individual responses to all issues raised at the hearing are provided in **Section 3.0**.

Neither the comments received on the Draft EIR nor the responses thereto indicate new significant impacts or significant new information that would require recirculation of the Draft EIR pursuant to CEQA *Guidelines* Section 15088.5.

June 9, 2014

Mr. James Castaneda, Planner III
San Mateo County Planning and Building Department
455 County Center, 2nd Floor
Redwood City, CA 94063

**Re: Ascension Heights Subdivision Draft Environmental Impact Report Comments by
County of San Mateo Department of Public Works**

Dear Mr. Castaneda:

We are providing comments on the Draft Environmental Impact Report (DEIR) for the Ascension Heights Subdivision Project, dated April 2014 prepared by Analytical Environmental Services for the County of San Mateo Planning and Building Department. Our comments below relate to the streetlighting and sanitary sewer elements of the DEIR in our capacity as the staff that administers the Bel Aire Lighting District and Crystal Springs County Sanitation District (CSCSD), respectively, as well as the solid waste elements.

L1-01

Streetlighting Comment

The following comment relates to streetlighting discussions of the DEIR.

Page 3-13 – “Utilities”

The 1st paragraph in this section states, in part, that “...street lighting in the project area is provided by the County-governed Bel Aire Lighting District. The project site is not currently within the boundaries of this District and would require annexation.” Also, the plans submitted as Vesting Tentative Subdivision Map - Ascension Heights Subdivision prepared by Lea & Braze Engineering, Inc. dated July 1, 2013 show that the new roads within the subdivision will be private streets. The Bel Aire Lighting District will not assume ownership and maintenance responsibilities of streetlights located within any private facilities, including roads and driveways. Therefore, only streetlights proposed to be located within public road right-of-way will be considered for annexation into the Bel Aire Lighting District.

L1-02

Sanitary Sewer Comments

The following comments relate to the Sewer Service of the DEIR.

The plans submitted as Vesting Tentative Subdivision Map - Ascension Heights Subdivision prepared by Lea & Braze Engineering, Inc. dated July 1, 2013 show that the new roads within the subdivision will be private streets. Is it the intent of the developer that the new sanitary

L1-03



Comment Letter L1 (Cont.)

Mr. James Castaneda, San Mateo County Planning and Building Department

**Re: Ascension Heights Subdivision Draft Environmental Impact Report Comments by
County of San Mateo Department of Public Works**

June 9, 2014

Page 2

sewer facilities within the subdivision will also be private systems to be owned and maintained by the property owners?

L1-03
(Cont.)

Page 2-1 – “Project Under Review”

The last sentence of the first paragraph, the word “County” is missing from “Crystal Springs County Sanitation District”.

L1-04

Page 4.10-7– “Public Services, Utilities, and Recreation”

In the middle of the 2nd paragraph, it states “The CSCSD awarded a construction contract on October 8, 2013 for the eight remaining capital improvement projects that will address the aspects of the CDO but is awaiting final approval of a State Revolving Fund Program load before construction can proceed (Porter, 2013).” This sentence should be modified to state “CSCSD is in the process of constructing the eight capital improvement projects, which is estimated to be completed in August 2014.”

L1-05

Appendix B, Page 2 – “Description of the Project:”

The first sentence of the third paragraph, the word “County” is missing from “Crystal Springs County Sanitation District”.

L1-06

Appendix G, Page 2 – “Project Sewer Facilities”

The last sentence states, “...three residences (Lots 6, 7, and 12) located in the western portion of the proposed development share a common lateral.” The CSCSD requires each lot to have its own lateral.

L1-07

Appendix G, Page 3 – “Project Sewer Impacts and Mitigation”

The last sentence of the fourth paragraph should be modified to state, “CSCSD is in the process of constructing the eight capital improvement projects, which is estimated to be completed in August 2014.”

L1-08

Solid Waste Comments [Presented in Comment (C) and Response (R) format below]

C1. SOLID WASTE SERVICES

Page 4.10-8, second paragraph under the sub-heading *Shoreway Environmental Center*.

AB 939 and SB 1322, which enacted the Integrated Waste Management Act of 1989, mandated a goal for California Counties of 50 percent diversion of solid waste from landfills by 2000.

L1-09

R1. Please clarify the reference to SB 1322, as it appears to be an incorrectly referenced bill. The law that mandates the 50% reduction (diversion) goals in San Mateo County is the California Integrated Waste Management Act of 1989 (AB 939). The reporting methodology required for the County is a result of SB 1016 as it requires per capita disposal reporting.

L1-10

C2. Residential Solid Waste Generation

Mr. James Castaneda, San Mateo County Planning and Building Department

**Re: Ascension Heights Subdivision Draft Environmental Impact Report Comments by
County of San Mateo Department of Public Works**

June 9, 2014

Page 3

Solid waste is generated by industrial, commercial, institutional, residential, and other types of land uses. The Cal Recycle generation rate goal for the County unincorporated areas is 3.0 pounds or less per person/ per day (Porter, 2013). In the unincorporated portions of the County, the regional estimate for overall residential waste in tons per resident per year is 0.42, which is compliant with the generation rate goal (Cal Recycle, 1999).

L1-11

- R2.** Please clarify the above referenced paragraph. The disposal target rates for the unincorporated County areas are set by the State. The target disposal rates established by the State (Electronic Annual Report to Cal Recycle for CY 2012) for the unincorporated County areas is 5.1 pounds per person/day for Population (residents) and 15.7 pounds per person/per day for Employment (businesses). This project will generate waste for both of these targets. The development and construction activities will produce waste that will be captured under the target of Employment (pounds/per person/per day), and the residents will generate waste that will fall into the target of Population (pounds per person/per day). The State does not provide a regional goal or estimate for per capita disposal as stated in the Countywide, Regionwide, and Statewide Jurisdiction Diversion/Disposal Progress Reports and as cited below:

“Advisory! The per capita disposal rate is a jurisdiction-specific index and cannot be compared between jurisdictions. The per capita disposal rate is used as one of several "factors" in determining a jurisdiction's compliance with the intent of AB 939, and allows the California Department of Resources Recycling and Recovery (Cal Recycle) and jurisdictions to set their primary focus on successful implementation of diversion programs. Meeting the disposal rate targets is not necessarily an indication of compliance”.

L1-12

The above Advisory can be found at:

<http://www.calrecycle.ca.gov/LGCentral/Reports/Jurisdiction/DiversionDisposal.aspx>

Please provide a detailed description of the project’s diversion programs for both construction and for the residents once they occupy the homes to maintain the current diversion rate of 68.3% within the area that includes the proposed Ascension Heights Subdivision (i.e.: adequate space for carts/containers etc.).

C3. Impact

4.10-8 The Proposed Project would comply with federal, State, and local statutes and regulations related to solid waste and would not generate solid waste beyond the capacity of the solid waste collectors, transfer station, and/or landfill serving the project area requiring development of new or expanded solid waste management facilities, the construction of which would result in adverse environmental effects?

L1-13

**Section 4.10 Public Services, Utilities, and Recreation ,
Page 4.10-33, sub-heading *Operation***

Mr. James Castaneda, San Mateo County Planning and Building Department

**Re: Ascension Heights Subdivision Draft Environmental Impact Report Comments by
County of San Mateo Department of Public Works**

June 9, 2014

Page 4

The amount of solid waste generated by operation of the Proposed Project was estimated based on an average amount of daily residential waste generated per resident (Cal Recycle, 1999).

Table 4.10-7 presents the total solid waste generated through the proposed land uses and Subsequent increases in population. The total amount of waste generated by the Proposed Project is estimated at 0.063 tons per day (approximately 126 pounds per day). As discussed in **Section 4.10.1**, the reported diversion rate for single family dwellings in the vicinity of the project site was 68.3 percent for 2012 (Porter, 2013). Assuming a conservative diversion rate of only 50 percent of household solid waste (the minimum amount mandated by AB 939 and SB 1322), the total amount of solid waste generated by the Proposed Project that would be disposed of at a landfill is estimated at 0.031 tons per day (approximately 63 pounds per day). The amount of solid waste generated by operation of the Proposed Project was estimated based on an average amount of daily residential waste generated per resident (Cal Recycle, 1999).

L1-14

- R3.** The sentence stated above as follows “Assuming a conservative diversion rate of only 50 percent of household solid waste (the minimum amount mandated by AB 939 and SB 1322)...”, should be modified to remove the reference to SB 1322 as it does not appear to be relevant to solid waste.

The County disposal rate is currently 3.0 pounds per person per day. The current recycling rate for the County franchised area which includes this area is 63.9% (Rethinkwaste.org, May 2014). The calculation would be 3.0 (Disposal pounds) + 1.92 (Recycling pounds) = 4.92 pounds per person/per day, potential waste generated per person/per day.

L1-15

Table 4.10.7 and the above paragraph calculations for total potential waste generated must be revised accordingly.

If you have any other questions, please contact Lillian Clark at (650) 599-1447 regarding solid waste services, and Mark Chow at (650) 599-1489 regarding sewer services.

Very truly yours,

James C. Porter
Director of Public Works

JCP:AMS:MC:LC:JY

G:\users\utility\sewers\Districts\Crystal Springs CSD\Property Information\Ascension Heights Subdivision\EIR\DEIR 2014-06\Ascension Heights Subdivision DEIR Comments - 6-14.doc

Comment Letter L1 (Cont.)

Mr. James Castaneda, San Mateo County Planning and Building Department

**Re: Ascension Heights Subdivision Draft Environmental Impact Report Comments by
County of San Mateo Department of Public Works**

June 9, 2014

Page 5

cc: Ann M. Stillman, Deputy Director, Engineering and Resource Protection
Joe La Mariana, Waste Management and Environmental Services Manager
Mark Chow, Principal Civil Engineer, Utilities-Flood Control-Watershed Protection
Lillian Clark, RecycleWorks Program Manager
Julie Young, Senior Civil Engineer, Utilities-Flood Control-Watershed Protection

James Castaneda
San Mateo County Planning and Building Department
455 County Center, 2nd Floor
Redwood City, CA 94063

Dear James:

This letter represents the Baywood Park Homeowners' Association response to the proposed Ascension Heights proposal and associated DEIR.

P1-01

As you know, this project was previously considered in 2009 and rejected by the Planning Commission. The new plan removes an emergency access road and 24% of the houses. From what we can see, the project is unchanged in every other substantive regard. Considering the project was rejected 4-0 and generated over 400 people at the meeting for final consideration, one would expect a substantial change in the proposal. This is not the case. In 2009, the Final EIR was considered inadequate on multiple fronts, including the impact on the community, and had numerous unclear and incomplete sections. The DEIR for the new, slightly smaller proposal has over 600 pages, so the presumption is that it must address the community concerns and the weaknesses in the 2009 EIR. Why go through this effort if not to address the serious issues raised in the last proposal, either related to the project or the environment?

P1-02

The new proposal will still require massive land movement (more than 46,000 cubic yards), as well as removal of most of the existing flora (55% of significant trees and all smaller trees and shrubs), and has the same unanswered questions about the endangered fauna. The new proposal still leaves unanswered questions about the Blue Butterfly, raptors and other biotic concerns. So little concern was shown for this issue that only one attempt was made to locate the butterfly, and that was in July of last year at the very end of the butterfly's possible viewing due to its short lifecycle. Residents easily verified and photographed the existence of lupine plants in multiple locations around the hill in May of this year, as well as sightings of the butterflies themselves. Residents have also submitted photos of large raptors circling the hill.

P1-03

P1-04

The new proposal and associated DEIR make no effort to address the prior aesthetic concerns. The proposed homes will still loom over existing homeowners on Parrott Drive, will still violate their privacy, will still be significantly larger than the average size home in the neighborhood, will still be built on the steep Ascension side of the hill that the Planning Commissioners in 2009 asked the developer to avoid, and will still be visible from all nearby vantage points.

P1-05

Neither the proposal nor DEIR addresses the very real concerns about the steepness of the proposed lots and the soil stability in the neighborhood. Many of the houses are still being proposed on steep grades exceeding engineering recommendations and County guidelines. In the 4+ years since the last proposal, we have seen numerous hillside problems that put into question the standards and code for houses in this area (e.g., the

P1-06

Comment Letter P1 (Cont.)

Baywood Park HOA response to Ascension Heights proposal/DEIR

9June2014

continuing difficulties on Rainbow Drive). It is not clear that it is prudent to build anything on the steep hillsides, let alone 19 houses with many slopes at 40 degrees or more.

The proposed road exceeds the code for steepness, is a hazard to houses across from it on Bel Aire, and would enter Bel Aire at a blind spot, all of which increase dangers at the proposed intersection.

The proposal and DEIR seem to accept the dramatic noise and air pollution that will result as an "ugly reality" of these types of projects. Even the minimum analyses completed show that nearby residents will be significantly impacted. Given that none of the new science related to short-term health impacts, including possible fatalities, was referenced, the impacts would only be stronger with their inclusion. The DEIR assesses these impacts as "less than significant" only because the County apparently allows this intrusion and danger during construction. We can only hope this is truly not the case.

In the interim 4+ years since the project was rejected by the Planning Commission and the Board of Supervisors, there have been additional significant soil movement problems in the neighborhood, and the entire state has gone into a drought. The DEIR does not reflect these new material events that impact the project significantly. One of the main ways to mitigate pollution, toxic materials and wind blowing both construction materials and dirt around the neighborhood is to copiously water down all exposed land areas and equipment multiple times a day. While that practice might help reduce air pollution for portions of the day, such profligate use of water seems inconceivable when we are in a severe drought. Additionally, ripping up nearly all of the existing vegetation, which currently provides soil stability to much of the hill as well as protection from runoff, and then replacing it with new vegetation that will take significant water over years to reach maturity merely to restore hill stability, seems unnecessary and extremely wasteful.

Very little information is available to judge the proposal's novel approach to drainage. It calls for many tons of water to be stored in underground cisterns above the nearby existing houses. Given that the site sits extremely close to a known major earthquake fault, we're very concerned by the lack of analysis on the flooding impact should an earthquake strike while the cisterns are full.

To summarize, the lack of additional material in the DEIR on the major concerns that the neighborhood has raised multiple times in the past, as well as the lack of material addressing concerns resulting from new aspects of the proposal, seem to put this DEIR in the same position as the old one – it is incomplete and inadequate. In short, nothing material has changed over the past five years!

The project was sufficiently objectionable in 2009 that 400 people showed up at the Final EIR hearing to object. This figure represents more than half of all nearby residents attending the meeting, which suggests a high degree of concern in the neighborhood. The 4-0 rejection by the Planning Commission suggests the County also had meaningful concerns. Subsequently, the County hosted meetings in 2010 with the intent

P1-06
(Cont.)

P1-07

P1-08

P1-09

P1-010

P1-11

P1-12

that the developer engage with the neighborhood in a true dialogue, searching for common ground. Instead, the developer did not negotiate at all, and made his position exceedingly clear that these meetings were simply to “educate” the community on the specifics of his new proposal. This attitude is reflected in his application, in which he addresses none of the issues the community raised in those 2010 meetings.

P1-12
(Cont.)

We find the problems for the project are substantially the same, or even worse in some cases, than the 2009 proposal, in spite of the removal of the emergency access road and the lower tier of six houses on the Ascension side of the hill. Nearly all of the concerns raised by the Planning Commission and the Community remain as concerns the same today, with no material adjustments by the developer. The community is concerned about the impact of the project on its members and on the environment. We cannot recommend the project go forth with these concerns, especially given that in the more than four years the developer has had to speak with the community since his previous proposal was rejected, he has not taken the opportunity to allay a single concern (beyond removing a few houses). The community finds itself in the unfortunate position of being very worried should the project go forward that the developer has no intent to do anything to ameliorate community concerns without active, constant oversight by the Planning Commission and its representatives to ensure all mitigations are followed completely, meeting their full spirit and intent.

P1-13

The Highlands / Baywood community is a bucolic, peaceful, amazing place that the community loves passionately. We are proud of this area and do not wish to prevent construction. Any project should add to the beauty and the quality of the neighborhood, without significantly impacting current homeowners. We would be amenable to true dialogue on a proposal that meets our very real concerns.

P1-14

Attached are specific comments related to errors, inconsistencies, or omissions in the DEIR, and our recommendations for what must be incorporated into the Final EIR to correct those errors, inconsistencies, or omissions.

P1-15

We respectfully request that the County address each comment in writing, either by (a) agreeing with our comments and updating the information and mitigations in the Final EIR or (b) disagreeing with our comments, stating clearly why we are mistaken.

Thank you in advance for reviewing our detailed comments.

Respectfully,

Baywood Park Homeowners' Association

Comment Letter P1 (Cont.)

Baywood Park HOA comments on the Ascension Heights DEIR ; 9 June 2014

Item#	Errors, Inconsistencies or Omissions in the DEIR, required to be fixed in the Final EIR	DEIR page	Recommendation for the Final EIR process and document
1	Planning DEIR refers to "discussion" and "engagement" between the Applicant and the Community. Nothing could be further from reality. At the first meeting, the Applicant informed Community representatives he was there to "educate" the community representatives about his updated proposal, and also would attempt to answer questions. He made it clear the plan itself was "not up for discussion".	3-6	Final EIR must be clear that there was NO discussion and NO engagement between the Applicant and the Community, that there were merely meetings in which the Applicant "told the community about the proposal with zero room for discussion about possibilities instead of what he was submitting."
2	Planning DEIR refers to the project repeatedly as a "Reduced Intensity" proposal. What is the definition of this term? Reduced Intensity implies significantly smaller. In this case, however, the project is only a bit smaller -- (a) 76% as many houses as the first proposal (25 houses down to 19 houses); (b) 80% as many tiers of houses (5 tiers down to 4 tiers), and (c) 100% the same in terms of building on both sides of the hill as well as the top. The only thing truly reduced in intensity is the removal of the "emergency access" road.	3-6	Final EIR must stop referring to the current proposal as "reduced intensity". Or, if "Reduced Intensity" has an official definition by County Planning Department, then that definition must be referenced in full quotation within the EIR. Additionally in this case, the EIR should attached the following after each and every reference to "Reduced Intensity" -- "[76% as many houses as the first proposal (25 down to 19); 80% as many tiers of houses (5 down to 4), and 100% the same in terms of building on both sides of the hill as well as the top]" -- other than references of course in Chapter 6 "Alternatives" to a separate Reduced Intensity alternative.
3	Planning Who determines the "Project Objectives"? The DEIR refers in multiple locations to examining only those alternatives that support a majority of the seven objectives. The problem is that four of the objectives are unrelated to impact, and therefore any project no matter how extreme the environmental impact would still meet a majority of the objectives.	3-7	The process leading to the Final EIR should revisit the Project Objectives and engage the public in updating the Project Objectives. If not possible to edit the Project Objectives, then the Final EIR must state who specifically by name, when, and with which specific public engagement activities (a) created those objectives, (b) determined that only alternatives meeting a majority would be considered within the DEIR process, and (c) evaluated the alternatives relative to the objectives.
4	Planning DEIR refers to "Open Space" and "Common Area". The DEIR states "The common area would be open to subdivision residents and the general public." This language and the context implies this is positive and even desirable. The overwhelming majority of that open space/common area, however, is so steep that having individuals attempting to walk on and use that area would highly likely increase erosion and would be dangerous to the individuals. It is Orwellian to refer to that land as a "Common Area" for use by all.	3-12	Final EIR, both in the text and on the maps and figures, must refer to those locations as what they are -- "land that is too steep for development and therefore being permanently zoned as Open Space", with the tagline that it is "unbuildable steep hillside". Additionally, all Open Space and Common Space as currently indicated should be described as "off limits" to any individuals due to the danger in which they would place themselves as well as the erosion impacts, and should NOT be "open to subdivision residents and the general public".
5	Planning DEIR refers to Lot C as "Common Area". This lot is an odd-shaped lot split into two sections. One section is ~1800 square feet and is bounded by an 8-foot drop-off to the entry road on one side and 12 feet of retaining wall on the other two sides.	Drawings C-2, C-3	Final EIR, both in the text and on the maps and figures, should be clear that Lot C is "off limits" to any individuals due to the danger in which they would place themselves due to the sheer dropoff to the road and is NOT "open to subdivision residents and the general public".
6	Planning DEIR refers to "Foot Trails" and "Nature Trails" in multiple locations, and even provides a cross-section drawing of such a trail. Yet there are no references to specific locations for such trails in the document or on any of the maps.	2-1; 3-12 Figure 3-6; 4-5, 10	If there will be trails, the Final EIR must describe specific locations, both in the text of the document and on each and every map. Additionally, in this case, the Final EIR must describe the impacts from those trails. If there will NOT be trails, the Final EIR must remove all such references, both in the text and on any figures and maps.
7	Planning DEIR refers to the lots being arranged in three blocks. This understates the number of rows running laterally across the hillside. One can see clearly that there are four tiers of houses being proposed (not three) -- two separate tiers running across the Parrott Side of the hill, a third tier on top of the hill, and a fourth tier on the Ascension side of the hill.	3-10	Final EIR must refer correctly in the Project Description to "four tiers of houses".

P1-16

P1-17

P1-18

P1-19

P1-20

P1-21

P1-22

Comment Letter P1 (Cont.)

Baywood Park HOA comments on the Ascension Heights DEIR ; 9 June 2014

Item#	Errors, Inconsistencies or Omissions in the DEIR, required to be fixed in the Final DEIR	DEIR page	Recommendation for the Final EIR process and document
8	Planning It is difficult to grasp the steepness of the hill and of each of the proposed lots on the hill simply from the topographical map.	Missing	Given the extreme steepness involved, the process leading up to the Final EIR must include a scale model of the site, including the entry from Bel Aire as well as each of the 19 houses as well as the adjacent Parrott properties and the Bel Aire properties near the proposed site entrance, to help assess the impact.
9	Planning DEIR does not address the steepness of individual lots, nor compare that data to County General Plan guidelines that recommend building on shallower slopes. DEIR does not address current engineering comments about the dangers of building on slopes greater than 15%; see for example recent engineering reports created after the Rainbow slides.	Missing	Final EIR must include a clear reference to specific guidance in the County General Plan related to avoiding building on steep hillsides, must include a table listing the steepness of each lot, and must describe how many lots are beyond County guidelines. Additionally, the Final EIR must cap the steepness on which lots can be established for this project.
10	Planning DEIR includes minimal to no reference in the DEIR commentary to the steepness on the Parrott Side, which in some places is as steep as on the Ascension side	Missing	Final EIR must include references to the steepness on both sides of the hill (the Parrott side in addition to the Ascension side).
11	Planning DEIR refers to street parking within the development ("14 feet for parallel parking spaces (7 feet per side)", but does not appear to describe the hammerheads as being "off limits" to street parking. Being a no-parking zone would be required to enable emergency vehicles to use the hammerheads as intended. Additionally, impact to new residents would be "no parking on the street adjacent to their properties" for residents of Lots 7 and 12, which is NOT the norm for the neighborhood.	3-10	Final EIR (a) must describe the hammerheads as "no parking" zones, and (b) state clearly within the Access Roadway and Parking section of the Project Description (Chapter 3) that residents in Lots 7 and 12 would have zero on-street parking adjacent to their properties.
12	Planning DEIR does not address whether sidewalks should be developed on either Bel Aire or Ascension along the sides of the site. Their absence is out of character with the immediate neighborhood, as sidewalks are the norm on Bel Aire and Ascension. Without those sidewalks, future residents would need to walk in the dirt (and mud in the winter rains) when they walk out of the new development down the hill on Bel Aire to Ascension.	Missing	Final EIR should assess the impact from the lack of sidewalks on Bel Aire and Ascension along the project site.
13	Planning		
14	Planning DEIR does not describe any criteria by which the future homeowners would be responsible to repair future slope failures on the site. This is problematic given that such slope failures are likely given the history of the hill.	Missing	Final EIR must describe the criteria by which the future homeowners would be responsible to repair future slope failures anywhere on the site.
15	Planning DEIR Appendix includes a letter dated November 17, 2013 from CalWater stating in Item 3 "There is an existing 8" water main in a Cal Water easement connecting the tank and the water main on Parrott Drive... This water main is required to be remained in the same location. ... No structure should be built on the existing easement". Given these statement from CalWater, the site plan has the following flaws: -- moves this water main from its current location -- places shows homes (Lots 6 and 11), as well as a street, directly on top of the current location of that water main -- plans to route drain pipes and other infrastructure directly through current location. Correspondingly, Mitigation 4.10-2c is in error.	4.10-26;	Site plan must be updated prior to the Final EIR to take into consideration CalWater's statements that the current Parrott water main "is required to be remained in the same location" and that "No structure should be built on the existing easement". Mitigation requires that Lots 6, 7, 11, and 12 must be removed or changed materially to avoid building on (or through!) the water main.

P1-23

P1-24

P1-25

P1-26

P1-27

P1-28

P1-29

Comment Letter P1 (Cont.)

Baywood Park HOA comments on the Ascension Heights DEIR ; 9 June 2014

Item#	Errors, Inconsistencies or Omissions in the DEIR, required to be fixed in the Final EIR	DEIR page	Recommendation for the Final EIR process and document
16	<p>Planning</p> <p>DEIR does not adequately assess the impacts and dangers of the proposed new intersection of Bel Aire with the new road. Construction trucks, and residents' vehicles in the future, would exit the site moving down the steep slope pointed directly at the existing Bel Aire properties. Any vehicle that lost control would likely run into parked cars on Bel Aire or, if no cars were present, drive over the curb and into the Bel Aire properties. This danger is exacerbated by the small width of Bel Aire as well as the blind spot (which the DEIR does describe). A quick internet search found two references describing the dangers of this configuration: http://abcnews.go.com/blogs/headlines/2012/05/pa-couple-tired-of-cars-crashing-into-home/ http://safety.fhwa.dot.gov/intersection/resources/fhwasa10005/brief_13.cfm.</p> <p>What can be done to protect the two houses on Bel Aire immediately across from the road to the site to reduce the danger? One possibility is to split the site entry/exit road into two short, one-way sections. Car exiting the site onto Bel Aire must turn right toward Laurie Lane. Cars entering the site could do so only by traveling up Bel Aire from Ascension and turning right into the site. This would prevent any cars from crossing traffic to the opposite side of Bel Aire.</p>	6.4-2	<p>Prior to the Final EIR being reviewed, the proposed intersection between the new road and Bel Aire must be redesigned to mitigate the dangers of this intersection, specifically to the existing homes and homeowners on Bel Aire, to drivers on Bel Aire, and to drivers exiting the development.</p>
17	<p>Planning</p> <p>DEIR does not describe alternative locations or design to the proposed entry road, even though it is too steep for current code and therefore requires a variance and even though it creates a dangerous intersection. It also does not describe impacts to adjacent/nearby Parrott residences, which would suffer both privacy and structural impacts, or to the Bel Aire homes directly opposite from the entry/exit (which would have a dangerous intersection imposed on them directly in front of their properties). Alternatives might include: (a) Road entry from Bel Aire that follows more directly the current angled entry of the water tank access road onto the site; (b) Road entry on the Ascension only, following the path of the previously contemplated emergency access road or a similar route modified as necessary to reduce steepness. What other road locations are possible? What would be the differences between the various alternatives for the site entry road? If no other locations are possible, does the planned road as designed impinge too much on the privacy of and structural impacts to adjacent/nearby Parrott properties and/or pose too much danger to the immediately opposite Bel Aire homes, therefore making the project intractable?</p>	6.4-2	<p>Final EIR should consider alternatives to the precise road location, both slight adjustments at the current location and other possible entry locations, in an attempt to mitigate the impacts of the currently planned road to adjacent/nearby Parrott Drive properties, and to lessen the potential danger posed to residents in houses on Bel Aire from cars driving directly down the new road aimed at them.</p>

P1-30

P1-31

Comment Letter P1 (Cont.)

Baywood Park HOA comments on the Ascension Heights DEIR ; 9 June 2014

Item#	Errors, Inconsistencies or Omissions in the DEIR, required to be fixed in the Final EIR	DEIR page	Recommendation for the Final EIR process and document
18	Planning DEIR states that actual construction will last only 27 months, even if there is a delay between the 9-month grading period and the 18-month house construction period. Rescaling or ramping construction activity after any delay, however, adds time to the subsequent build period. Additionally, the DEIR does not offer a range for either construction period. Housing projects often run into issues which lead to delays. Without a reasonable range that includes possible delays, then determining the impact from the duration of construction is uncertain. During 2009, the developer shared that he expected to take 5-10 years to complete the project, with the first year to complete the grading, utilities, and roads, including the emergency access road; the remaining 4-9 years were to complete the 25 homes. How is it possible to complete essentially the same project in only 18 months instead of 4-9 years?	3-16; 3-17	Final EIR must acknowledge that if there is a delay between grading and house construction, then total construction time likely will be longer than 27 active months, even if only by a few weeks or months. Final EIR must provide a reasonable range of months for both construction periods (illustrative examples: 9-12 months for grading, and 18-24 months for house construction) to better understand how long the construction may last and therefore allow better estimation of the impact from construction duration. Final EIR must describe mitigations to implement whenever there is a construction delay to protect the neighborhood from slides, water runoff, air pollution, soil dispersion, ...; these mitigations would include as an example appropriate landscaping and irrigation so that the site would be a stable site. Final EIR must describe a penalty bond effective with any halt in construction longer than three months. Such a bond must be sufficiently large to stabilize and landscape the hill. Final EIR must assess impacts and prepare mitigations under the scenario that the work would take five years.
19	Planning DEIR does not describe environmental impacts that would result from any delays during the project after the initial grading has scraped the hill clear of nearly all vegetation. Given that the DEIR states "home construction may be intermittent and may not occur immediately following the completion of the grading" (3-16, 3-17), it is reasonable to assume there will be delays. How much soil will blow off the site onto nearby neighbors? How long would the hill need to sit bare before it would be considered an eyesore and a significant visual impact?	Missing	Final EIR must assess impacts, including but not limited to air pollution, soil dispersal, and visual, from any delays in the project once grading has scraped the hill clear of nearly all vegetation, and must also describe associated mitigations.
20	Planning DEIR contains contradictory dates/times for when construction would be allowed to occur. On pages 2-19 and 4.8-13, it states "Construction activities shall be limited to occur between ... 7am to 6pm Monday through Friday, and 9am to 5pm on Saturdays." On page 3-17, however, it states "Construction activities would be limited to daytime hours between 7am and 7pm" and does not reference days of the week. Which is the correct proposal?	2-19, 3-17, 4.8-13	Final EIR must be consistent in references to when construction activities will be allowed on the site.

P1-32

P1-33

P1-34

Comment Letter P1 (Cont.)

Baywood Park HOA comments on the Ascension Heights DEIR ; 9 June 2014

Item#	Errors, Inconsistencies or Omissions in the DEIR, required to be fixed in the Final DEIR		DEIR page	Recommendation for the Final EIR process and document
21	Aesthetics	DEIR does not assess the Privacy impact to neighboring properties, particularly those on Parrott. DEIR does not describe mitigations for this Significant impact.	Missing	<p>Final EIR must assess the privacy impacts to neighboring properties, both during construction and from the planned development, including but not limited to those on Parrott adjacent to the site, and must include appropriate mitigations -- a construction-specific mitigation that shields the Parrott residents from the construction (and prevents construction workers from staring into Parrott homes and yards) as well as a new site plan that includes a meaningful buffer between the new homes and the Parrott homes (see below).</p> <p>The site plan must be updated prior to the Final EIR being considered to create a clear buffer zone of at least 25-feet between the new development and the existing homes on Parrott. This buffer zone must be bounded by separate backyard fences on both sides -- backyard fences for the first tier of house above Parrott will be on the uphill side of the buffer zone and at least 25 feet away from the Parrott backyard fences. The new homes in that first tier must have backyard fences that are solid (i.e., one cannot see through them) and at least 9 feet in height. The buffer zone must be zoned as a new, separate lot on the site plan, which would be Open Space owned by the to-be-created Homeowners' Association of the new development and not owned by any individual homeowner. The buffer zone must be landscaped with at least two rows of trees of a significant height and width/spread, as well as appropriate shrubs, to act as an effective buffer to provide privacy to the current Parrott residents and to reduce the noise impact. The developer must create a landscape maintenance plan that the new Homeowners Association will follow to maintain the health of the trees and shrubs. Any trees or shrubs that die must be replaced within three months with a mature plant (15-gallon stock minimum). The buffer zone must be a no-building zone in perpetuity, with the exception of irrigation required to maintain the landscaping.</p>
22	Aesthetics	DEIR does not assess impact from cars driving down the new road being able to see into the backyards and homes on Parrott, or from carlights shining into those yards and homes.	Missing	Final EIR must assess and mitigate the privacy impact from the road, preventing car lights from shining into backyards or homes for the current residents on Parrott. This mitigation could as example consist of tall dense trees planted along the both sides of the new road from Bel Aire up through the split in the road. This mitigation must be in place before any residents move into the new development.
23	Aesthetics	DEIR includes photos purporting to show nearby visual impact from the development, yet those photos (a) appear to be two or more years old and taken from Google Street View, (b) missing key sightlines that can easily see the hill, e.g., from the "Hillsdale" CSM student parking lot located off CSM Drive just south of its intersection with Hillsdale Blvd, (c) include trees/shrubs on the hill that will be removed, and therefore increase visibility of the new houses, and (d) show only a few houses proposed for the development.	Figure 4.1-2a Figure 4.1-2b	Final EIR must include photos that are current, taken in person, from locations that can easily see the hill, including but not limited to the "Hillsdale" CSM student parking lot located off CSM Drive just south of its intersection with Hillsdale Blvd. "photoshop out" those trees/shrubs on the hill that will be removed during construction, and show ALL proposed houses on the hill.

P1-35

P1-36

P1-37

Comment Letter P1 (Cont.)

Baywood Park HOA comments on the Ascension Heights DEIR ; 9 June 2014

Item#	Errors, Inconsistencies or Omissions in the DEIR, required to be fixed in the Final EIR	DEIR page	Recommendation for the Final EIR process and document
24	Aesthetics DEIR does not show any views from the backyards of adjacent Parrott properties, despite the fact that the Applicant drafted such views and shared them with the Baywood Park HOA in 2010.	Missing	Final EIR should include views from the Parrott backyards, views which should be updated to remove any vegetation or trees that will be removed during development, should show only the planned replacement trees as they will look in the first year (e.g., if using 5-gallon replacements then show these skinny short trees accurately), and should show all houses that could be seen from each backyard in a panorama view.
25	Aesthetics It is difficult to grasp, even from artistically updated photos, the impact of these large homes looming about the nearby residents. Side-view scale drawings showing the proposed new homes along with the Parrott homes would help demonstrate the impact (look at slide 14 in the Baywood Park HOA presentation to the Planning Commission on May 2014 as an example of such a side view drawing).	Missing	Final EIR must also include side-view scale drawings showing the proposed new homes along with the Parrott homes (look at slide 14 in the Baywood Park HOA presentation to the Planning Commission on May 2014 as an example of such a side view drawing) so as to better show the impact of the proposed development looming above Parrott.
26	Aesthetics DEIR did not attempt to assess the visual impact with any physical representations onsite, e.g., by using story poles.	Missing	Story poles must be implemented in sufficient locations across the sites, including locations in each of the four tiers of houses, so as to help determine adequately the likely aesthetic impact of the development BEFORE review of the Final EIR.
27	Aesthetics DEIR does not describe clearly or adequately the visual impact of the site from public vistas further away from the site, e.g., from various streets in The Highlands or from other nearby subdivisions, including properties in the Town of Hillsborough that have a clear view of the hill from their homes.	Missing	Final EIR must include photos of the hill from multiple public vistas that can see the hill from further away than on the immediately adjacent streets. Specifically, it must include photos and descriptions of visual impact from multiple locations in The Highlands, to include but not limited to the top of Bunker Hill Drive just below Yorktown Drive (e.g., from in front of 2285 Bunker Hill Drive), and other nearby subdivisions that can see the hill, including those in the Town of Hillsborough. These photos must "photoshop out" those trees/shrubs on the hill that will be removed during construction, and show ALL proposed houses on the hill.
28	Aesthetics DEIR does not adequately assess the impact to the ridgelines and skylines adequately, in accordance with the County General Plan's guidelines to minimize such impacts. Instead, the DEIR assumes that "any scenic views available from the surrounding areas are likely in a direction (downslope) away from the project site. Additionally, long distance views ... are largely obstructed by intervening topography." Neither is fully accurate. The hill can be seen from numerous public locations in all directions.	4.1-6, 4.1-7	Final EIR must describe the impact to the ridgeline and skyline as seen from multiple locations around the site.
29	Aesthetics DEIR does not describe impact to Parrot homes due to shadow changes, which are likely given the construction of three-story homes within 20 feet of the Parrott properties.	Missing	Final EIR must include a shadow study describing impact on nearby Parrott homes from the proposed development.
30	Aesthetics DEIR does not describe the impact on Parrott homes' backyards from planned landscaping (e.g., impact to due to shade or invasive growth).	Missing	Final EIR must describe impact on nearby Parrott homes from planned landscaping.
31	Aesthetics The hill is the last open, undeveloped hill locally in San Mateo.	Missing	Final EIR must acknowledge that removing the last undeveloped local hill IS a significant impact, and is much more than simply extending a horizontal development by a few more homes.

P1-38

P1-39

P1-40

P1-41

P1-42

P1-43

P1-44

P1-45

Comment Letter P1 (Cont.)

Baywood Park HOA comments on the Ascension Heights DEIR ; 9 June 2014

Item#	Errors, Inconsistencies or Omissions in the DEIR, required to be fixed in the Final EIR	DEIR page	Recommendation for the Final EIR process and document
32	Grading Traffic DEIR does not select a specific route for grading trucks to and from site. There is no traffic assessment for any specific route.	Missing	Final EIR must include a full traffic assessment of the selected route(s) for soil removal and return of empty trucks. The grading truck route(s) -- for empty grading trucks and for full grading trucks -- must be approved by the Public Works Department as part of the Final EIR.
33	Traffic DEIR does not describe whether the proposed construction traffic routes have been approved.	Missing	Obtain appropriate County approvals from the Public Works Department for the construction traffic route, before the Final EIR.
34	Grading Traffic DEIR makes an error in calculating truckloads onto/off the property during grading and soil excavation. Specifically, 40,000 bulk cubic yards divided by 30 days divided by a 17-yard truck equals 78.43 loaded trucks per day, which would mean 79 loaded trucks (you can't round down because the dirt must still leave the property). Doubling this number would mean 158 truck trips either onto or off of the site each day, and NOT the 156 listed in the DEIR.	3-17; 4.8-13	Final EIR must round up when calculating truckloads per day (since all the dirt must still leave the property).
35	Grading Traffic DEIR assumes a mythical 17-yard truck in the above calculation. It also suggests the truck mix might include 10-yard, 15-yard, and 20-yard trucks.	3-17; 4.8-13	Final EIR must use actual capacity (NOT an average) of the trucks planned to be used when calculating truck trips onto and off the site during grading.
36	Grading Traffic DEIR assumes trucks would enter and exit the site for 11 hours during grading (7am-6pm). Commute hours are crowded on these streets due to the influx of CSM students in addition to regular neighborhood traffic. For safety reasons, we are asking for grading truck traffic to be limited to non-commute hours, specifically 9am-4pm, which avoids the AM and PM "street peak hours" referenced in the traffic study (Appendix H).	4.8-13	Final EIR must create a table showing trucks/hour and trucks/minute entering and leaving the site during grading across various time options -- (a) 7am-6pm; (b) 8:30am-4:30pm; (c) 9am-4pm. This table also must use truck capacity for the actual trucks that will be used.
37	Grading Traffic DEIR does NOT describe the ability of the soil removal trucks to get onto the site during grading (site entrance is tight), or to navigate the local streets (which are narrow with cars parked on each side).	Missing	Prior to the Final EIR, videotape the actual soil removal truck that will be used navigating the route up to the site. Demonstrate safe ("remaining in lane") turns through each intersection. Also, create an animated model showing the truck entering and leaving the site via the new entrance on Bel Aire. Include parked cars on both sides of Bel Aire (since the DEIR refers on 3-17 to construction workers parking on the east side of Bel Aire, i.e., the "site side" of the road) in both the videotape and the animated model. And show a car moving in the opposite direction of the truck so that traffic safety may be better assessed.
38	Grading Traffic DEIR claims that the number of truck trips per day during grading would "NOT result in an increase of greater than 0.1 TIRE index, which is defined as a noticeable increase in traffic on the street". How can a large construction soil removal truck driving up or down Bel Aire and Ascension every 1-4 minutes NOT be anything other than a major and noticeable increase in traffic on the street?	4.11-8	Final EIR must describe the spacing between trucks in minutes and seconds (referencing the high and low ranges from the table above) and also describe in plain English language how that is considered a noticeable increase in traffic or not.
39	Grading Traffic DEIR uses TIRE scale for traffic impacts, which is difficult for the average person to understand in terms of the impact to the neighborhood during construction traffic. On Bel Aire, the increase in traffic due to construction vehicles would be 178 trips minimum above the current 760 trip (24-hour) baseline from the Traffic Study, which is a 23% increase. Assuming use of 10-yard trucks, the number of construction vehicle trips would increase to 288, which would be a 38% increase.	4.11-3; 4.11-4; 4.11-8	Final EIR also must describe the traffic increase in % terms, e.g., 23% increase in traffic on Bel Aire due to construction vehicles, in addition to TIRE terms (which are not as readily understood by the general public).

P1-46

P1-47

P1-48

P1-49

P1-50

P1-51

P1-52

P1-53

Comment Letter P1 (Cont.)

Baywood Park HOA comments on the Ascension Heights DEIR ; 9 June 2014

Item#	Errors, Inconsistencies or Omissions in the DEIR, required to be fixed in the Final EIR	DEIR page	Recommendation for the Final EIR process and document
40	Construction Traffic DEIR does not assess traffic controls that might be necessary at the Bel Aire entrance to the site during construction (only refers to a "blind spot" analysis), or for the remainder of the construction traffic route.	Missing	Final EIR must assess and describe traffic controls for the construction traffic route, to include in particular controls at the new intersection of Bel Aire and the site entry road.
41	Construction Traffic DEIR does NOT assess possible brake failures on the steep surface streets during construction, discuss Jake brake prohibition, or discuss alternate safety measures for construction traffic.	Missing	Final EIR must assess possible brake failures on the steep surface streets during construction and determine appropriate safety measures, including the use of reduced speeds and smaller trucks.
42	Construction Traffic DEIR does not include a requirement for the developer to repair damage to surface streets from construction traffic.	Missing	Final EIR must include specific language requiring the developer to repair surface streets used as the route(s) for construction traffic after construction is completed, as well as before then as necessary.
43	Traffic DEIR neglects to state that the 760 trips on Bel Aire was measured over a 24-hour period (and is actually 759); see Appendix H. The relevant time period for any impact to the neighborhood from Construction Traffic would be during the construction window. The Traffic Study shows 569 trips from 7am-6pm on Bel Aire. The increase in traffic trips on Bel Aire during Grading from 7am-6pm would be 31% (178 above 569). Assuming use of 10-yard trucks, the traffic increase would be 51% (288 above 569). Updated TIRE analysis for the period 7am-6pm follows: -- 569 trips (baseline) = T.I.R.E. 2.76 -- 747 trips (increased traffic due to 17-yard "average" grading truck) = T.I.R.E. 2.87 (which is greater than a 0.1 increase, and therefore considered an impact) -- 857 trips (increased traffic due to use of actual 10-yard trucks) = T.I.R.E. 2.93 (which is greater than a 0.1 increase, and therefore considered an impact)	Missing	Final EIR must base the traffic denominator on the construction window to assess any impacts on traffic due to Construction Traffic (and not compared to a 24-hour baseline). Final EIR must re-calculate the T.I.R.E. analysis using this construction window denominator as the baseline. Final EIR must develop mitigation given that the updated T.I.R.E. analysis will show a "greater than 0.1" increase.
44	Traffic DEIR states that construction vehicles could park along the east side of Bel Aire Road "without interfering with adjacent residential parking". The DEIR neglects to mention, however, that Bel Aire would be a narrow road with parking on both sides, and at times may be limited in practical purposes to a one-lane road, e.g., during grading when soil removal trucks are moving up and down Bel Aire every 1-4 minutes, constrained by parked cars on both sides.	3-17	Final EIR must assess the traffic and safety impacts from construction vehicle parking on the east side of the road. It specifically must assess and model the ability of Bel Aire to remain a two-lane road during grading given residential parking on the west side of the road and construction vehicle parking on the east side of the road, and grading trucks driving up and down the road.
45	Traffic DEIR does not evaluate the steepness of the construction traffic route (Polhemus to Ascension to Bel Aire)	3-17	Final EIR must describe the steepness of the construction traffic route.
46	Traffic DEIR does not prepare a mitigation for the Significant impact on neighborhood traffic due to construction traffic.	Missing	Final EIR must mitigate the Significant impact on neighborhood traffic. This shall include a construction traffic management plan that will, among other things, require that all heavy truck movement (e.g., grading trucks) or high-volume truck movement associated with project construction occur outside commute peak hours.

P1-54

P1-55

P1-56

P1-57

P1-58

P1-59

P1-60

Comment Letter P1 (Cont.)

Baywood Park HOA comments on the Ascension Heights DEIR ; 9 June 2014

Item#	Errors, Inconsistencies or Omissions in the DEIR, required to be fixed in the Final EIR	DEIR page	Recommendation for the Final EIR process and document
47	Road steepness within the development DEIR states "Street grades would range from 11 to 19 percent" and that "Figure 3-6 (Private Street Cross Sections) provides a diagram". Those cross sections, however, only show the slope from left to right across the road. They do not show the vertical grades moving up/down the street as implied by the quote.	3-10	Final EIR must explain the various for the road, comparing it to County guidelines. It must include cross-section drawings showing the steepness up/down the hill for the entire length of the road, with an overlay of what would be allowed by guidelines along the way. It must explain in writing how the proposed road will be safe in all weather and traffic conditions. It will include detail for the above about the (a) site entry/exit, which is a steep, U-turn curve aimed at existing Bel Aire properties and enters Bel Aire at a blind spot, (b) steepness all the way up the hill, and (c) emergency access and turnarounds at the two hammerheads, including modeling access with illegal parking in the hammerheads.
48	Project Alternatives DEIR describes project alternatives in general, yet does not provide any maps, location data, or specific data about the lots or the roads in the alternatives. Assessing the impact from project alternatives requires an understanding of where precisely the lots, and road, would be proposed in each alternative, how large they are, on what slopes they would be built, and how much grading would be required.	Section 6.0	Final EIR must include site maps for each project alternative, as well as grading estimates and other appropriate data to allow for more formal impact assessment as well as to allow the public and Planning Commission an informed dialogue among alternatives. Simply saying "less impact" is not the same as saying "here is the plan, and there is less impact."
49	Project Alternatives DEIR states that some of the impacts from the official alternatives are equal to or greater than the proposed development, yet does not provide data to justify such conclusions.	6-4, 6-5, 6-6	Final EIR must provide specific data to justify any "equal to or greater" impacts from the smaller alternatives.
50	Project Alternatives DEIR eliminates a "Minimal Grading" alternative from consideration without adequate description or data. It describes such an alternative as one with the six lots with the "most substantial grading" being eliminated, thereby becoming a 13-lot alternative. The selection of "six" as the number of lots to be eliminated is not justified, and therefore appears arbitrary. Most of the lots in the 19-lot proposal are steep. The term "Minimal Grading" suggests truly minimal grading, in other words "sticking to contour grading", which is a County General Plan guideline, as much as possible. This would result in a much smaller alternative being considered under this scenario (4 or 5 houses?).	6-2, 6-3	Final EIR must include a Minimal Grading alternative that adheres to the spirit of the term "minimal", i.e., follows contour grading as much as possible. The Final EIR must define the steepness threshold used to select the number of lots to be included in this proposal.
51	Project Alternatives DEIR makes an error in referring to a "Reduced Intensity" alternative. Text at the bottom of 6-2 and top of 6-3 states that the Reduced Intensity Alternative would result in "reducing the number of residential lots ... by half or more", and yet the cursory description of this alternative at the bottom of 6-3 describes it as including "10 single-family residences", which is MORE than half of the 19 currently proposed homes.	6-3, 6-4	Final EIR must include a Reduced Intensity Alternative that fulfills the commitment of considering an alternative that is "half or more" reduced, which would mean no more than nine single-family residential lots.
52	Project Alternatives DEIR does not describe how the how the Reduced Intensity Alternative minimizes the impact to the ridgeline and skyline from surrounding views compared to the current plan.	Missing	Final EIR must describe specifically how the Reduced Intensity Alternative minimizes the impact to the ridgeline and skyline from surrounding views compared to the current plan.

P1-61

P1-62

P1-63

P1-64

P1-65

P1-66

Comment Letter P1 (Cont.)

Baywood Park HOA comments on the Ascension Heights DEIR ; 9 June 2014

Item#	Errors, Inconsistencies or Omissions in the DEIR, required to be fixed in the Final EIR	DEIR page	Recommendation for the Final EIR process and document
53	Biology DEIR refers to the San Mateo County General Plan's section on vegetative resources (e.g., Sections 1.10, 1.24, 1.25, and 1.26 from the General Plan), which includes requirements that "the development will: (1) minimize the removal of vegetative resources and/or; (2) protect vegetation that enhances micro-climates and/or (3) protect historic and scenic trees." All three sections are relevant to the site. The proposed development violates all three sections given that the nearly all vegetation and trees will be removed. How is this "minimizing removal" or "protecting"? Planting new vegetation and trees after removing existing vegetation and trees is not the same things as "minimizing removal" or "protecting" the existing vegetation and trees.	4.1-5, 4.1-6, 4.3-17	Final EIR must clearly state that the development plan is contrary to this portion of the County General Plan. Alternatively, the plan could be modified prior to the Final EIR so that the large majority of existing trees, shrubs, and vegetation would be maintained and not disturbed.
54	Biology DEIR refers to the San Mateo County Significant Tree Ordinance. The DEIR does not, however, describe specifically the number of significant trees that would be (a) cut down or (b) otherwise impacted, e.g., by digging within the dripline, as a result of the proposed development.	4.3-19	Final EIR must include an inventory of all Significant Trees that would be (a) cut down or (b) otherwise impacted, e.g., by digging within the dripline, as a result of the proposed construction. Final EIR also must describe the impacts from construction on those Significant Trees that are planned to remain standing. Final EIR must mitigate these impacts in the form of a formal Tree Protection Plan.
55	Biology DEIR does not assess the impact to any biology, in particular but not limited to Large or Significant Trees, on adjacent properties. As one example of impact that will happen, the current plan proposes trenching and construction within the driplines of Large/Significant Trees on adjacent Parrott Drive properties.	Missing	Final EIR must describe impact of the development on biology on adjacent properties, to include but not limited to (a) updating the Tree Inventory to include Large or "Significant" Trees in the backyards of Parrott Drive properties, (b) describing how those trees would be impacted by the construction, and (c) describing mitigations to prevent the impacts, including changes required to the proposed lots as well as a formal Tree Protection Plan.
56	Biology DEIR states that 43 of 78 trees will be removed. Many more trees, however, will need to be cut down to build the road and the houses, as shown for example by tree symbols in the middle of the proposed street on the maps. These additional trees are not highlighted with an "X" on the maps, even though they will be removed. The true impact of removing trees, shrubs, and other vegetation is never clearly nor fully described.	3-7; 4.1-14; Map C-3	Final EIR must describe every tree and shrub that will be cut down. Additionally, it must document those specific few existing trees/shrubs that will remain.
57	Biology DEIR describes the use of 5-gallon size stock replacement trees, without describing how long it would take for such trees to reach maturity in order to offset the impacts from existing trees being cut.	4.1-14; Missing	Final EIR must describe how long the replacement trees will take to reach maturity. For those trees designed to serve as a screen between the new development and existing homes on Parrott, the Final EIR must describe how many years it will be before the replacement trees can serve effectively as a true screening mechanism. Final EIR must mandate mitigation that replacement trees come sized at a minimum of 24"x24"x24" stock and be correspondingly more mature and larger than what the DEIR envisioned in 5-gallon containers.
58	Biology DEIR makes contradictory references to the ratio of replacement trees. It states 3:1 as the ratio on page 4.1-14 but only 1:1 as the ratio on page 4.3-25.	4.1-14, 4.3-25	Final EIR must be clear and non-contradictory when describing replacement tree ratios, which must be 3:1 for EVERY tree that is cut down, whether Significant Tree or not. Each replacement tree shall be no smaller than a 24" box. Those that are replacements for Significant Trees shall be noted on the Landscape Plan as a Significant Tree Replacement.

P1-67

P1-68

P1-69

P1-70

P1-71

P1-72

Comment Letter P1 (Cont.)

Baywood Park HOA comments on the Ascension Heights DEIR ; 9 June 2014

Item#	Errors, Inconsistencies or Omissions in the DEIR, required to be fixed in the Final EIR	DEIR page	Recommendation for the Final EIR process and document
59	Biology DEIR does not describe specific landscaping on the site.	Missing	Final EIR must assess the proposed landscaping for the site, which must be shown on the site plan. The landscape plan shall incorporate trees with broad, dense canopies as a screen between the new homes and the surrounding existing neighbors, including those on Parrott Drive.
60	Biology DEIR states that no Mission Blue butterfly was observed. The survey, however, was on July 25, 2013, which is at the end of the time period when the butterfly might be alive and so not observing it then is not that surprising. Additionally, the Mission Blue butterfly habitat range itself is in dispute as other EIRs say the range of the butterfly is much larger than this DEIR specifies. The adult butterfly only lives 10 days. During a casual examination of the hill over the week beginning May 14, 2014, local residents believe they observed at least two Mission Blues (one each on two separate occasions, photographed each time) at the top of the hill where construction is supposed to occur.	4.3-2, 4.3-14	The Final EIR must include an updated biological survey of the butterflies, to include multiple observations over multiple days across the full time period during which the Mission Blue butterfly may be alive. The Final EIR must acknowledge the May 2014 documented sightings. Final EIR must mitigate now, and not defer mitigation.
61	Biology DEIR did not describe the existence of any lupines (which are the plants with which the butterfly symbiotically exists) other than those previously known to be at the northwest corner of the site, near the intersection of Ascension and Bel Aire. Casual observation (a) along Bel Aire from Ascension up to the proposed entry to the site and (b) from locations along the existing water tank access road up to the water tank found lupines living in multiple locations, including: -- many of the erosion paths leading down to Bel Aire -- along the edge of Bel Aire where construction vehicles are expected to be parked -- in the proposed entry road onto the site -- in at least two of the proposed lots on the hill itself. The small zone on the northwest corner near the intersection of Ascension and Bel Aire, which is currently considered off limits as a sanctuary for lupines and the butterfly, therefore appears to be a significant underestimation of the actual range of lupine (and the butterfly) on this hill.	4.3.4, 4.3-20, 4.3-21, Missing	Final EIR must include an updated biological survey of lupines (i.e., it is not acceptable to defer this survey) during multiple dates in April and May. The County must involve and work closely with the community before and during these surveys given the community's local knowledge. Final EIR must describe (a) the impacts on the lupines located in the erosion paths above Bel Aire from the possibility of construction on the hills creating more severe runoff in the erosion areas, as well as (b) the impacts on those lupines found within feet of Bel Aire from workers entering/existing their parked vehicles on Bel Aire (which is the currently designated construction worker parking zone). Final EIR must expand the "no building" and "no access" zones accordingly; must describe clearly all actions that will be taken to prevent the destruction by the project on all lupine habitats on the hill, and must describe those actions as mandatory (i.e., it is NOT acceptable to merely suggest a buffer be established "if feasible").
62	Biology DEIR includes an animal survey that was incomplete. As an example, owls live on the hill; residents on Parrot hear them frequently, both during the day and at night. Additionally, raptors fly over the hill routinely, including some with wingspans approaching 8-10 feet. As a result, the DEIR does not adequately describe the biological impact from the project nor propose adequate mitigations.	4.3-21 - 4.3-24, Missing	Final EIR must include an updated animal/bird survey held at multiple, appropriate times of the year given animal migration and breeding cycles, updated impact assessments, and updated mitigations. Conduct a longer survey than two single-day visits.
63	Biology DEIR includes no data on the disruption to migratory birds given the large number of trees that will be removed ("interference with migratory bird corridors" and foraging sites).	4.3-21 - 4.3-24, Missing	Final EIR must include an assessment of impact on migratory bird corridors and reduction in foraging sites. Final EIR must mitigate the impacts.

P1-73

P1-74

P1-75

P1-76

P1-77

Comment Letter P1 (Cont.)

Baywood Park HOA comments on the Ascension Heights DEIR ; 9 June 2014

Item#	Errors, Inconsistencies or Omissions in the DEIR, required to be fixed in the Final EIR	DEIR page	Recommendation for the Final EIR process and document
64	Biology DEIR describes removal of trees outside of nesting season as a mitigation (4.3-4). This action, however, prevents the future return of any nesting pairs. In what way is this a mitigation?	2-10	Final EIR must acknowledge that removal of trees outside of nesting season merely attempts to help with the current nesting season, and actually destroys any opportunity for future nesting on the hill (given that the habitat will be permanently converted to a housing development). Final EIR must mitigate.
65	Biology DEIR has no data on the cumulative impact due to habitat loss for special-status wildlife (need specific contribution of this site loss added together with other projects, e.g., Chamberlain).	Missing	Final EIR must include an assessment due to habitat loss for special-status wildlife (need specific contribution of this site loss added together with other projects, e.g., Chamberlain), and must mitigate.
66	Biology DEIR defers biological mitigation. Specifically, it plans for future surveys after the EIR process is complete. DEIR discusses potential impacts to the special status plant species, calls for avoidance and buffering and surveys to be completed by a qualified botanist, and gives various options for specific activities to be performed if special status species are found. According to San Joaquin Raptor Rescue Center v County of Merced, Raptor argued the deferral of the plan development violated CEQA guidelines section 15126.4(a)(1)(B), which states: "Where several measures are available to mitigate an impact, each should be discussed and the basis for selecting a particular measure should be identified. Formulation of mitigation measures should not be deferred until some future time. However, measures may specify performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one way specified". Raptor argued that the deferral resulted in a failure to adequately inform the public and the decision makers of the effectiveness and the full extent of the proposed mitigation.	Missing	Final EIR must not defer these biology mitigations, including but not limited to the several specific surveys. They must be completed prior to approval of the Final EIR so that the public and Planning Commission would understand the effectiveness and full extent of the proposed mitigations.
67	Noise Pollution DEIR treats each truck trip during grading as the equivalent of 8 passenger cars, and determines an average increase in noise over the course of the entire day. Yet a large dump truck is significantly noisier than a passenger car, which means there will be a significantly loud spike in noise when a grading truck is on the street.	4.8-13; 4.8-14	Final EIR must describe the actual noise level created by the soil removal trucks during grading, must include increased noise levels created by braking with a fully loaded truck driving downhill, and must describe the spikes in noise level attributable to the trucks.
68	Noise Pollution DEIR states that the level of noise will exceed county regulations. Given that medical studies have shown chronic noise above 50db can produce stress, heart attacks, and strokes, we believe residents should know what noise to expect where, who will get the most noise, and when.	4.8.4	Final EIR must include a contour map showing the levels of noise expected during the project at different phases and which houses will be impacted by those noise levels (similar to the air pollution contour map).

P1-78

P1-79

P1-80

P1-81

P1-82

Comment Letter P1 (Cont.)

Baywood Park HOA comments on the Ascension Heights DEIR ; 9 June 2014

Item#	Errors, Inconsistencies or Omissions in the DEIR, required to be fixed in the Final EIR	DEIR page	Recommendation for the Final EIR process and document
69	Noise Pollution	Missing	Final EIR must mandate a meaningful noise reduction plan to reduce the impact of construction related noise on nearby properties. Such a plan will include but not be limited to: -- description of when certain construction activities may proceed on a time-of-day basis; -- use of electrically or hydraulically powered tools; -- compressed air silencers on equipment; -- procedures describing that workers (a) comply with manufacturer's muffler requirements on all construction equipment engines; (b) turn off engine construction equipment when not in use, where applicable; (c) locate stationary equipment as far as practical from receiving properties; (d) use temporary sound barriers or curtains around loud stationary equipment if the other noise reduction measures methods are not effective or possible; (e) shroud or shield impact tools, and (f) use electric-powered rather than diesel-powered construction equipment.
70	Greater impact on nearby residents	Missing	Final EIR must estimate the separate and cumulative impacts on adjacent and nearby properties on Parrott and Bel Aire, and must propose mitigations, both during and after construction, that prevent the disproportional and dramatic impact on these homeowners and their properties.
71	Water; Drought	4.6-8	Final EIR must estimate the full volume of water needed during construction phase for dust and toxic material mitigation, as well as the full volume of water required for the multiple years specified to irrigate the replacement plants and trees during construction and beyond.
72	Water; Drought	Missing	Final EIR must provide an analysis of total water required for daily living within 19 single-family residences, and develop appropriate mitigations, and develop stricter mitigation than 4.10-2a (e.g., mandate the use of grey water for all landscaping within the new development, both in common areas and on individual lots).
73	Lighting	Missing	Final EIR must describe the impact on Parrott Drive properties from on-site Construction Lighting, and must describe mitigations to prevent such lighting from shining on Parrott Drive properties.

P1-83

P1-84

P1-85

P1-86

P1-87

Comment Letter P1 (Cont.)

Baywood Park HOA comments on the Ascension Heights DEIR ; 9 June 2014

Item#	Errors, Inconsistencies or Omissions in the DEIR, required to be fixed in the Final EIR	DEIR page	Recommendation for the Final EIR process and document
74	Lighting DEIR does not correctly describe the impact on nearby properties from any lighting planned for the development. This is an issue given that there are no street lights on the portion of Parrott Drive adjacent to the site, in contrast to lighting on Bel Aire. Street lights in the development WOULD constitute an infringement on Parrott properties.	3-7, 4.1-5, 4.1-8, 4.1-18	Final EIR must describe the impact on Parrott Drive properties from permanent on-site lighting (e.g., street lights, exterior house lighting), and must describe mitigations to prevent lighting from shining on Parrott Drive properties, e.g., use of low-height lights situated at the pavement level. As a mitigation, Final EIR must provide evidence that the cumulative impact would not negatively impact the ambient light in the project area.
75	Hydrology The DEIR does not address the effects of storms causing erosion on the hill and runoff onto adjacent properties and streets and into nearby storm drains once most of the plant material has been removed from the hill. No calculation has been made of the potential damage due to the resulting runoff and erosion.	4.6-15	Final EIR must assess the impact of a rain storm on a relatively barren hillside to all relevant elements -- hillsides, neighboring properties, storm drains, streets. It must calculate both the water runoff and resulting erosion a 100-year storm. It must describe the mitigation to prevent damage to other properties during the construction before the drainage facilities on each lot are built. The runoff from the new development during construction or after must not exacerbate the existing erosion on the undeveloped portion of the hillside.
76	Hydrology DEIR describes water and site drainage on the completed development for 10-year storms, and states clearly that the system is designed only for a 10-year event. The science underlying modeling storm intensity and frequency has been updated since this project was first proposed; 50- and 100-year storms are occurring more frequently, and the latest models predict continued greater frequencies than previously assumed.	4.6-15, 4.6-16	Final EIR must describe the impacts on the drainage plan from a 100-year storm. The drainage plan must be updated prior to the Final EIR being considered so that the proposed plan would handle water flows from a 100-year storm. Final EIR must share the calculation data for all associated models. Final EIR must mitigate the impacts from a 100-year storm, including established a damage bond.
77	Hydrology DEIR does not describe the impact of a catastrophic failure of this complex water retention and drainage system, e.g., due to a major earthquake. In such a case, components of the system would like rupture, releasing immense amounts of water down the hill onto nearby properties.	Missing	Final EIR must assess the impact of catastrophic failure of the system, including specifically from a significant earthquake.
78	Hydrology DEIR refers to several elements of a drainage system in the text, but does not appear to describe in detail in a single location the full extent of this system. References on 3-14 and 3-16 are general at best. What are the specifics? What are the details for each element? As just one example, the plan refers to the use of concrete valley gutters without describing where specifically they will be placed (on the streets? ... on the hillside?) or how deep they will be; without those details we cannot know their effectiveness in channeling water flow. Also, what is the full design of the overall drainage system? How will all components work together? A more detailed, comprehensive description is required to assess impact of water flow and drainage on such a steep hillside.	3-14, 3-16, Figure 3-7	Final EIR must include a comprehensive, specific, detailed description of the drainage system and all of its component elements in a single location in the document.

P1-88

P1-89

P1-90

P1-91

P1-92

Comment Letter P1 (Cont.)

Baywood Park HOA comments on the Ascension Heights DEIR ; 9 June 2014

Item#	Errors, Inconsistencies or Omissions in the DEIR, required to be fixed in the Final EIR	DEIR page	Recommendation for the Final EIR process and document
79	Hydrology DEIR describes a storm water retention system, which requires storage of storm water underground on each lot to release over time when storm passes. The use of this type of newer retention/drainage system raises questions. These systems have not been used extensively, if at all, in situations similar to this hill (steep slopes with developed properties immediately below). Specific use cases demonstrating efficacy, reliability, and safety in similar situations are not documented in the DEIR. These systems can fail, among other reasons because water may flow elsewhere on the site (for instance, see: http://www.ecy.wa.gov/programs/sea/pubs/95-107/other.html).	2-13 - 2-16, 3-14, 3-16	Final EIR must document that such systems have been used before successfully in similar instances as this development (steep slopes with developed properties immediately below). Where would the storage system(s) be placed for each unit and for the catchall system. What would the result be for catastrophic failure of the system as during an earthquake or a storm larger than the system is designed? What would happen to adjacent properties and to the community if such failure occurs during or near a storm incident? If the research demonstrates there are risks associated with using this type of system in this situation, the Final EIR must (a) include information on alternative systems that are more equipped and reliable during a catastrophic event or (b) describe updates to the proposed system so that it can handle catastrophic incidents, and must mitigate with alternative plans.
80	Hydrology DEIR describes complex and continual maintenance required for the complex water control/drainage system to function properly. The sheer complexity of it all suggests increased risks of failures. Yet the DEIR does not (a) assess the impact from any deferral or mistakes in complying with the maintenance procedures or (b) evaluate the feasibility of such a complex system being run by homeowners.	2-13 - 2-16, 3-14, 3-16	Final EIR must assess the impact from any deferral or mistakes in complying with the maintenance procedures and evaluate the feasibility of such a complex system being run by homeowners. Final EIR must mitigate in ways other than "hire someone competent" as the main mitigation.
81	Hydrology DEIR states the "drainage flows down the slopes in a southwesterly direction towards Polhemus Creek." The DEIR erroneously omits reference to drainage also flowing in a southerly/southeasterly direction toward the CSM Drive cul-de-sac, as well as easterly toward Parrott Drive. The omissions are critical as properties in both additional locations are impacted by water flowing down the hill, particularly during the winter.	3-5	Final EIR must add references to drainage flowing in a southerly/southeasterly direction toward the CSM Drive cul-de-sac, as well as easterly toward Parrott Drive.
82	Hydrology DEIR makes an error in stating that "should rainfall exceed that of a 10-year event or should the system become intermittently clogged, the slope of the project site and surrounding areas is such that water will run as over land flow and will drain into a nearby creek and thereby would neither pond on the project site nor flood adjacent properties." First, there is NO "nearby" creek into which water could flow without crossing currently existing residential properties -- three existing tiers of houses on the west side of Ascension and on both sides of Valley View, as well as Polemus Road itself, stand between the development site and Polemus Creek, which is the nearest creek. Second, since the site is on a hillside, any water flow exceeding system capacity would flow down the hill onto directly adjacent properties on all sides of the hill -- overflow from Lots 1-7 would flow directly onto adjacent Parrott properties; overflow from Lots 8-11 would likely flow onto the Parrott properties and/or downhill flooding over Bel Aire/Ascension onto those properties; overflow from Lot 12 would flow onto adjacent CSM Drive properties, and overflow from Lots 13-19 would likely flow onto Ascension properties.	4.6-16	Final EIR must correct this error and acknowledge that an overflow of the drainage system due to either stated circumstance would result in water flow onto adjacent properties, including but not limited to flooding onto the Parrott and CSM Drive properties. Final EIR must assess the impact of this overflow onto adjacent properties for (a) a 10-year storm when the system is clogged, (b) a 100-year storm overtaxing the capacity of the system, and (c) a 100-year storm when the system is clogged.

P1-93

P1-94

P1-95

P1-96

Comment Letter P1 (Cont.)

Baywood Park HOA comments on the Ascension Heights DEIR ; 9 June 2014

Item#	Errors, Inconsistencies or Omissions in the DEIR, required to be fixed in the Final EIR	DEIR page	Recommendation for the Final EIR process and document
83	Hydrology DEIR describes a CDS runoff treatment device near the new intersection of the Private Road and Bel Aire to handle most of the runoff from the proposed development. This device does NOT handle any runoff from Lots 16-19, which are the lots on the Ascension side of the hill.	3-16, 4.6-16	The plan must be revised prior to the Final EIR to include a mechanism to treat runoff from Lots 16-19. If this is not done, the Final EIR must acknowledge that runoff from those lots will flow into the storm system untreated, and must describe that impact.
84	Hydrology DEIR has insufficient or erroneous information about the use of swales to redirect runoff water on the site. From site maps, there appears to be a swale planned to cut across the backyards of Lots 1-7? Is this true? If so, how will this swale be constructed? How deep and steep would it be? What volume/speed of flow could it redirect before the water would run up and over the swale into the Parrott properties? Additional, the DEIR refers to other swales (page 3-16) without referring to their location in the text or on any of the maps or figures.	3-16, Figure 3-7, Missing	Final EIR must describe the swales proposed for the site in more detail, to include where they will be situated precisely, how they will be constructed (i.e., what materials will be used?), their dimensions (width, depth, slopes within, and slope leading to and leading away from the swales). It must also describe the volume/speed of flow each swale could redirect before the water would run up and over the swale, in particular for any propose swale above the Parrott properties.
85	Hydrology DEIR erroneously refers to a "ditch" or a natural drainage swale running the width of the hill above and close to Parrott that could offer protection to Parrott properties from water running down the hill. There is NOT a ditch on the Parrott side of the hill, and in particular not where one is shown on Figure 4.3-2. The only feature remotely close to that location is a trail that begins in the southeast corner of the site and extends ~500 feet to Lot 2. For that entire duration, it is either flat or slopes downhill, which means it could not serve as a natural swale or offer any downhill protection from water. Once the trail reaches Lot 2, it becomes a shallow depression (~3-5 inches), which would offer trivial protection to the downhill Parrott property. With the exception of that portion behind Lot 2, this trail could in no way be construed as either a ditch or as a drainage swale (despite suggestion on 4.6-1 that it could).	4.3-5, Figure 4.3-2, 4.6-1	Final EIR must remove and correct any references, both in the text and on any/all figures, to this "ditch" or "drainage swale" and its purported ability to serve as a natural swale, redirect water flow, or offer downhill protection from water. Any references to this feature must refer to it properly as a trail.
86	Hydrology DEIR does not describe or include any data on possible water seepage onto Parrott and CSM Drive properties, either during construction or from the proposed development, to include any seepage from the drainage system.	Missing	Final EIR must assess impact from water seepage onto Parrott and CSM Drive properties, either during construction or from the proposed development, to include any seepage from the drainage system.
87	Hydrology DEIR does not describe impact from the standing water during construction that would likely result from the proposed mitigation to reduce air pollution and soil dispersion, which is to water down the site and construction vehicles multiple times per day. Standing water would likely require mosquito abatement procedures.	Missing	Final EIR must describe impact from standing water during construction that would likely result from the frequent "hosing down" of the site and vehicles, and describe mosquito control measures that would be required (e.g., removing standing water daily from materials or construction vehicles on the site).

P1-97

P1-98

P1-99

P1-100

P1-101

Comment Letter P1 (Cont.)

Baywood Park HOA comments on the Ascension Heights DEIR ; 9 June 2014

Item#	Errors, Inconsistencies or Omissions in the DEIR, required to be fixed in the Final DEIR	DEIR page	Recommendation for the Final EIR process and document	
88	Vibration DEIR states that vibration from the project construction is not significant. This is incorrect in at least one case. The pool at 1450 Parrott Dr is within 25 feet of the point of construction of the entry road, which will require significant excavation adjacent to the property with the pool as well as the building of three retaining walls to hold back the exposed earth. The excavation and other building activities will present 0.17PPV to this structure (the pool and its deck) throughout its entire width and depth. It is likely that this structure, not being equivalently strong as a wood house structure, would experience cracking and possibly severe leaking representing a hazard to the house on the property as well as adjacent houses.	4.8-14	Final EIR must assess the vibration impact to and describe appropriate mitigation for the structure (pool and deck) at 1450 Parrott to insure the pool does not leak or cause a problem to adjacent properties and structures. More generally, Final EIR must determine maximum vibration that will be allowed as monitoring by stations on the edges of the site.	P1-102
89	Geology DEIR includes a soils and geology report based in part on 1981 investigation by Harlan and Associates of the site, as well as some boreholes drilled in 2002.	4.4-1, 4.4-2	Final EIR must be based on new geotechnical data gathering, to include an appropriate number of newly drilled boreholes and updated analysis.	P1-103
90	Geology DEIR does not consider knowledge learned from the continued difficulties faced by 1406 Rainbow Drive. The house on that lot was built with the best county standards, yet the property has had two slides and has lost more than 50% of its value as it has tilted and settled beyond any expectation. Additionally, the property is surrounded by catastrophic slides and partial slides that have resulted in other property losses. Even if the houses in the Ascension Heights proposal appear stable, their construction may cause problems with other properties for reasons the county doesn't seem to understand. Without understanding with high confidence what is happening and how to build these properties without these problems, the county will be potentially liable.	4.4.4	Prior to the Final EIR, the County must mitigate by updating its guidelines for building on these hills, including minimum pier depths, slopes suitable for construction, drainage, and any other prudent measures to ensure the safety and environmental stability of the properties.	P1-104
91	Geology DEIR is missing references to two nearby slides -- (1) one on the south/southeast side of the same hill as the proposed development, above the CSM Drive cul-de-sac, and (2) another between Parrott Drive and Los Altos Drive.	4.4.2	Final EIR must include references to both of these prior slides, and describe the geology of those two locations and compare them to the portion of the hill proposed for development.	P1-105
92	Soil; Geology DEIR conflicts with Soils Engineering recommendation to repair multiple erosions, including in "Conservation" and "Undisturbed and Protected" Areas.		Final EIR must describe how the multiple erosions will be repaired, including but not limited to those that can be seen from Bel Aire and from Ascension and specifically including those in "Conservation" and "Undisturbed and Protected" Areas. It must also describe how those repairs will be stable over time, including from new drought tolerant landscaping.	P1-106
93	Soil; Geology DEIR does not describe the impact to soil health and slope stability from removing ~55% of the Significant Trees on the site.	Missing	Final EIR must describe the impact to soil health and slope stability from removing ~55% of the Significant Trees on the site, and must describe mitigations to maintain soil health and slope stability, including removing fewer Significant Trees.	P1-107
94	Soil; Geology DEIR does not provide data related to the soil blowing away after grading, particularly given that it describes a possible gap in time between grading, at which point the hill will be nearly bare, and home construction.	Missing	Final EIR must provide estimates of soil loss, particularly but not limited to the period after the hill will be graded and nearly bare and before house construction and all landscaping will be completed, and also must describe mitigations to prevent such loss.	P1-108

Comment Letter P1 (Cont.)

Baywood Park HOA comments on the Ascension Heights DEIR ; 9 June 2014

Item#	Errors, Inconsistencies or Omissions in the DEIR, required to be fixed in the Final DEIR	DEIR page	Recommendation for the Final EIR process and document
95	Air Quality DEIR does not include comprehensive, Acute Health Risk assessments for individuals in impacted areas under multiple, representative conditions and project phases.	4.2-	Final EIR must calculate Acute health risks for all categories of sensitive receptors under multiple, meteorologic conditions, simultaneous equipment usage and project phases. The Acute Health Risk assessments must include pulmonary, cardiac and sudden death outcomes for each type of sensitive receptors, including infants and fetuses.
96	Air and Noise Pollution; Safety/Risk DEIR does not adequately define or quantify 'sensitive receptors'. DEIR does not describe specific impacts to residents from air and noise pollution given the unique composition of the neighborhood. This is an older neighborhood, with recent residents being families with young children. Many, if not most, nearby residents have increased sensitivity to the air and noise impacts. These residents are older (many in their 60s, 70s, and 80s), younger (many children less than 10 years old), have asthma and/or allergies, have COPD or other lung issues, or are otherwise disproportionately sensitive to noise and air quality concerns. Their lives may become unbearable and possibly life threatening due to construction impacts. DEIR does not assess the number of houses that would be impacted from the air and noise pollution. DEIR does not assess the number of sensitive receptors who might be injured from prolonged exposure to either or both types of pollution.	Section 4.2, Section 4.8, Missing	Final EIR must include a refined Health Risk Assessment to evaluate the risks associated with exposing sensitive receptors to toxic air contaminants associated with construction of the Project. This would include a survey of residents of houses to determine the number and types of people (e.g., ages) affected (infants, fetuses, elderly), any chronic medical issues that might be exacerbated by excessive noise or air pollution, and their proximity with respect to noise, dust, DPM, and PM 2.5. It must then use all of this information to evaluate the likely impacts from noise and air pollution (individually and in combination) on the actual residents near the site, and then create a plan to alert them in an effective and timely manner to the dangers on a daily basis from the beginning of the project through to its completion. Additional mitigations to lessen the impact on this group also must be planned.
97	Air Quality DEIR does not include Air Quality dispersion calculations for all phases of the project.	4.2-22	Final EIR must include concentrations for all phases of construction and their durations in order to accurately determine the Acute Health Risks.
98	Air Quality DEIR states the Lakes AERMOD View, Version 8.2.0 dispersion model was used to determine the dispersion pattern of DPM given the local meteorology.	4.2-18	Final EIR must include specific meteorology conditions assumed in the dispersion model since the project site is its own microclimate experiencing 50 MPH Westerly winds, no winds on Spare the Air days, and Easterly winds on temperature inversion days. The full range of wind conditions must be used to calculate the TAC dispersion concentrations and Acute Health Risks. Further, explain why CALPUFF was not selected to compute the complex winds fields found in the the area: 1. Stagnation and/or recirculation conditions with persistent light wind. 2. Coastal influence through strong land/sea-breeze circulation patterns. Because of the model formulation in CALPUFF (Gaussian puff) and the use of a spatially and temporally varying wind field, the model is capable of simulating recirculation and low wind speed stagnation events. AERMOD's treatment of these conditions appears more limited.
99	Air Quality DEIR states construction emissions of DPM are temporary and intermittent and would not create long-term health risk to sensitive receptors.	4.2-21; Figure 4.2-1 (pg 4.2-23)	Final EIR must account for the excessively high levels of dispersed exhaust covering the neighborhood and exceeding the EPA Reference Concentration (RFC) level used as a health benchmark above which adverse health effects begin to occur. The level for diesel exhaust is 5 ug/m3.
100	Air Quality DEIR states DPM (Diesel Particulate Matter) emissions along Bel Aire Road and Ascension Drive would be...reduced with implementation of Mitigation Measure 4.2-1b	4.2-22	Final EIR must clarify this assumption, which appears to be incorrect because the concentrations have been calculated with Tier 2 vehicles which include Mitigation Measure 4.2-1b. If assumption is incorrect, there is no Mitigation for the excessively high toxic DPM concentrations and Final EIR must reflect this fact.

P1-109

P1-110

P1-111

P1-112

P1-113

P1-114

Comment Letter P1 (Cont.)

Baywood Park HOA comments on the Ascension Heights DEIR ; 9 June 2014

Item#	Errors, Inconsistencies or Omissions in the DEIR, required to be fixed in the Final EIR	DEIR page	Recommendation for the Final EIR process and document	
101	Air Quality DEIR states DPM emissions along Bel Aire Road and Ascension Drive would only occur during construction hours	4.2-22	Final EIR must include duration of sensitive receptor exposure both throughout the day, by meteorologic conditions, including "Spare the Air" days, and during every phase of construction.	P1-115
102	Air Quality DEIR dispersion model computes the maximum concentration of DPM due to diesel exhaust at 224.96ugm/m3, which exceeds State/Federal maximum levels of PM 2.5 by 450% and maximum 24-hour levels by 640%.	4.2-21; Figure 4.2-1 (pg 4.2-23)	Final EIR must assess the health risks of DPM, the particulate component of diesel exhaust, which includes soot and aerosols such as ash particulates, metallic abrasion particles, sulfates, and silicates. When released into the atmosphere, DPM can take the form of individual particles or chain aggregates, with most in the invisible sub-micrometre range of 100 nanometers, also known as ultrafine particles (UFP) or PM0.1. It is clear the health detriments of fine particle emissions are severe and pervasive. (EPA and Wikipedia) EPA 24hr limits are PM10 150ugm/m3 (one exposure per year) and PM2.5 35ugm/m3 (no exposures per year)	P1-116
103	Air Quality DEIR does not include any quantitative estimates for Air Quality Health Risks for any of the suggested Alternatives.	4.2-	Final EIR must include fractional estimate for the "minimum grading" and 6-unit Alternatives since the amounts of a pollutant are more proportional to the grading than to the number of houses, and, therefore, the Air Quality Health Risks for any alternative would vary widely depending on the precise amount of grading proposed.	P1-117
104	Air Quality DEIR Dispersion and Exposure Calculations include diesel exhaust only.	Missing	Final EIR must include all sources of TAC and dust in the Dispersion and Exposure Calculations including pollution during Spare the Air days.	P1-118
105	Air Quality Appendix G of the CEQA Guidelines states: "Impacts to air quality and climate change would be significant if the Proposed Project would ... Expose sensitive receptors to substantial pollutant concentrations"	4.2-18	Final EIR must include these maximum daily, times per year, and annual concentrations, and must state the %s by which they exceed State/Federal maximum levels. EPA levels must be included in assessments.	P1-119
106	Air Quality DEIR does not include sufficient metrics of exposure -- e.g., concentration, duration, frequency, exposure levels and # individuals -- nor describe impact on properties east of Parrott Drive or on CSM.	Missing	Final EIR must include the following metrics of exposure -- concentration, duration, frequency, exposure levels and # individuals -- for areas impacted, including properties east of Parrott Drive and CSM for assessment of Acute Health Risks.	P1-120
107	Air Quality DEIR does not include more common DPM and dust reduction mitigations despite the extreme levels of toxic air contaminants.	Missing	Final EIR must incorporate the entire BAAQMD Table 8-2 "Additional Construction Measures Recommended for Projects with Construction Emissions Above the Threshold" as mitigation measures to include: a) All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe. b) All trucks and equipment, including their tires, shall be washed off prior to leaving the site. c) Minimize the idling time of diesel powered construction equipment to two minutes, and d) Conduct daily, independent verification to ensure all contractors use equipment that meets CARB's most recent certification standard for off-road heavy-duty diesel engines including Tier 2 engines and diesel particulate filters.	P1-121

Comment Letter P1 (Cont.)

Baywood Park HOA comments on the Ascension Heights DEIR ; 9 June 2014

Item#	Errors, Inconsistencies or Omissions in the DEIR, required to be fixed in the Final EIR	DEIR page	Recommendation for the Final EIR process and document
108	Air Quality; Noise DEIR estimates the duration of the project to be a minimum of 27 months, and suggests there may be an unknown delay between the grading phase and the house construction phase, and even additional delays between the construction of the houses. This means that the neighborhood, and in particular those on Parrott and on Bel Aire will be impacted for years. The conditions for building and impact on the residents needs to consider that lengthy duration. For instance, building 11 hours a day, 6 days a week is an undue hardship on residents for 2-4 years.	3-16; 3-17	Final EIR must describe mitigations to reduce the acute impacts on nearby residents given that they will face years of construction above them including the possibility of reducing the hours of dangerous construction, notifying residents of dangerous construction and helping them leave their premises during the periods of dangerous construction or putting in a warning system of measuring devices to insure construction does not proceed when adjacent houses pollution levels exceed acute levels.
109	Monitoring of all mitigations and conditions; Performance Bond DEIR does not include a process to ensure each day that the contractor and subs are adhering to the mitigations, conditions, plans, and other requirements of the EIR or Conditions of Acceptance. DEIR does not discuss the posting of any bonds to ensure developer compliance with mitigations, conditions, plans, and other requirements, other than an optional bond for the landscaping plan (which is still TBD).	Missing	Final EIR must describe the use of an independent consultant who will monitor mitigations and construction conditions on-site daily for the community, to ensure that all mitigations and conditions are being met continuously and in their full spirit and intent. Such monitoring will be paid for by the developer. For Air and Noise Pollution specifically, Final EIR must include means to measure daily air (noise) pollution levels for particulates (db) at several points in the project near residences. When levels of air (noise) pollution exceed a specified threshold, construction must be stopped and residents warned until levels are below that threshold. In addition, independent monitoring to ensure compliance must include required certification of all equipment, numbers of equipment in simultaneous operation, meteorological conditions, levels soil water content on site, truck compliance with off-site hauling, and other relevant, to-be-determined factors. Final EIR must describe a Performance Bond to be posted by the Developer to assure compliance to every mitigation, condition, and requirement.
110	Short-term Property Damage; Loss of Use; Liability Bond DEIR does not assess the short-term impacts to nearby residents in terms of physical damage or loss of use that might occur from being so very close to a construction site looming above their heads. Nearby residents could suffer property damage, loss of use of their property, to include loss of use of their pools, backyards, as well as their entire property. They could also suffer underperformance of various systems, to include their solar panels, solar hot water heating systems, airconditioning and heating systems. They may need to make repairs or replacements or have extremely frequent cleaning performed. They also may need to purchase preventive supplies such as air filters or air masks. They may also need to vacate their properties at certain times due to the construction and should be reimbursed accordingly. DEIR does not describe any process to resolve quickly any of these related issues.	Missing	Final EIR must require an efficient process for resolving damage related issues and reimbursing residents for damage, replacement, loss of use, and associated temporary relocation, whether such damage occurs directly from construction activity or indirectly from waterflow, runoff, and slides from the hill once construction has begun. Final EIR must also include a process for rapidly resolving any disputes and claims. Final EIR must require a construction-period claims bond to be posted by the developer to enable rapid reimbursement of claims. The residents and developer should agree on a neutral party to adjudicate such claims expeditiously. If the funds prove inadequate additional funds must be deposited to meet obligations.

P1-122

P1-123

P1-124

Comment Letter P1 (Cont.)

Baywood Park HOA comments on the Ascension Heights DEIR ; 9 June 2014

Item#	Errors, Inconsistencies or Omissions in the DEIR, required to be fixed in the Final EIR		DEIR page	Recommendation for the Final EIR process and document
111	Short-term Health impacts; Liability Bond	DEIR does not assess nearby residents being impacted by acute health trauma/injuries/illnesses or exacerbated chronic health issues requiring medical treatment as a result of being so very close to a construction site looming above their heads. Residents may need to seek medical treatment (physical, dental, mental/behavioral). Residents may also need to re-locate temporarily due to the construction.	Missing	Final EIR must require an efficient process for resolving health related issues and reimbursing residents for medical treatment and associated temporary re-location. Final EIR must also include a process for rapidly resolving any disputes and claims. Final EIR must require a construction-period claims bond to be posted by the developer to enable rapid reimbursement of claims. The residents and developer should agree on a neutral party to adjudicate such claims expeditiously. If the funds prove inadequate additional funds must be deposited to meet obligations.
112	Long-term Property Damage; Loss of Use; Liability Bond	DEIR does not assess any long-term problems that may result from the project and the many risks it will impose on the community, e.g., from slides, erosion, drainage system failures, any of which may lead to future property damage, loss of use, and acute or exacerbated chronic health impacts.	Missing	Final EIR must describe an efficient process for resolving long-term claims, whether property or health related. Final EIR must require a long-term claims bond to be posted by the developed to enable reimbursement of those claims.

P1-125

P1-126

James Castaneda - Letter and 1406 documents

From: John Mathon <johnmathon@gmail.com>
To: <jcastaneda@sforoundtable.org>, James Castaneda <jcastaneda@smcgov.org>,...
Date: 6/9/2014 22:04
Subject: Letter and 1406 documents

James, others,

Here is the letter but the documents I sent along were 17mb so I sent them to your other email. You will need to somehow get them to the right people.

Thanks, Here is the letter:

Re: DEIR for Ascension Hills project

County of San Mateo

James Castaneda, AICP

Ascension Hill Project.

455 County Center, 2nd floor

Redwood City, Ca 94063

Here are my comments regarding the Watertank Hill/Ascension Hill Project. I would like a response to all items in my letter starting with the numbered sections below starting with sound. Here is the summary of my letter:

P2-01

This is a high impact and risky project. Why do I say this? This is what the project proposes:

1. Using novel drainage solutions that seem unsuitable to the environment and have never been been used successfully to our research on a hill with the type of soil we have in an earthquake zone above other houses with houses built on extremely steep slopes. A system with multiple repositories (19!) and a large catchment for overflow from individual storage resulting in hundreds of failure scenarios and complex operation and maintenance which may endanger many other households below these properties leaving these owners forever at risk for damages from the development forever.
 - a. This type of drainage system is open to catastrophic failure with large amounts of water being discharged rapidly in case of failures possibly undermining other properties, the hill itself or protected areas like the Blue Butterfly
 - b. This type of drainage system if it overflows may cause difficulties described above or over time and repeated failures undermine less stable hills adjacent.
 - c. May require the county later to fix the problems by spending large amounts of money to expand drainage systems and rebuilding the drainage system of the complex to support an alternate system or requiring future residents to do so unbeknownst to them.
2. Building houses at slopes that defy engineering recommendations for this area and defy the experience of the community in terms of hillside failures, collapses and slow slippage.
 - a. Numerous engineers have recommended that it is prudent not to build at greater than

P2-02
 P2-03
 P2-04
 P2-05
 P2-06
 P2-07

15 degrees but half the houses are at 40 degrees or greater slope.	P2-07 (Cont.)
b. While some engineers will say this is possible we know of one house recently which lost more than 50% of its value because of tilting at 1406 Rainbow on land that the county said was rebuilt to the highest engineering standards, the same standards to be applied here. It is in doubt that the building standards for this area are truly good enough because houses all over the area are experience different types of soil settling slippage problems. Retaining walls are being replaced bulging and prone to failure all over the area. Is it prudent to build at 40 degrees given this information?	P2-08
c. If these houses experience problems similar it is conceivable the county becomes liable for having set standards that are insufficient for these properties. 19 houses built with such risk is a risk this county should not take.	P2-09
3. The developer is building a road which is itself a risk in numerous regards.	P2-10
a. It requires a variance because it is too steep.	P2-11
b. The road will spill out onto a small street "Bel Aire" which has 2 houses directly across from the entrance. Please examine this video to see what happens sometimes when you build a road directly across from an existing house: http://jalopnik.com/5911523/house-hit-by-cars-three-times-in-six-months	P2-12
c. The road must be built in this location because other locations are even steeper and require extensive grading to complete.	P2-13
d. The road will be built so close to Parrott Dr it will kill and force removal of numerous heritage protected significant trees with circumferences of 90" over 60 years old and 50 to 60 feet in height that cannot be replaced in decades and decades (according to the san mateo county significant tree ordinance: http://www.co.sanmateo.ca.us/vgn/images/portal/cit_609/43/13/390508716significant%20tree%20ordinance.pdf .)	P2-14
e. The road will be require digging and building a retaining wall 15 feet deep 12 feet from a 20,000 gallon pool risking a major leak of the pool and destabilizing the hillside and houses closeby.	P2-15
f. The road is required to be built with its retaining wall 12 inches from the property line of 1450 parrott.	P2-16
g. The road construction and traffic will expose residents along Parrott Dr and Bel Aire to the highest levels of noise and air pollution possibly making their houses unlivable for large amounts of time.	P2-17
4. The project requires the profligate use of water during a drought to mitigate other risks the project entails that are huge.	P2-18
5. They will rip up 55% of the vegetation on the hillside effectively razing the mountain to build 19 homes. This vegetation provides natural runoff protection that will require decades to replace and leave large eroded areas of the hill unprotected and possibly subject to even greater erosion.	P2-19
6. On the hillside are at least one protected species, the Blue Butterfly and possibly other species like the Raptor. It may be a migratory resting spot. Yet the EIR spent only one afternoon trying to find the creatures almost outside of the season for which some would be visible even though the lupine plants are readily visible all over the hillside and especially all along Bel Aire the butterfly has been relegated to the most eroded section of the hill at the base of the hill. Good luck Blue Butterfly. I think the project is intended to end your existence there. There seems to be no concern for the biotic concerns of the hill which one of the last refuges for such creatures in the area. This is risky for the Butterfly and the mitigations in the project put the Butteflys small protected area at risk for additional runoff and erosion. The project will do nothing about this even though engineers have suggested that this must be done.	P2-20
7. Because of the proximity of the project to so many houses (>400) and the size and duration numerous residents will be exposed to life and health threatening levels of particulates and sound levels that a study showed caused heart attacks that could be traced to 3% of all heart fatalities in Europe. Some residents will be getting very high levels of particulates and sound	P2-21

levels for long periods making their houses virtually unlivable. While this may have been acceptable in past projects I am not sure residents are willing to sit by and have themselves subjected involuntarily to dangerous levels of pollutants and noise.

8. Some residents have been identified as having asthma and other heart conditions susceptible to the long term impact of this construction.

P2-22
(Cont.)

P2-23

I cannot understand how the county could justify building a project with so many long term and short term risks to the community and biotic life in the community. Is it any wonder 400 people showed up 5 years ago to object to this project? The county could easily be saddled with numerous lawsuits over this project if it proceeds. Amazingly no significant analysis has been given to any alternative plan that would be less risky. We are told they exist but the developer will not accept anything but the full buildout, the full impact, the most risky approach to building this site with the maximum density possible even if it means putting the rest of the community at long term risk and the county as well as endangering people and property short term.

P2-24

5 years of discussions after his last failed attempt has not caused him to change his plan except for the removal of a 2nd disaster road (making the project even riskier) and 6 houses out of 25 barely a change of any amount which has resulted in no change in the amount of soil to be razed, lifted out or having to be rebuilt.

P2-25

The developer is behaving as if he is immune to risk or seems to feel he can build these properties and escape with his millions while the community absorbs the long term costs of this construction in damage to the houses built, to houses adjacent, assessments to fix or build new retaining walls, repair damage from runoff in failed systems onto other properties, replace the drainage system. The developer has shown no concern for the stress of the adjacent properties who in some cases will face forever the risks and uncertain impact of his decisions: cars (or trucks) smashing into their houses, drainage problems looming, soil erosion problems looming.

P2-26

Here is more detail on specific areas I have studied that seem problematic and explain my points above:

1. **Sound.**(DEIR Section 4.8) - I don't think the DEIR reflects an understanding that chronic noise causes stress and indeed has physical consequences.
 1. A European study(*1) concluded that 3% of all European heart attack mortality occurred because of chronic exposure to as little as 50 db of noise(>200,000 deaths). Residents are currently exposed to a typical 45 db of noise which is very bucolic. With this construction, a large number (>1000 possibly) of local residents will be exposed the DEIR says to an exceedance of 60 db on a chronic basis. This is twice as loud as the European level of 50db that they said was the turning point for heart attacks and stroke. Even if the county allows such sound levels, the European study suggests it may cause 2-4 heart attacks(*2) in the area over the period of construction. **What is in error in this study?**
 2. **I would like the DEIR to explain why this won't happen and what assurance residents have that we won't be exposed to noise that makes our lives intolerable or puts us at health risk.** The DEIR says we will have >60 db or enough to have danger. Either the European study is in error or the DEIR is in error in its assessment of noise or the county seems to be willing to expose its residents to deadly consequences from its decisions. Which is it?
 3. The DEIR already states that noise levels will exceed 60 db for a large number of houses and some closer houses 85 db or greater during the construction period. According to an exemption for construction this is allowed between the hours of 7AM

P2-27

P2-28

P2-29

and 6PM 6 days a week even if it continues for years. The exemption for sound may make sense for short duration projects but for longer projects it borders on chronic and can result in deaths. Should the county exemption for construction be modified? Smaller alternative fuel equipment allows much quieter construction. Can this kind of equipment be mandated?	P2-29 (Cont.)
4. Why wouldn't it be prudent to restrict loud construction activity (say >70 db) be limited to a smaller set of hours?	P2-30
5. The DEIR did not evaluate which specific houses would be exposed to what specific levels of sound. A contour map showing 60,65, 70,75,... etc is essential to have an idea what environmental impact to expect and how many individuals would be affected by what level of exposure.	P2-31
6. The study did not evaluate who is in these houses (e.g., ages), how many, what condition they were in to accept this level of noise or other pollution. Given hundreds of houses in the affected area, the number of sensitive receptors could be 1000 or higher (this does not count the animals who are pushed out by construction activity). The DEIR is inadequate because you can't know the impact without knowing the severity of the noise and how many are in the affected area therefore how many receptors may be affected. A better assessment of the impact of noise and who / how many will be affected must be done.	P2-32
7. It is very likely that the acoustic environment of the area (hills and valleys, open and closed spaces) may increase sound from construction. Noise from events in the nearby CSM parking lots routinely bounces off the hillside creating an illusion that the sounds are nearby. Some houses are directly below construction or adjacent. To determine the SPL at any particular house likely will require a few measurements in different parts of the community to determine how sound created on the hill would propagate. If trees are in the way that will be torn down then that would invalidate any result. Some consideration would have to be given for the removal of natural sound buffers that exist today.	P2-33
8. Some houses adjacent to construction of the road proposed could get impacted by sound on multiple sides as vehicles go around them for instance on Parrott, BelAire and behind them. Other houses on other sides may get 2 or more directions of sound simultaneously. Can a mitigation be to limit truck traffic routes so no house will get sound from more than 1 direction? I would be surprised if the stress and number of heart attacks is not also related to how closed in the receptor feels by the construction activity and noise.	P2-34
2. Air Pollution (DEIR section 4.2). I am concerned mainly about particle counts. The PN2.5 and PN10 are the most worrisome. Many studies have shown about 7% of mortality with heart and other health concerns are related to concentrations of these particulates. Concentrations of particles over short periods of time, 24 hours is sufficient to cause serious health problems and even death. This is well documented.	P2-35
1. A contour plot of the air pollution showed levels of particulates from diesel and others showed pollution well in excess of safe levels possible. Will the mitigations proposed in the DEIR reduce these levels to below the unsafe level or was this plot after mitigations?	P2-36
2. When these levels are reached that exceed a specific level, it seems a responsibility of somebody to inform the community of the problem. Regardless of whether it is considered an environmental impact, if it has the potential to physically harm receptors, the county has a responsibility to protect its citizens. We can't depend on county wide "spare the air" days to inform us when pollution is high if locally we could be exposing ourselves to vastly more than the ambient pollution in the bay area because of the construction. We request measurements of particulate concentration daily during construction, ideally at several points close to adjacent houses. If the	P2-37

<p>pollution of particulate matter exceeds a certain amount, then construction must be halted.</p>		P2-37 (Cont.)
<p>3. If the county does not insist on particle counters, the community may acquire them, and if the community is subjected to dangerous levels of particulates, then I suspect we would take legal action to prevent harm to the community. Would the county like to have its own counters or is it confident enough in the development not causing acute levels of pollutants to forego and let residents litigate if things get out of hand?</p>		P2-38
<p>4. What is the recommended action when pollution reaches different counts? Does the county care?</p>		P2-39
<p>5. Spare the air days should automatically halt construction</p>		P2-40
<p>6. If the developer cannot avoid producing dangerous levels of particulates, can they provide funds for us to buy protective devices as well as possibly rentals so we can live away from the construction site during dangerous times.</p>		P2-41
<p>3. Water. (DEIR section 4.5) We are in a state of drought. We have to consider the usage of water and what purposes this water is going to as well as the quality of the water. Can the EIR determine the amount of water needed by this project above the null alternative? The mitigations describe using water several times a day over all exposed construction land and equipment to limit particulate distribution, to minimize dust storms, toxic materials or simply waste materials inundating neighbors during construction. Further, the mitigations call for planting large numbers of trees and plants to replace the existing plants (55% trees removed). Presumably these plants will need watering for years and years to reach maturity beyond the water needed by the current plants if they were not removed.</p>		P2-42
<p>1. Should we know the water consumption as part of an environmental consideration or is this irrelevant to the environment?</p>		P2-43
<p>2. Shouldn't the environmental impact consider this water usage over not doing the project or more limited versions of the project? Does the county have this water to spare? Is it a prudent use of this water considering we are in a drought? Are there other ways to provide housing that is less water intensive? Possibly a much less invasive project could be approved at this time and when water supplies are clearer the developer could apply to expand the project.</p>		P2-44
<p>3. Considering the projected impact of AGW on climate do we have to find ways to conserve water in construction?</p>		P2-45
<p>4. Unfair impact (DEIR Section 4.9 People and Housing)</p>		P2-46
<p>1. Some houses adjacent to construction (within 100-200 ft; some within 1 foot) (i count 30-40 in this category) will receive a larger impact, i.e. noise up to 85 db, maximum air pollution, greatest exposure to safety and damage from the construction. They also receive the maximum privacy loss. Does the EIR consider the different impact on different homeowners? Is it okay to produce a high impact on some houses as long as the average impact is low? Does the duration of impact and having unfair levels of impact mean that some people are essentially in an unlivable situation while others are okay? Is the conclusion of the EIR that this situation is acceptable? What is the criteria for fairness in the relative impact for some homeowners vs overall impact?</p>		P2-46
<p>5. The ROAD and construction of the road. (DEIR Section 4.11: Transportation)</p>		P2-47
<p>1. I talked to the developer and he admitted the road needed a variance to be built where it is being planned. What is the level of variance required and safety concerns with the current position of the road? Were any other possible road locations considered?</p>		P2-47
<p>2. Hazard and vibration unaccounted for: DEIR section 4.8: The construction of the road will produce maximum vibration on certain houses along Parrott. One has a pool</p>		P2-48

<p>(mine) 12' from the construction of a 12' high retaining wall that will need grading and digging to 12' depth. What is the probability that this pool will be damaged and water runoff from the pool damaging the house or destabilizing the land nearby resulting in damage to one or more houses? Are there mitigations to prevent this impact or potential problems?</p>	<p>P2-48 (Cont.)</p>
<p>3. Killing Trees DEIR Section 4.3 - 1450 parrott has 11 trees which are significant trees according to the San Mateo significant tree ordinance. http://www.co.sanmateo.ca.us/vgn/images/portal/cit_609/43/13/390508716significant%20tree%20ordinance.pdf. These trees are all exactly one to 2 feet from my property line and about half of these trees would be at the point that the construction of the retaining wall would probably cut the root ball of the tree almost certainly killing the tree. In any case arborist recommendations are that no construction occur that would destroy the roots within 20 or 30 feet of the tree. This road built at the location specified will put all 11 trees in jeopardy and almost certainly kill all 7 of the significant trees on the north side of my lot. I don't see how the road can be built without killing significant trees all over the area. Is this acceptable? Is it okay to replace 60 foot tall, 90 inch circumference trees, 60 year old trees with 5 gallon stumps? Who pay for all this killing and replacing of my trees and others?</p>	<p>P2-49</p>
<p>4. Hazard DEIR section 4.7 - At least one house is directly across from where the road construction will meet Bel Aire. This house and maybe 1 or 2 adjacent houses will face the likely prospect that at some point somebody will miss the stop sign at the bottom of the steep hill through oversight or negligence and will barrel into their house and potentially kill people. Is it okay to place a steep road ending at a small road (Bel Aire is not a wide road) and a house or two across from the entrance? Isn't this simply a gamble of how long before something horrendous happens at this intersection? It seems so obvious to me that this is negligent design.</p>	<p>P2-50</p>
<p>5. DEIR Section 4.1 The road is so close to Parrott that several houses will be visible to construction and drivers (especially on the way down the hill) and able to look into Parrott houses backyards, bedrooms and pool recreation areas. Blocking the road with walls or large trees will result in loss of view, an aesthetic concern. The road is too close to properties on Parrott and Bel Aire and dangerous to them.</p>	<p>P2-51</p>
<p>6. DEIR section 6.0 What about using the original 2009 proposed fire road to be built along Ascension? Isn't it a lot easier to build a graded road with more room there than to violate building codes and put people's lives and property at risk as well as the very intrusive presence of the road adjacent to Parrott houses?</p>	<p>P2-52</p>
<p>7. DEIR section 6.0: Should a road alternative 30 or 50 feet down Bel Aire be considered even if it is more expensive and requires additional grading, especially placing the road so its endpoint doesn't face directly into any houses? Possibly some barrier on the construction side of the property requiring the cars to turn before getting to Bel Aire would be prudent to prevent this.</p>	<p>P2-53</p>
<p>6. Soil problems (DEIR section 4.4). The houses of many residents undergo significant slippage, settling from year to year anyway because the hillsides are not composed of solid rock in this area. 50 hillside collapses have occurred in this area over the last 30 years or so from the Rainbow report I have included. 2 hillside collapses have occurred adjacent to the proposed site and a major collapse of 1406 Rainbow required the county to rebuild the hillside back in 1999. The subsequently built house at 1406 has suffered massive damage and sold for less than half its value due to more than 400,000 in new construction required to fix its continuing unabated slippage. This is just one example of where the county built the hill according to standards it accepts as good and apparently aren't good enough because assessments have to be made all the time to rebuild retaining walls and houses are damaged continuously in the area.</p>	<p>P2-54</p>
<p>1. If the houses and hill are built to the same standards as the Rainbow hillside and house, is it possible that massive losses could recur and possible massive</p>	<p>P2-55</p>

reconstruction costs be incurred years from now after the developer has made his money? Do we know what the correct standards are to prevent Rainbow recurring?	P2-55 (Cont.)
2. Would costs if the houses or hillside have similar problems to other houses in the community or even like Rainbow tilt and slide be borne by the community in general or the developer?	P2-56
3. Is it possible that if these properties have problems the county and neighborhood reputation would suffer lowering property values and generating lawsuits? Wouldn't they dramatically affect the price of all properties in the community and therefore result in loss countywide to property tax revenue?	P2-57
4. The 1406 JCP report (I include) states that houses in this area should not be built at a slope >15 degrees. Is it reasonable that many of these houses are planned on slopes >15 degrees? The JCP specifies on page 15 that "In the Bay Area, landslides most commonly occur on slopes greater than 15%" On page 17 it states: "Erosion control measures are required for all development sites where grading activities are occurring, including those having landslide deposits, past erosion problems, the potential for storm water quality impacts, or slopes of 15% or greater which are to be altered. Control measures shall retain natural topographic and physical features of the site if feasible."	P2-58
5. The Soils report included from 1406 states the property was built on reconstructed soil consisting of vaqueros sandstone and was considered stable. How sure are we that the rebuilt surface of the houses placed on this hill will not experience the result of 1406 Rainbow?	
7. Water Runoff. (DEIR section 4.6) The innovative storage mechanism proposed is risky: The documentation in the EIR around runoff of water and soil during and after construction is woefully lacking. The developer has proposed a novel and complicated storage mechanism to defray the load on existing drainage systems. This is inherently dangerous if the storm that hits is slightly bigger than the capacity of the system to handle it the runoff will become a problem for the community, the county and others. Is this an acceptable approach to the runoff situation and what should be the size of the storage units 20+ separate storage units and connecting pipes, pumps and other devices needed to run this system?	P2-59
1. Should it be a 10 year storm plan (just enough for the developer to finish the project and escape before the big storm hits hopefully for him.) If a 20 year or 50 year storm hits and the adjacent properties are destroyed is this acceptable?	P2-60
2. Is the design consisting of multiple individual storage tanks and then larger collection tank appropriate? Would the large number of smaller tanks result in more opportunities for failure of the system resulting in undesirable runoff? Doesn't this increase the probability of a failure by an order of magnitude making it unacceptably risky?	P2-61
3. What are the consequences of various failure scenarios? Earthquake on a full tank, blockages, improper functioning of the automation systems, damage to the system? Failure of an individual house storage system near Parrott or lots 16-19 or other potential runoff areas that don't seemed to be covered in drawings so far submitted?	P2-62
4. The "storage" approach basically says a storm over the capacity of the storage will produce overflow onto the properties adjacent. The DEIR says incorrectly that this runoff will simply go down the other drainage paths. This is not clear. Can the DEIR show that runoff to adjacent properties or unprotected areas is not possible under any reasonable scenario for at least 50 years?	P2-63
5. During construction while the hill is being razed there will be a lack of ability of the soil to retain water and a larger potential for uncontrolled runoff and soil erosion. How can the developer guarantee that during the development there won't be a storm that causes serious problems for the neighborhood or county?	P2-64
6. The site areas not under construction are not planned to be changed in any way. Yet there may be more runoff to these areas because of the destruction of the natural indigenous plants being removed during the development. Will the runoff generated in the direction towards the other parts of the site be increased and potentially worsen the erosion there and possibly destroy the Blue Butterfly sanctuary as	P2-65

<p>well as cause more unsightly and dangerous erosion on other parts of the hill? Are we concerned at all about the potential damage to the remaining parts of the hill and what an eyesore it may become if runoff increases in other directions.</p>	<p>P2-65 (Cont.)</p>
<p>7. A simple statement in the DEIR that water would flow into existing drainage is inadequate and scary in its naiveté. I have talked to other planners and people who say this is simply illegal. This development will generate significant new runoff and the county and DEIR needs to consider how this overflow will be handled if the system were to fail to delay delivery adequately. Will the county or wider community be responsible for fixing and replacing this risky system if it is not workable?</p>	<p>P2-66</p>
<p>8. Is there backup that shows this storage scheme has worked well with similar runoff and soil conditions as in this area, with earthquakes? I can see such a system working in an area with less serious problems of soil stability, no houses downstream from the storage system but it seems too risky for an area like ours.</p>	<p>P2-67</p>
<p>9. There is constant reconstruction of retaining walls in the area today, failures of retaining walls today and collapses. Are the standards for building retaining walls in this county adequate? Should the retaining walls built here be larger than existing requirements? For example 2 residents on Nextdoor recently mentioned their sections retaining walls needing to be rebuilt again. Are planners aware of the serious problems residents already have with the soil problems?</p>	<p>P2-68</p>
<p>10. Runoff and soil erosion can create an environmental disaster and eyesore. The EIR should consider disaster assessment. This project could produce a massive ecological problem in the local area if we get anything beyond a 10 year storm which seems likely. If we get a 100 year storm what will this area look like with and without the project?</p>	<p>P2-69</p>
<p>8. The natural fauna.(DEIR Section 4.3) Everyone in the community knows the sound of birds is amazing day and night. I suggest planners come to the area in the early morning at 7am when construction will start to hear the amazing sound of the birds. Whether or not the EIR recognizes the area as being a migratory midpoint for birds or a sanctuary for many creatures in the area the fact is that the Blue Butterfly exists on this hillside. I have personal pictures and video of Lupine plants and possible blue butterflies all over the hill and especially in the area going along Bel aire from the base of the hill all the way up to the access road planned. I have seen Blue Butterflies in the field by the water tower close to where the construction would be. The weekend of 5/15/14 I saw hundreds and hundreds of butterflies all over the hill. It is unclear to me how the proposed area for the sanctuary for the Blue Butterfly was decided. Looking one time for the existence of the butterfly in July when everyone knows the lifespan of the butterfly is 10 days is not reasonable.</p>	<p>P2-70</p>
<p>1. The butterfly is out from March to possibly July. Why did the county pick the last day of the possible viewing of the butterflies to do its survey? Are other days planned to verify residents pictures and viewings?</p>	<p>P2-71</p>
<p>2. Given the fact that many of the lupine plants are located in the erosion crevices of the sanctuary area and above the sanctuary wouldn't a storm of some intensity essentially wipe out most of the lupine plants destroying the blue butterflies dormant on them? If the runoff increases because of the construction it may be responsible for this destruction of habitat.</p>	<p>P2-72</p>
<p>3. Should there be additional surveys for the Blue Butterfly and Lupine?</p>	<p>P2-73</p>
<p>4. Given the sightings of Blue Butterflies on the hill and lupine extending around the hill is it possible that the sanctuary can be increased substantially?</p>	<p>P2-74</p>
<p>5. Would the construction activity, destruction of indigenous plants in those areas and the combination of the remaining smaller area that is planned for the butterfly and increased erosion cause the elimination of the Butterfly here?</p>	<p>P2-75</p>
<p>9. Privacy Concerns (DEIR section 4.1): Some 30-40 houses experience maximum privacy</p>	<p>P2-76</p>

intrusion during and after construction.		P2-76 (Cont.)
1. If the houses are built so there are no windows or balconies positioned so people can see into houses on Parrot or other areas, that will be ideal. In many cases on Parrott the steepness and proximity of the houses makes using vegetation as a block impossible. Large walls would be unsightly. What is the solution?		P2-77
2. During construction unless a wall is built along the roadway, the people doing construction will have unobstructed views into bedrooms, pool and backyards of houses all along Parrott and other adjacent houses. This is unacceptable. Putting up a large wall for years until plants grow could take decades and will produce a massive impact on the community's current environment.		P2-78
10. Light pollution (DEIR Section 4.1:) from street lights along the proposed road is described as minimal in the DEIR.		P2-79
1. What kind of lighting is proposed? There are no streetlights in the area. So, how could it be minimal being the only lights in the area? The only way lighting would be low impact is if it is down at curb level and there are shrubs to block the light from escaping the area. Otherwise people all over the neighborhood will see elevated lights from their bedrooms at night.		P2-80
2. The developer says the road starts 20 feet below the houses on Parrot but within 100 feet into the property the road is higher than any of the houses around it. Cars coming down the hill will have lights blaring into existing houses. Sufficiently mature vegetation or walls will have to be put in place immediately or those lights from cars coming down the hill will be shining right into people's bedrooms, i.e. 1450. When the cars turn the corner at the top of the hill as documented their lights will shine right onto properties on Parrott as they sweep down the hill.		P2-81
11. County Codes DEIR Section 4.7: Is it possible that the county codes for construction need to be modified given the failure of existing codes to prevent retaining walls from having to be replaced, houses tilting, massive loss of value in some cases, that houses are cracking and moving.		P2-82
1. Also, do the county codes need to be modified for large construction projects to reflect the impact on the wider community of larger projects for longer periods of time?		P2-83
12. Risky Project DEIR Section 4.7:		
1. Long term risks: The construction represents significant long term ongoing hazards to the residents and county		
i. The houses have stability problems.		
ii. The houses or the development cause long term problems for houses around the development from drainage issues		
iii. Risks that the road location causes injury to people across from the entry point.		P2-84
iv. Risks to the Blue Butterfly or the other animals that live there or use the hillside		
v. Risks to significant trees which cannot be replaced		
vi. Significant community upset with the development		
vii. Variances granted turn out to be a problem		
2. Short Term risks:		
i. during construction high winds, steep slopes, houses downhill experience damaging effects from the development (multiple scenarios)		
ii. Health effects due to proximity of the development both with air pollution and noise.		P2-85
iii. Property damage to numerous houses adjacent to development from vibration to the pool at 1450, to killing significant trees at numerous houses along Parrott (including 1450)		

This project is a hazard to the county and community as designed today which is why so many residents are opposed.

P2-86

13. **Escrow** DEIR section 4.7 Due to the risks short term and long term for this development the developer should be asked to place Funds into escrow to cover damage to adjacent properties. It is inevitable during construction so close to so many houses that incidental damage should occur for dozens of reasons or that people will be inconvenienced to such an extent that some compensation should be made. After construction there is serious concerns that the community has that the properties will cause them damage from the above stated concerns. An independent arbiter should adjudicate complaints and requests from residents for damages.

P2-87

1. A reasonable amount would be \$250,0000 during construction and it should stay at that level and be replenished by the developer as claims are made. The funds should be in escrow.
2. At least \$1,000,000 be deposited for at least 4 years after construction finishes to insure that problems with all the issues and risks that have been documented are not the responsibility of the county or residents in the local community.

14. The DEIR acknowledging in some cases that the impact is significant proposes mitigations but sidesteps giving hard data as to what that impact might do to the environment or the receptors themselves. How can one understand impact without understanding the number of people affected at what distance from the site and the level of damage expected to them?

P2-88

1. What will be the noise level or air pollution level to different residents after mitigation?
2. What will be the likely health impacts on residents after mitigation?
3. What will happen to the areas the construction won't be on? I.e. the undeveloped portion and the other houses in the area from runoff?
4. What will happen if a storm larger than a 10 year event happens?
5. What will be the water use of this project and compare to how many people that would support otherwise
6. How much more severe are the consequences for adjacent high impact houses? How fair is the project to different residents?
7. How many residents will be affected by each of these issues? How many have asthma, have hearing problems or cardiac disease who might be affected?
8. How many lupines or blue butterfly's may be on the hill?
9. What are all of these on any of the alternatives?

P2-89

P2-90

P2-91

P2-92

P2-93

P2-94

P2-95

P2-96

P2-97

I personally don't see how the DEIR can be evaluated without knowing information like this. It is seriously incomplete to make a judgement on this project especially given the extreme risky nature of the project.

P2-98

My own estimates are that some people will be living in a virtual war zone with violent moving and grading operations and heavy construction happening 12 inches from their property line. (I am not joking) That pollution levels will at times be sufficient to cause acute incidents in some people. That the Blue Butterfly is being treated as a non-entity with no concern for its habitat or what happens to it as a result of the construction. That some people may be subjected to fear forever that cars occasionally missing the stop sign and plowing into their houses. That some people with heart conditions may actually die as a result of these conditions. That we will waste the equivalent of a hundred households water usage for a year in a drought to build this project. The DEIR seems to say: Project is ready to go. Build 6 days a week 11 hours a day, use as much water as you want, make as much noise as you want. Try new things. Maybe failed codes will work this time.

P2-99

We live in a bucolic peaceful and gorgeous area that will have its tranquil quality of life destroyed for years by this development. Several people will live the remainder of their lives in this construction hell. Some kids will grow up thinking this is their neighborhood with noise and degraded air quality.

P2-100

The fact that 400-600 residents packed the county hall 5 years ago testifies that residents don't perceive this project is small impact on their environment. This construction will change life here in the area substantially for years whatever the EIR says and represents tremendous risks and danger to the community life and property.

P2-101

I would like the county if not the DEIR to respond to all these points. I have spoken to enough neighbors and to the developer to know that these concerns are real. I am very concerned this developer sees a profit in building these properties and is not thinking of the long term consequences of this development on the community. A much smaller development with a road placed in a less dangerous intrusive location would be more likely to be met with acceptance by the community. The owner has a right to develop his property but not at the expense of everyone else in the neighborhood and county and risk to persons and property of others.

P2-102

*1 *<http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2072857/>

*2 This is calculated simply using the percentage of deaths in the whole population assuming every European is exposed to >50db of chronic noise.

P2-103

I have enclosed the 1406 rainbow JCp and engineering reports in case some people are unfamiliar with this debacle.

Regards,

John Mathon

rgds, John follow me:



May 22, 2014

RECEIVED

2014 MAY 23 A 8:49

SAN MATEO COUNTY
PLANNING AND BUILDING
DEPARTMENT

County of San Mateo, Planning and Building Department

Attn: James A. Castaneda, AICP

455 County Center, 2nd Floor

Redwood City, CA 94063

Subject: Comments on Updated Draft EIR Ascension Heights Subdivision Project (4/25/14)

Dear Mr. Castaneda:

My comments on the 4/25/24 Draft EIR, which updated the November , 2009 Final EIR , are as follows:

1) Chapter 2, Executive Summary

In my letter of September 3,2009 (attached) commenting on the 2009 DEIR, I asked for a summary document for the general public written in a simple (i.e. " Grocery Store English") that explains in a clear and straight forward manner the proposed project and the environmental analysis findings. The voluminous amount of written material to absorb in the DEIR and the accompanying Appendices precludes many people from being able to comprehend and understand what is being proposed. This has not been done in the current DEIR. Specifically, the Executive Summary does not state why the project is being proposed and does not provide a discussion of the alternatives to the proposed project (Analysis of Alternatives). There are no graphics (schematics) showing the alternative layouts for the proposed project as no schematics are provided in Chapter 6, "Analysis of Alternatives " unlike the 2009 DEIR which did provide alternative schematics although not on an " apples to apples" basis. As I stated in my letter of Sept. 3, 2009 on the review of the 2009 Draft EIR, a side by side comparison of the alternatives similar in format that is comprehensible to the general public needs to be provided. I repeat my request that this be done for the FEIR.

P3-01

P3-02

2) Chapter 6.0 Analysis of Alternatives

a) 6.3 Alternatives Eliminated from Consideration

The principal objective of the Proposed Project is "Provide sufficient housing supply jointly within the cities located in the County that meet San Mateo County's projected housing needs". Under Growth Projections, 4.9-2, it is stated that the County would require an additional 16,148 units, of which 913 housing units is allocated to unincorporated areas between 2014 and 2022 . This, of course, far exceeds the 19 single family residences proposed in the Proposed Project and additional housing supply within San Mateo County would be needed to satisfy the County's projected housing needs. Table 5-1 "Forseeable Development Projects" only lists three potential projects in the unincorporated areas . The analysis of alternatives needs to show why the Proposed Project will meet the 16,148 housing units County objective by providing an assessment of the availability of other future housing developments within San Mateo County and why 19 new residences are required here. The elimination of the **Off-Site alternative** on the basis that the "**applicant does not own an alternative site with similar requirements---**"

P3-03

P3-04

Comment Letter P3 (Cont.)

<p>does not address the County housing objective and the Off-Site alternative has to be fully assessed and analyzed. Also the addressing of reducing the present vacancy rate of 6.4% in the unincorporated areas needs to be made.</p>	P3-04
<p>b) Graphics showing the Proposed Project, the Reduced Intensity Alternative, and the Environmentally Superior Alternative on a side-by side comparison (both horizontal and vertical views) needs to be provided.</p>	P3-05
<p>c) As I questioned in my letter of Sept. 3, 2009 and repeat again, why is the proposed project (now 19 single family residence lots) selected over the Environmentally Superior Alternative C 6.4.3 (6 lots developed for single family residences) or , for that matter, the Reduced Intensity Alternative 6.4.2 (10 lots developed for single family residences) which have reduced environmental impacts to that resulting from implementation of the Proposed Project? The response given to my Sept. 3, 2009 question by Planning was "Applicants of proposed projects are not required under CEQA to conduct an alternatives analysis for their project prior to submittal of a development application to the lead agency. It is possible, however, that the decision making bodies in their consideration of the proposed project could require the project to include components of the alternatives to reduce or avoid the project's significant impacts." In my 12/9/09 comments which were submitted at the 12/9/09 Commission hearing (attached), I stated that the "decision making body" must require the project to include components of the other alternatives identified in the draft EIR that would reduce or avoid the project's significant impacts. Also, although an applicant is not required to do an alternatives analysis to identify what components of the identified alternatives need to be incorporated in the final selected project to reduce or avoid significant impacts, someone must do this." I ask that you define who that party will be as well as who the "decision making body" is (Planning Commission, Board of Supervisors?).</p>	P3-06
<p>Since neither the Proposed Project , the Reduced Intensity or the Alternate (Large Lot) alternatives satisfy the County projected housing needs by themselves, a serious consideration of the environmental impacts of each alternative is essential that will enable the " decision making body" to make their decisions and findings. An environmental ranking of the alternatives needs to be provided, including the Off-Site alternative.</p>	P3-07
	P3-08
	P3-09
<p>3) Construction Mitigation Measures</p>	
<p>a) All construction related mitigation measures must be included in the contract documents submitted for approval for a County construction permit. The contract documents have to require that monetary penalties be imposed on the Contractor for non-compliance to the defined mitigation measures (e.g. cover all trucks hauling soil sand and other loose materials ; all construction vehicles or equipment, fixed or mobile ,shall be equipped with properly operating and maintained mufflers and acoustical shields or shrouds in accordance with manufacturers' recommendations) as there is little incentive for the Contractor to comply with the mitigation measures.</p>	P3-10
<p>b) My DEIR comments letter of Sept. 3, 2009 requested that an environmental compliance monitor be part of the County's construction management team as a focal point to insure that all mitigation measures and requirements are met. The response given was that this recommendation be "forwarded to the decision making bodies as part of the FEIR for their recommendation in reviewing the project". As I stated in my Sept 12, 2009 comments submitted to the Commission I repeat my request that this be included in the FEIR.</p>	P3-11

Comment Letter P3 (Cont.)

<p>A review of the proposed mitigation measures during construction (Air Quality, Biology, Geology, Hazards, Noise & Vibration) shows a heavy reliance on conditions to be imposed in the preparation of the contract documents by the designer, on the Contractor and, to a lesser degree, the use of specialized expertise (e.g. botanist, biologist, arborist, licensed civil engineer, engineering geologist, noise disturbance coordinator). There is no assurance that compliance will be achieved. In the review of the contract documents to be submitted for the building permit and in the inspection of the construction operations, there must be one point of contact that the parties affected by the project impacts and the County can rely on to insure the project is conducted in compliance to the EIR defined conditions.</p>	P3-12
<p>In essence the affected parties (i.e. local neighborhood and College of San Mateo users) needs someone we can trust! I repeat my request that an environmental compliance monitor independent of the Project Sponsor be required in the EIR mitigation conditions.</p>	P3-13
<p>c) Air Quality and Greenhouse Gas Emissions</p> <p>One of the most significant construction impacts to the surrounding neighborhood will be the hauling operations, both too and from the site which will generate emissions of ROG, NOx, PM10 and PM2.5 that will affect sensitive receptors. The proposed mitigation measures (4.2-1a) listed are standard construction practices and, to a great degree, rely on the Contractor's good faith compliance. The DEIR states an estimate of 156 truck trips/day or roughly one truck every 3 minutes which is not reasonable or feasible. Accordingly the length of time people will be exposed to dust emissions from hauling operations will significantly exceed the estimated 27 month period. A realistic and clearly defined construction schedule needs to be shown.</p>	P3-14
<p>As I stated in my 12/09/09 hearing comments, real time monitoring of emissions is required to insure that the Contractor is in compliance to protect the surrounding neighborhood and residents. After the fact qualitative observations will be too late for sensitive receptors (e.g. persons with respiratory issues). I was involved in a project in the early 1990s where, at that time real time PM 10 monitoring was done for the protection of the animal collection at the San Francisco Zoo. In fact a baseline assessment was made of the most sensitive animals identified by the Zoo prior to start of construction so that adverse effects of construction dust emissions could be quantitatively made and corrective actions could be taken expeditiously which was done and the animals were protected. Surely protection of people are just as important! I repeat my request that real time monitoring of emissions be included in the EIR.</p>	P3-15
<p>All BAAQMD regulations must be complied with and a permit obtained from BAAQMD.</p>	P3-16
<p>I question why the Contractor will be allowed to haul excavated material from the site with no cover if the truck has two feet of freeboard. Monitoring of this condition will be next to impossible. Expecting a construction inspector to do this is neither practical or feasible. If the Contractor is allowed to haul uncovered excavated material, another mitigation requirement must be specified that controls dust emissions from the hauling trucks.</p>	P3-17
<p>d) Biology</p> <p>The qualified biologist and qualified forester findings shall be made available to the local residents prior to submittal for a construction permit to ensure that their findings/recommendations are incorporated in the contract documents.</p> <p>e) Geology and Soils</p>	P3-18

Comment Letter P3 (Cont.)

The Geotechnical Report (Appendix E) by Michelucci & Associates, Inc. includes a "Limitations " statement (page 21) which states that "the possibility exists that abnormalities or changes in the soil conditions , which were not discovered by this investigation, could occur between borings." Not knowing where the 2002 borings are located (Site Plan Engineering Geology Map, Figure 3, was not included in the Appendix) it is quite possible that differing site conditions would occur, particularly in the area adjacent to Parrott Drive where the major work is proposed. What assurances/safeguards will the Project Sponsor provide in the event that erosion/slippage is experienced that would endanger the residences on Parrott Drive given the erosion problems now happening on the site? Why aren't additional borings done to explore and address that possibility?

P3-19

f) Transportation and Circulation

What is the proposed routing for the haul trucks to and from the site? As referenced in the Cal Trans Scoping comment letter, the impacts on state transportation facilities, specifically State Route (SR) 92" must be assessed. Also, the cumulative traffic impacts resulting from the addition of construction traffic to the student traffic attending the College of San Mateo as well as local resident use needs to be assessed and evaluated.

P3-20

P3-21

g) Required Permits

In addition to the permits listed as required for the Proposed Project, the identified potential construction impacts will require regulatory approval from Cal Trans, the State Department of Public Health and BAAQMD.

P3-22

- 4) Page 4.9.3 of the DEIR provides a discussion of the San Mateo County General Plan "which serves as a guide for both land development and conservation in the unincorporated portions of the County". One of the policies "regarding housing and population from the County General Plan applicable to the Proposed Project" is:

8.14 Land Use Compatibility

a) Protect and enhance the character of existing single-family areas

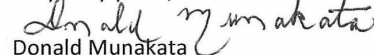
b) Protect existing single-family areas from adjacent incompatible land use designations which would degrade the environmental quality and economic stability of the area

P3-23

The DEIR , as now written, does not adequately address that policy. Specifically the protection of the existing single-family areas bordering the Proposed Project site from degradation of the environmental quality of the area.

Thank you for your consideration of the above comments to the draft EIR.

Very truly yours,


Donald Munakata

Attach: 1) September 3, 2009 Letter "Comments on Draft EIR Ascension Heights Subdivision Project"

P3-24

2) September 9, 2009 "Ascension Heights Subdivision Project 12-9-09 Comments from Don Munakata"

P3-25

September 3, 2009

County of San Mateo, Planning and Building Department

Attn: James A. Castaneda, Project Planner

455 County Center, 2nd Floor

Redwood City, CA 94036-1662

Subject: Comments on Draft EIR Ascension Heights Subdivision Project

RECEIVED
2014 MAY 23 A 8:49
SAN MATEO COUNTY
PLANNING AND BUILDING
DEPARTMENT

P3-24

Dear Mr. Castaneda:

I am a neighbor resident in fairly close proximity to the proposed project. I apologize in advance for any misinterpretations or misunderstandings as it was rather difficult for me to review the quite voluminous EIR documents. As a preface for my comments I was wondering if it is possible to provide to the general public a summary document of the EIR that would explain in a simple, understandable and straightforward manner the proposed project and the environmental impact analysis. The Summary section in the draft EIR is very detailed and, quite frankly, difficult to comprehend for those unfamiliar with the environmental review process. A very basic document in the order of 20 pages or so that describes the proposed project, the alternatives to the project (I would use the same graphic format for the proposed project as that used for Alternatives, i.e. Figs. V1-1-V1-3, so that a side by side comparison can be made), the impacts and the proposed mitigations for the impacts, and the basis for the selection of the proposed project would really help.

I do have serious concerns with respect to the proposed project after review of the draft EIR. The following comments reflect those concerns as well as specific conditions which I feel are required to be imposed on the proposed project:

1. All mitigation measures set forth in the draft EIR shall be incorporated in the Final Map as conditions and requirements that must be met for whatever project is approved. In addition, the construction plans and specifications shall incorporate the mitigations required during construction.

2. It was unclear to me why the proposed project was selected when the environmentally superior alternative was Alternative C (ref. pg. V1-34). What is the basis for the proposed project selection as the best apparent alternative as one would presume that the environmental process was intended to determine what would best meet the project objectives with the least environmental impacts?

3. Table II-1 Summary of Environmental Impacts and Mitigation Measures defines several construction related mitigation measures that require specialized expertise (e.g. Air Quality Disturbance coordinator, qualified biologist for special-status plants survey, plan for protection of site summer lupine, preconstruction surveys for nesting birds, certified arborist for tree removal permit and approval of final project plans and monitoring of construction for protection of preserved trees as well as preparation of a Tree Mitigation and Monitoring Plan, a qualified engineering geologist to observe all excavations, perform settlement and slope stability analyses, provide technical input and review of drainage plans, a geotechnical consultant to review final grading and drainage plans and to observe construction grading to ensure that erosion control mitigation measures are performed as well as

review and approval of the final construction plans and specifications prior to Final Map approval, and a "noise disturbance coordinator". Coordination of these activities would presumably be put under the responsibility of the San Mateo County Building Inspection staff. Given the specialized nature of these activities, which are over and above the typical construction inspection and monitoring responsibilities of construction inspectors, I would recommend that an environmental compliance monitor be part of the County construction management team to insure that the mitigation measures are met and to act as a focal point for issues associated with compliance to the mitigation requirements. Selection of the environmental compliance monitor would be determined by mutual consent of the project sponsor, the County of San Mateo and the neighbors directly affected by the project.

4. Table II-1 on Air Quality, Impact AQ-1: Construction /Demolition Emissions indicates that the BAAQMD standard control measures have not been incorporated into the project nor has the project applicant acknowledged that these measures would be implemented. Will the construction documents be submitted to BAAQMD for review/approval and a construction permit? If not, what is the justification of non-compliance to their standards?

5. Discussion on cumulative construction impacts with respect to related projects basically indicates that there would be little problems at this time. Since the proposed construction of the Ascension Heights Subdivision project will last 4-5 years, what measures will be provided in the advent of other projects (e.g. implementation of another phase of the San Mateo College Master Plan adding increased traffic on Parrott Drive), known or unknown to insure that adequate protection of the affected neighborhood residents is maintained?

6. Will all of the questions and concerns raised by the Sept. 20, 2008 letter by County of San Mateo Fire and the Nov. 20, 2003 Third Party Geotechnical/Geological Review by Treadwell & Rollo, Inc. be addressed in the project contract documents and during construction?

7. Have you received comments from the BAAQMD, Calif. Dept. of Fish and Game and the United States Fish and Wildlife Service agencies and can they be made available to the public?

Thank you for the opportunity to provide comments to the draft EIR.

Very truly yours,

Donald Munakata

Ascension Heights Subdivision Project 12-9/09 Comments from Don Munakata

P3-25

1. The DEIR indicated Alt.C (6 lots) was the environmentally superior alternative. In my comments letter (Ref. letter no. 24) I asked why the proposed project (25 lots) was selected when the environmentally superior alternative was Alt. C. The response given was " Applicants of proposed projects are not required under CEQA to conduct an alternatives analysis for their project prior to submittal of a development application to the lead agency. It is possible, however, that the decision making bodies in their consideration of the proposed project could require the project to include components of the alternatives to reduce or avoid the project's significant impacts."
 - a. Firstly the decision making body must require the project to include components of the other alternatives identified in the DEIR that would reduce or avoid the project's significant impacts.
 - b. Secondly , although the applicant is not required to conduct an alternatives analysis, someone (Planning Department?) must do an adequate and thorough alternatives analysis to provide the basis for the acceptance or rejection of each alternative included in the DEIR . In addition, an alternatives analysis sufficient in detail has to be conducted to identify what components of the respective alternatives are required to be incorporated in the final selected project to reduce or avoid project significant impacts. The cursory alternatives analysis discussion in the DEIR (pgs. VI 441-VI 469) obviously does not provide this.
2. Air Pollution
 - a. For TAC (toxic air contaminants) the applicant refers to the BAAQMD existing guidance of reasonable control measures to reduce PM10 emissions . However the applicant has not agreed that the BAAQMD control measures would be implemented. Applicant compliance to BAAQMD requirements must be incorporated in the EIR.
 - b. For PM10 (construction/demolition emissions) , the mitigations listed are fairly standard (wetting of roads, covering stock piles, sweeping, etc.). To insure that the contractor's implementation of such measures are adequate, on-site and base line control monitoring of PM10 emissions has to be done to obtain real time data to confirm that adequate protection of the surrounding neighborhood and residents is achieved. I was involved in a project in the early 1990s where air samples were taken at regular intervals in a PM10 machine containing a filter which was weighed for particulate matter at the project site and another PM10 machine at a control site to assess the adequacy of the mitigation measures. Obviously technology has improved since then and, according to the BAAQMD website, continuous emissions monitors (CEMs) are available to test for not only PM10 but for chemical pollutants.

3. Code Compliance

- a. Fire Marshall -5/15/09 letter states that County Fire will require a report justifying the greater than 15% road grade County Ordinance reqt. for the secondary emergency access road and a request for exemption at the time of the bldg. permit application. This has to be resolved in the EIR ; not at the final contract documents phase so that the true excavation/grading/visual impacts necessitated by the EVA compliance to Fire Marshall approval can be addressed in a timely manner.
- b. UBC code compliance must be required in the EIR (i.e. grading)
- c. BAAQMD code compliance must be required in the EIR

4. Environmental Compliance Monitor

In my DEIR comments letter I recommended that given the specialized expertise required for several construction related mitigation measures such as an air quality disturbance coordinator, biologist, arborist, geologist , geotechnical consultant and a noise disturbance coordinator, an environmental compliance monitor be part of the County's construction management team as the focal point to insure that all mitigation measures and requirements are met. The response was that this recommendation would be "forwarded to the decision making bodies as part of the FEIR for their consideration in reviewing the project." I request that you include this condition in the EIR.

RECEIVED
2014 MAY 23 A 8:49
SAN LUIS OBispo COUNTY
PLANNING AND BUILDING
DEPARTMENT

June 9, 2014

Jim Eggemeyer
James Castenada
County of San Mateo
455 County Center, 2nd floor
Redwood City, CA 94063

RE: Public Comments on DEIR for Ascension Heights proposal

Dear Mr. Eggemeyer and Mr. Castenada,

We have read the DEIR produced by AES regarding the Ascension Heights Proposal and feel it ignores many of the issues we contributed at the scoping session and via a letter on November 4, 2013. As adjacent residents to the project we are dismayed that essentially no consideration was given to our submitted concerns.

Not only were most of our concerns ignored, but some of the work done by AES was completely incorrect and implies no time was spent in crucial areas of the property. Most of the errors have been identified in the document submitted by the Homeowners' Association, so we will not dwell on many of them. However, a few directly affect our home or speak to the integrity of the report and, as such, require comment.

1. There is no ditch, swale, gulch or other geologic formation behind the Parrott Houses to deter water runoff. Any water that runs down the hill uncollected will enter the Parrott Drive lots.
2. We have no confidence in any biologic report as it seems it was done online not on foot. There are dozens of lupines immediately visible on the property. One does not even need to enter the lots to see a number of plants. The previous biologic survey missed them because of the seasonality of the plant and the timing of the winter rains. Raptors have been seen with almost daily and owls have been reported by residents since we moved here in 2001.
3. No attention was paid to the Significant Trees in Parrott Drive backyards that would be affected by construction. In some cases, *the positions of the current trees prevent construction of proposed homes* or sacrifice homeowners' mature, Significant Trees. As we have said before, if anyone would come see our trees, it would be immediately evident that nearby construction is basically impossible.
4. No application of International Arborist practices which are the standard for arborists certified in the United States. And replacing mature trees that must be removed with 5-gallon replacements is not only insulting but does little to stabilize the ground or provide habitat for the environment.
5. Additionally, no consideration is given to the effects on the yards and homes of a proposed screen of trees designed to provide privacy. There are a myriad of

P4-01

P4-02

P4-03

P4-04

P4-05

P4-06

Comment Letter P4 (Cont.)

- potential problems, as well as benefits, depending on the types of trees, sizing, spacing and maintenance. All trees do not behave the same.
6. The specifics of the stormwater retention systems is grossly lacking in details. The vague terms such as "oversized" concrete containers to hold rainwater do not encourage confidence. Anyone who has a driveway or patio can see concrete cracks, even when mitigated by a rebar frame. No quantitative analysis was done on the durability, reliability and longevity of this proposed system.
 7. The affects of dust on solar panels and swimming pools was omitted. This is a significant economic issue for relevant homeowners. We own solar panels that have produced almost all of our electricity for over five years.
 8. There was no analysis of the placement of the hammerhead on existing houses. Both lights and cars will be pointed directly at two of our children's bedrooms. *Both of my children have expressed serious concern for their safety as well as their privacy.*
 9. No details about "treating top soil as an important resource" were forthcoming. Our letter from November 4, 2013 offers one expert opinion. A healthy top soil reduces the risk of erosion.
 10. Traffic problems are one of the most frequently mentioned concerns for residents. There are blind spots, speeding vehicles, cyclists and cars entering/departing driveways. Yet nothing was presented to address potential accidents and other damage.
 11. There was no comparison or analysis of the engineering difficulties experienced at neighboring residences (such as the infamous slides on Rainbow and continued settling) and how these might predict problems on the hill.

P4-06
(Cont.)

P4-07

P4-08

P4-09

P4-10

P4-11

P4-12

Thank you for your attention,
Laurel and Donald Nagle
1538 Parrott Drive
San Mateo, CA 94402

Attachment: Nagle Letter Submitted 11/04/13

November 4, 2013

James Castenada
County of San Mateo
455 County Center, 2nd floor
Redwood City, CA 94063

P4-13

RE: Public Comments due November 4, 2013 for Ascension Heights proposal

Dear Mr. Castenada,

We are residents of 1538 Parrott Drive, and live in a home that abuts directly against the proposed development.

1. As a general statement, we believe the county decision making process would benefit from more comprehensive analyses of the various issues (rather than less comprehensive analysis). Given the steepness of the hillside and the various issues identified during the last DEIR process (culminating in the 2009 denial of the DEIR), we recommend that the DEIR process and resultant report err on the side of more data and more analysis rather than less.

2. We request that mitigations be described and mandated for any issues that are identified.

- This would be in contrast to last time (2009), when the DEIR stated for numerous issues that impacts, particularly but not limited to Parrott Drive neighbors adjacent to the site, were "... determined to be significant but unavoidable" and that several were not sufficiently mitigable to reduce impacts below recommended levels. We believe that mitigations may be put in place for nearly any issue or impact, and look forward to the process this time describing and mandating appropriate mitigations that would result in reducing the impact below recommended levels.
- Additionally, we request that mitigations be described with words like "must" rather than "should" or "could". The former (use of "must") defines prescribed mitigations upon which current residents in the neighborhood can depend, while the latter (use of "could") implies that the developer may do what he would like rather than follow through on the mitigation.

3. We request that Reduced Density Alternatives be created and considered thoughtfully. In meetings dating back to ~2008, the developer has repeatedly said that he has no interest in building anything less than ~25 homes on the site (now reduced to 19 homes in his latest proposal given the rejection of his previous proposal in 2009), and that he does not consider any Reduced Density Alternatives as feasible or of

interest to him. That said, the process leading the DEIR must include appropriate Reduced Density Alternatives for the County to consider thoughtfully.

4. Currently, the water tank on top of the hill has a large outlet pipe that runs straight down the hill to Parrott Drive, along an easement between 1538 Parrott (our home) and 1526 Parrott. The development plans for the propose to re-route this pipe between our property and the water tank, inserting four 90-degree turns into the pipe, and running within a few feet of our property line. We have two specific concerns about this planned re-routing of this water pipe.

- First, as context, we have three very large trees in our backyard adjacent to the property line. The diameters for these trees are ~47 inches, ~49 inches, and ~80 inches when measured ~two feet above ground level. Note that the trees spread out in trunk dimension, and so measuring diameters at the more typical "five feet above ground level" would significantly increase the measured diameters.
- We request that the plan be changed to comply with International Arborist standards which strongly recommends avoiding digging in the tree root zone that extends "1 to 1-1/2 feet away from the tree per inch of tree diameter". Given the 47-inch diameter of our smallest tree, the nearest edge of the excavation for the water pipe, or any development digging for that matter, would be 47 feet from that tree. Using the larger "1-1/2 feet per inch" recommendation, excavation should be no closer than 71 feet from this tree.
- Second, we are concerned about the possible impact from the proposed change in pipe design from a straight pipe which allows any water discharge to flow unencumbered through the pipe to the proposed design which incorporates four sharp turns (90 degrees). The increased pressure generated by these angles will lead to faster erosion inside the pipes. We are concerned and request a comparative analysis of the lifespan of the proposed design versus it's current design.

5. As mentioned above, we have three, very large and old trees. Arborists and original neighbors report the trees as being of, at least, 60, possibly 75, years old. As with most plants, over 70% of root activity occurs within the top few inches of soil. This is where the water, air and nutrition are primarily processed. *Architectural Graphic Standards* contains research by James Urban who determined that the critical factor in determining long-term tree health is the volume of root-supporting soil available. (Also mentioned in *Sustainable Landscape Construction* by J. William Thompson and Kim Sorvig.) The rule of thumb for area that must be untouched (to preserve tree health) is one and one-half times the area of the drip line. The International Arborist Society which certifies US arborists uses the guideline mentioned above in comment #1, bullet #2. By untouched, the guidelines specify no parking, storing materials, or changing the grade. Even 6 inches of additional soil against the trunk can cause disease and removing the top soil

will disproportionately hurt the trees' ability to thrive. Given these professional guidelines, **it is impossible to insure healthy mature trees and put housing or roads as close as they are proposed.**

While most of the proposed trees are not of the width as ours, it is essential that the same guidelines be used for those remaining trees as well.

6. The Developer has stated that all grading for the hill will be done at once and at the beginning of construction. We are very concerned about the potential for erosion and other damage if various precautions are not taken, including ones to conserve the health of the topsoil. The top soil is where growth happens. It also contains its own active ecology which is crucial for plant development. Ideally, the top soil should be removed and saved before grading the subsoil. Soils scientist, teacher at Harvard's School of Design and author of Urban Soils, Phil Craul, makes the following suggestions for keeping the soil as alive and healthy as possible – make several small piles, not one large; depth of piles should be no more than 4 feet for clay soils; keep the piles moderately damp; protect the soil from wind and water erosion by covering or planting; and handle the soil as little as possible. Caltrans has found that reapplication of the top soil works to improve the growth of post construction plantings. (Claasen, V.P. And R.J. Zaoski, "The Effect of Top Soil Reapplications on Vegetation Re-establishment", California Dept. Of Transportation, 1994.

We request that the same precautions be taken on any development on the hill.

7. The hammerhead turn-around points directly into our back yard and windows, specifically 2 of our children's bedrooms. Both of these could be mitigated, though that might require the developer to drop at least 1-2 lots.

8. The separation between the new development and Parrott homes (in 2002 CT referred to a ~25-foot gap between two separate fences, which is the bare minimum we wanted, along with mature trees in that separation) is vague and the developer is sending very mixed messages now. As one example, his plans don't show the trees or the gap between fences or even declare an easement the length of the development next to Parrott, but his artistic renderings from 2+ years ago show very mature pine trees in between "them" and "us". The "skinniest" pine trees I could find on the internet still have a branch spread of ~10-feet in radius, which means 20-feet in diameter, which requires more space than he is now showing; and most pine trees are broader than that. We request a definitive plan drawn and an analysis of the ability of any easement or buffer zone to effectively grow healthy trees, given visual and sound privacy, and not drop leaf/needle debris in an amount that would hurt plantings pools and other elements in the Parrott back yards.

9. Given the steep slope of the project and several areas of erosion, we are concerned that a qualified team of landscape architect, soils scientist and native horticulturalist have not been engaged to advise on the best choices for planting in the development. Some sample drawings have should lush grass on open spaces and standard street trees. This is an unlikely and expensive landscape with little chance for success and reminds us of the developer's ignorance of the site.

10. We request that AES survey the site and surrounding area at various times after rainfalls. Residents continue to manage foundation shifts and add drainage piping to their properties. Our yard regularly flooded until we added drainage trenches in three places, plus a catchment on our patio. Our outgoing sewage pipe was bent due to shift soil and our neighbors are currently going through the same process of having to replace the sewage outpipe.

11. Regarding the traffic on Parrott, between CSM and Laurie Drives, Laurel has personally seen 3 accidents where cars left the road and landed in yards. The third accident actually hit the house. In addition, we have lost 2 side mirrors on cars that were parked legally on the street. Finally, a student on the way to CSM claims she was blinded by the sunlight and rear-ended our minivan which was legally parked on the street. The insurance declared the car "totalled." Traffic speeds by regularly and safety is threatened. An analysis and recommendations for improved safety needs to be taken.

12. We have solar panels which provide for all of our annual electric needs. We request compensation for any dust or other blockages that prevent our panels from working to full capacity.

Thank you for your attention,
Laurel and Donald Nagle
1538 Parrott Drive
San Mateo, CA 94402

Stephanie Henderson

From: James Castaneda [jcastaneda@smcgov.org]
Sent: Monday, May 19, 2014 3:39 PM
To: Stephanie Henderson; Trenton Wilson
Subject: Fwd: Ascension Heights Subdivision DEIR

Comments from Commission Hanson who spoke on Wednesday.

>>> On 5/19/2014 at 15:36, Jim Eggemeyer <jeggemeyer@smcgov.org> wrote:

James, Would you please send this email to our consultant, AES. Thanks.
jke

>>> FrederickArn Hansson <hansson@stanford.edu> 5/19/2014 2:14 PM >>>
Jim

Here is the backup to my comments last Wednesday. Can you get them to AES for me. Thanks

Fred

Summary

The City of San Mateo relies on the private California Water Service Company (CalWater) for its water supply. San Mateo is the largest Bay Area municipality with a private water supplier.

San Mateo's water comes entirely from water supplied by San Francisco Public Utilities Commission (SF PUC). Among CalWater's customers, only San Mateo and San Carlos have no established alternative water supply.

Since 2009, CalWater and the regional Bay Area Water Supply and Conservation Agency (BAWSCA, which coordinates distribution of SF PUC water) have called on San Mateo to take action to significantly increase community water use efficiency.

San Mateo faces an imminent water supply shortfall. BAWSCA anticipates a shortfall in regional supplies as soon as 2015. Potential non-compliance with Federal law (the "Raker Act," which limits water sales by the SF PUC to CalWater) poses a more immediate risk to the City's water supply.

No current engagement in the public policy processes that will determine its water supply future.

1. CalWater Has Not Identified Water Sources for San Mateo's Post-2015 Growth

In the 2000s, state law required water suppliers to develop Urban Water Management Plans to prepare for the future needs of the communities that they serve. The plans must be circulated for public comment and adopted by the Board of the water supplier after a public hearing. The law assumed that this process would be overseen by public agencies, so it established minimal requirements for the public involvement process.

Urban Water Management Plans can use various methods to project future water supply needs. Until 2010,

P5-01

there was a complete disconnect between the City’s General Plan growth projections (24% growth, plus a significant increase in commercial development by 2030) and CalWater’s growth projections (<6% growth), which were based on the historic number of new water supply connections and the average water use by existing connections.

CalWater revised its draft Plan to allow it to project sufficient water supply through 2015, assuming approved new development (e.g., Bay Meadows) does not proceed more quickly than past growth rates.

Not only do CalWater’s post-2015 projections fall significantly short of the City’s anticipated growth, the 2010 Urban Water Management Plan does not identify how CalWater will provide water for all of San Mateo’s approved, but unbuilt, new development, which will be constructed over the next few years.

CalWater’s 2010 Plan does not account for recent changes in availability of water from the SF PUC, which is limited by a Federal law called the Raker Act

P5-01
(Cont.)

2. City Plans Relied on Projected But Unfunded Water Use Efficiency Measures

The City’s adoption of its General Plan in 2010, which occurred prior to CalWater’s 2010 urban water management planning process, relied on the water use efficiency goals included in the adopted plan (20% reduction in per capita water use). The City assumed that it could continue new development and redevelopment by implementing aggressive water use efficiency measures in the existing community. Conservation alone was estimated to ensure adequate supply through the entire planning period (until 2030).

The City has not implemented any significant community water use efficiency measures. CalWater has begun to implement water use efficiency measures, but has a very modest reduction target for San Mateo (5%)—much lower than the City’s 20% target. CalWater’s reduction target is the minimum legal reduction, selected to ensure its compliance and because other communities it serves elsewhere in California have a higher per-capita water usage than San Mateo. The City was not involved in the selection of this target.

Although CalWater’s planning documents attribute water use reduction since 2008 to a customer response to drought in the late 2000s, this logic is probably not correct. The mid-2008 closure of the Bay Meadows racetrack—the largest single water user in San Mateo—together with the challenging economy, are likely the main reasons for recent water use reductions in San Mateo.

P5-02

3. CalWater’s Water Supply “Guarantee” from the SF PUC Is Not Guaranteed

According to the 2009 SF PUC-BAWSCA Water Supply Agreement, the SF PUC has established a Water Supply “guarantee” for sales by SF PUC to Cal Water (includes all CalWater Bay Area districts) of 35.499 MGD (million gallons per day) through 2018. According to the contract, compliance with the Raker Act can override this obligation, as can emergencies (including drought). The “guarantee” quantity will be renegotiated when the current SF PUC-BAWSCA Water Supply Agreement expires in 2018.

CalWater’s purchases exceeded the water supply guarantee of 35.499 MGD for several years in the mid-2000s.

P5-03

The Raker Act, which is the law that provided for the establishment of the SF PUC water supply from Hetch Hetchy valley inside Yosemite National Park, prohibits the sale of Hetch Hetchy water to private water suppliers. CalWater, as a private water supplier cannot technically sell any water from Hetch Hetchy to its customers, including residents of the City of San Mateo. The SF PUC and Cal Water circumvent this law by assuming that all water sold to Cal Water is generated from the SF PUC’s local reservoirs (in Alameda and San Mateo County), which is called “local system water.” The Tuolumne River Trust, an environmental

non-profit organization has called this law to the attention of the City on multiple occasions (e.g., 2010 letter to San Mateo Planning Commission).

In 2009, the SF PUC estimated that the annual product of “local system water” was 47,400 acre feet. Water supply is ordinarily discussed in terms of “MGD” or “million gallons per day.” The 2009 estimated local system water production of 47,400 acre feet is equivalent to 42.3 MGD (1 acre foot = 325,851 gallons). Since 2009, this has been reduced by:

- An SF PUC order to provide additional water for fisheries downstream of SF PUC local reservoirs, which is considered mitigation for impacts of reservoir construction. In its 2010 Urban Water Management Plan, CalWater estimated this would reduce local system water by 7.4 MGD, starting in 2015.
- Drought

The current Raker Act limit on SF PUC water sales to Cal Water is not readily available. If the preliminary estimate is correct, the 42.3 MGD Raker Act limit should be reduced by 7.4 MGD, to 34.9 MGD (about 0.6 MGD in excess of the water supply “guarantee”).

- Emergency Water Supply Potentially Inadequate. As of 2010, CalWater’s local emergency storage volume was small (about 1 day of water or 2-hour fire suppression flow), is not supported by backup electrical power (without which, hillsides will quickly have no water). Cal Water intends to plan for more storage, but is unclear as to when this might occur.
- Low Water Pressures in Some Hillside Locations. CalWater’s system provides water at very low pressures (less than 40PSI) in some hillside locations. This pressure challenges the operation of some home equipment. It is unclear whether there is any firefighting problem with these low pressure areas.
- Cal Water’s 2010 drought plan originally assumed that future ability to reduce water use in response to drought will be the same as it was in the 1980s. This is no longer a good assumption, because as water conservation infrastructure is installed, water supply demand becomes more inelastic (i.e., people have less flexibility to reduce more). Residents in infill multi-family housing with water efficient fixtures would be particularly challenged to reduce water use significantly. CalWater has started to adjust its drought plan in light of the inability of some residents to achieve the fixed % reductions outlined in the plan. CalWater cannot implement some key measures of its plan without government authorization, a slow and challenging process.

P5-03
(Cont.)

- ii) **Management Issue – Special Status Species-Mission Blue Butterfly.** Surveys conducted in 2004 found two areas of silver bush lupine on the project site (Figure 3). This lupine species provides habitat for the listed mission blue butterfly. Lupine habitat shall be protected by maintaining a 25' buffer from any adjacent activity.

Triggers for Response. Management response should be initiated if any activities are planned to take place within the vicinity of the silver bush lupine locations.

Management Activities. The following activities are recommended for the management and protection of the silver bush lupine populations on the site. Prior to work or other activities taking place within the vicinity of silver bush lupine populations a qualified biologist should mark a 25' buffer around each stand.

Activity within the 25' buffer shall meet any conditions of approval designated by a qualified biologist for each specific task. Furthermore, prior to any work or other activities that will disturb individual silver bush lupine plants a species-specific management plan should be developed to protect the mission blue butterfly and provide specific mitigation for impacts to its habitat. This process can be rather involved and may require consultation with the U.S. Fish and Wildlife Service. Disturbance to mission blue butterfly habitat (silver bush lupine plants) should be avoided if at all feasible.

James Castaneda - DEIR comments, Ascension Heights Subdivision Project

From: Laura Ditlevsen <sharky30@icloud.com>
To: "jcastaneda@smcgov.org" <jcastaneda@smcgov.org>
Date: 6/9/2014 00:29
Subject: DEIR comments, Ascension Heights Subdivision Project

Dear Mr. Castaneda,

Thank you for taking the time to read our message and for the opportunity to voice our concerns over the proposed subdivision plans in our neighborhood.

When I was pregnant with our second daughter in early 2012, my husband and I found and purchased our dream home in San Mateo - a home for a lifetime, with privacy, peace, and a beautiful view. The proposal for development of the land behind our home would put all of this at risk.

We believe that our neighbors have done an outstanding job of providing an overview of concerns about this project proposal, but we did want to add our voice to the record.

1. Health and safety of our family

a. Air. As is the case with many families in the neighborhood, we do not have air conditioning. We rely on the clean, clear, fresh air of the area to regulate the temperature in our homes throughout the day and evening during all seasons. The amount of construction proposed would make it impossible for us to leave windows open, but we would then have stifling hot temperatures in our home with no possibility to get fresh air in for our children, who are at home all day every day. Living any period of time under these conditions is not acceptable, but a project that could last as long as 10 years is hard to imagine.

b. Noise. One of the things we value most about our property is the peace and quiet, which also includes the birds, owls, squirrels and deer that frequent our property and the land directly behind us. The disruption to us and the wildlife would not only be during a lengthy construction period but permanently, as so much of the land that provides this peace and quiet would be occupied.

c. Traffic. Parrott Drive is already a very busy street, and we often have to wait to enter or exit our driveway today. The additional traffic would present an unreasonable hazard to us and all of our neighbors.

d. Stability of the hillside. We were very disturbed to see the grading required to complete this project and how the data in comparable projects clearly shows the risk not only to those who occupy the homes but also to those of us who are directly underneath them.

2. Privacy

Our property is slightly lower than the hillside directly behind us, so any development would include people looking directly into our back yard, windows and bedrooms of our children. It is unthinkable that we would have neighbors not only so close that they could view our activities, but literally on top of us. Anything that would prevent this development from being a complete invasion of privacy would be an eyesore to the community.

P6-01

P6-02

P6-03

P6-04

P6-05

P6-06

3. View

We love the gorgeous view we have from our home and yard - the hills, the beautiful old trees on the hillside and the water tower. All of these views would be diminished and in some cases destroyed by this project

P6-07

We believe that the proposal for development of this land is completely unreasonable by every standard and would severely impact not only the quality of life of our family and so many others in the area, but would also put our health and safety at risk.

P6-08

Again, our sincere thanks for your consideration. If you have any questions or would like to discuss our comments, please feel free to contact me anytime.

Warm regards,
Laura

On behalf of:

David & Laura Ditlevsen and Family
1556 Parrott Drive
San Mateo, CA 94402
sharky30@mac.com
925-890-5177

From: Dave Kong <davekong35@gmail.com>
To: "jcastaneda@smcgov.org" <jcastaneda@smcgov.org>
CC: Carolyn Wang Kong <greensborowang@hotmail.com>
Date: 06/03/2014 22:13
Subject: Concerns regarding Ascension Heights Project

Mr. Castaneda,

My wife, Carolyn and I moved to 148 CSM Drive, San Mateo in February. Since moving in, we are now just finding out more details about the proposed Ascension Heights project that's very close to our home.

Like many others that attended the last meeting (I attended as well), I am concerned about the noise, pollution, and damage that will be caused by the project over the course of the development (4 years?!).

In fact, we're likely more concerned than most since we have 2 boys (3 and 6) that will be living most of their early childhood through this project. The prospect of my boys playing outside and breathing in the exhaust and dust from this project scares me.

Also, we're very close to the project and our home is on the same slope. Is there going to be a risk to our home from landslides? What recourse would we have if there's damage caused by a shift in the slope from the project? Would I have to prove that it's from the project and not an earthquake? I'm scared that my home may be damaged without any recourse.

Please preserve the beautiful neighborhood that my family just moved into and cancel the project.

Thank you,
 David Kong
 davekong35@gmail.com
 148 CSM Drive
 San Mateo, CA 94402

P7-01

P7-02

James Castaneda - Ascension Heights Subdivision Project

From: Carmela <cglasgow@pacbell.net>
To: "jcastaneda@smcgov.org" <jcastaneda@smcgov.org>
Date: 6/4/2014 17:57
Subject: Ascension Heights Subdivision Project
CC: "watertankhill2013@gmail.com" <watertankhill2013@gmail.com>

Mr. James Castaneda

We are very concerned about the Ascension Heights Subdivision Project. Our main concern is the impact this project will have on our health. My husband, Ted, just had cancer surgery, a total laryngectomy (removal of his voice box). He never smoked and the doctor mentioned that there is a significant increase in the number of non-smokers who have developed laryngeal cancer and suspects it could be environmentally caused (air pollution). His surgery was done at UCSF Head and Neck Clinic who are presently conducting a research study on cancer of the head and neck. Ted agreed to be part of their study in the hope of helping others in avoiding this devastating health outcome.

Here is a little background information. A few years ago the San Francisco Water Department worked on upgrades to the Crystal Springs Watershed, which was across the street from our house and our neighbors house (down below in the open space). From the beginning of the project Ted began to have difficulty with his throat and hoarseness. It was thought to be allergies. It was not. Three years later Ted was diagnosed with laryngeal cancer. We cannot go through three years of soil and construction pollution with a possible outcome of cancer of "something else".

Two years ago a close neighbor died of lung cancer. Last year another neighbor died of a brain tumor and he lived across the street right over the SF Water shed construction. This really concerns us.

Many of the people of this area have lived here for more than 30 years (43 for us). Healthwise we cannot survive this upheaval.

Physical health and mental health of this community should be the primary concern of our governing leaders.

Thanks you for your consideration.

Carmela and Ted Glasgow

P8-01

James Castaneda - Ascension Heights Development

From: Anne Pitkin <apitkin@gmail.com>
To: <jcastaneda@smcgov.org>
Date: 5/14/2014 15:05
Subject: Ascension Heights Development
CC: <watertankhill2013@gmail.com>

Hello,

I'm unable to attend the meeting tonight about the Ascension Heights Development, however I wanted to express my concern about the diesel particulate matter, that will pollute the area. I currently take care of my mother, who is 71 years young. However, she has COPD. She currently has to use oxygen at night, but has been perfectly fine during the day time, at least around the house. We live on Enchanted Way, right where the Diesel Particulate Matter will be highest if this construction takes place.

P9-01

This area is nice because it is away from the city, it is an older area, where no one thought any construction would be happening. It's a nice clean air, noise free, suburb.

I know that when we go someplace, like San Francisco, we have to take oxygen with us, because the pollution is too much for her. This construction is going to make her have to use oxygen during the day, in her own home, on a daily basis. Which essentially takes her freedom away. She won't be able to go for walks, since she'll have to carry oxygen with her. And when you're 71, and 5'2, and only 103 pounds, it's a lot to carry and/or drag behind you. She's a petite little lady. Daily walks are what keep her lungs from getting worse, the clean air she has daily also helps keep her lungs healthy. She no longer drives, so even getting somewhere else to walk will be big issue.

P9-02

There are a lot of older people in this area, besides my mother that this pollution will affect. And from what I heard at the last meeting, she's not the only one with COPD. I hope you can look past just the numbers, and think of the people this project will be hurting. And the freedom it will take away from people like my mother.

Thank you kindly,
 Anne Pitkin

James Castaneda - Ascension Heights Subdivision Project DEIR

From: <Asevens2002@aol.com>
To: <jcastaneda@smcgov.org>
Date: 6/4/2014 23:24
Subject: Ascension Heights Subdivision Project DEIR

San Mateo Planning and Building Department,

We reside at 1383 Bel Aire Rd. in Baywood Park, about a block from the road that goes up Water Tower Hill. We've lived here since 1979. We've followed the proposed development projects for years, and most recently attended the May 14 Planning Commission public hearing about the Draft EIR.

P10-01

The presentation by members of our homeowners' association was excellent, and we concur with all the issues that were raised about the incredible disruption (the noise, pollution, traffic congestion, etc.) our neighborhood of several hundred people will suffer during the four years of development...for the addition of 19 homes!

At one point during the meeting, as we listened to the horrendous scope of these disruptions, I thought, "Why wasn't the hill developed first, and then our homes around it? That would have been far less disruptive." The answer, of course, is that the hill was deemed unsuitable for development then, primarily because of its steepness and attending soil and erosion problems.

P10-02

Those conditions haven't changed; they in fact have exacerbated. Our neighborhood has suffered severe hillside collapse in the past, above Polhemus Road, and the erosion on the southwest side of Water Tower Hill is hideous, so we're well aware of the unstable condition of the soil and the dangers presented by this development.

As bad as this will be for the whole neighborhood, my heart went out to the families living on Parrott Drive, in the shadow, so to speak, of the development, as they made their case at the hearing. Their privacy will be gone forever, and the quality of their lives will be well-nigh unbearable during the four years of development.

P10-03

One homeowner at the meeting brought up the fact that there is a senior boarding home in the neighborhood, whose residents will be particularly vulnerable to the polluted air. My 96-year-old mother lives in that house! That danger hadn't even occurred to me until that moment. Those elderly residents love our quiet neighborhood, and they spend many happy hours on their patio. The residence is called Enchanted Gardens.

P10-04

We all love our lovely, quiet neighborhood. It was built in the mid-1950s, and several of the original owners are still among us; there many retired folks living here, as well as families with young children. The air pollution will be a health issue for all of us. And the noise and traffic congestion will be awful.

I've read most of the DEIR online. The easy dismissal of potential problems was very troubling. The description of the grading phase of construction was horrifying: large trucks transporting excavated soil (26,510 cubic yards!). Assuming the 30 working days described in the report, that would be 156 trips per day. Is that even possible? That's just the excavation phase; there will be trucks rolling through, and ruining, our streets for four + years.

P10-05

This from the DEIR was laughable: the route for the trucks is "likely" to be Bel Aire to Ascension to Polhemus. That route would require an almost U-turn to enter and exit the road to the construction site. Those large trucks will not be able to navigate that turn. No, more likely the trucks will have to go up Bel Aire Road to Laurie Lane to Parrott Drive to CSM Drive to West Hillsdale to 92, causing unimaginable disruption to CSM traffic. Even the "likely" route described by the DEIR will greatly disrupt student traffic to CSM.

For all these reasons, and many more, we pray the Planning Commission will reject the DEIR.

Ashleigh Evans (and Dan Hager)
 1383 Bel Aire Rd.
 San Mateo, CA 94402
 (650) 573-7544

James Castaneda - Subject: ASCENSION HEIGHTS PROJECT

June 5, 2014

From: Ronald Johnson <arrojo1398@sbcglobal.net>
To: "jcastaneda@smcgov.org" <jcastaneda@smcgov.org>
Date: 6/5/2014 10:56
Subject: Subject: ASCENSION HEIGHTS PROJECT
June 5, 2014

To : James Castaneda AICP
County of San Mateo Planning and Building Department

This land with such steep hillsides is not suitable for a MAJOR SUBDIVISION

Our area already has very expensive sewer system problems, new homes and soil changes will only add to the water problems. This hill could be suitable for a much smaller MINOR SUBDIVISION (maybe 5 or 6 houses) without causing so many current and future extreme problems for all of the residents around it.

P11-01

Moving so much soil to build so many houses is extreme and will have a severe impact on the quality of life for a very large number of residents throughout this area. Six long working days each week for over 2 years is too much for this area to endure with the noise and construction traffic, This would not be an "insignificant impact".

P11-02

Homes in this area have experienced large and small landslides and soil erosion over the 53 years we have lived here. This has caused many of us much extra expense to install and maintain drainage pipes and retaining walls to prevent foundation problems and landslides.

P11-03

Previous developers and builders have been out of business or gone from our area by the time the numerous problems from the unstable ground have occurred. It has been left to the county, homeowners, insurance companies and/or attorneys to resolve the many major and minor problems between properties.

This current developer should be required to pay for a 30- to 40-year large bond to fix the future erosion problems FOR THE NEW BUYERS and street repairs that will be needed as a result of this large project with known unstable land throughout the area.

P11-04

Also, a substantial performance bond should be required to avoid the possibility of a half-completed project going bankrupt, the main principal has a serious illness or death, or the company closes after selling to a new owner who cannot complete the project as approved by the County.

The County has had much excessive expense in repairing earth slides, holes and cracks in the roads of our area, Too much grading and hauling away of dirt and the hauling of building supplies will cause extreme dust, exhaust fumes, traffic noise and congestion and street damage.

P11-05

Ronald and Arlene Johnson
1398 Parrott Drive
San Mateo, CA 94402
650-341-8342

From: Ray Razavi <rayrazavi@yahoo.com>
To: "jcastaneda@smcgov.org" <jcastaneda@smcgov.org>
Date: 05/14/2014 21:03
Subject: Ascension Heights DEIR Comment Questions 05-14-2014

Mr. Castaneda,

As a county resident residing at 1258 Parrott Drive, San Mateo, I have the following comments on the DEIR:

Section 4.11, Transportation:

Parrott drive going north from Bel Aire towards downtown San Mateo is the major arterial connecting the project site with Downtown San Mateo. However this northern route on Parrott Drive was not included or studied in the DEIR. Speeding in this section of Parrott drive is an ongoing problem and implementation of adequate "Traffic Calming" measures are essential.

Thank you,

Ray Razavi
 Rayrazavi@yahoo.com
 1258 Parrott Dr, San Mateo, 94402
 (650) 483-1617

Sent from my iPhone

P12-01

From: Ciranni <ruthgene@sbcglobal.net>
To: <jcastaneda@smcgov.org>, Craig Nishizaki <watertankhill2013@gamil.com>
Date: 05/22/2014 11:29
Subject: Ascension Heights development

Dear Mr. Castenda,

This email is to register my objections to the proposed development of an adjacent area known as Ascension Heights.

I am an original owner of a home on Ascension Drive. My home is part of the San Mateo Oaks development built in 1970 by Whitecliff Homes (Peterson and Moretti.) If the area now under consideration for development had been suitable for homes, Whitecliff would have used it as part of the S.M. Oaks. The area which we have always called "Erosion Hill" is obviously not suitable.

P13-01

Our homes were not built by trucking away dirt. The "cut and fill" method was used on our much less steep hill. Dirt from the cut side was used to level and fill the backyard of the lot across the street. This method has worked well for 40 years. Our lots on Ascension have remained stable through heavy rains, drought and earthquakes.

P13-02

But the Ascension Heights area is an entirely different situation. This land should not be used for homes because of the adverse effects on the environment and the health of the homeowners, especially seniors like me and my visiting grandchildren. The air and noise pollution would be unconscionable. In addition, our property values will plummet if this construction is allowed to send huge dirt filled trucks down our street in countless trips for several years.

P13-03

I urge you NOT to approve the Ascension Heights development project.

Ruth Ciranni
 1606 Ascension Drive
 San Mateo

From: Ines Malardino <ines@malardino.com>
To: "jcastaneda@smcgov.org" <jcastaneda@smcgov.org>, "watertankhill2013@gmai...
Date: 05/25/2014 19:41
Subject: Tank Hill...

Hi James,

I am a broker associate with Coldwell Banker, starting in the real estate business in 1977.
 I live at 28 Valley View Court since 1978.

I recently listed and sold 1453 Enchanted Way , San Mateo.
 Among the myriad of forms is a Transfer Disclosure and Supplemental of 12 pages consisting of many questions to provide the prospective buyers with knowledge about the home/area to assist the buyer in making a sound decision on a purchase.

We disclosed the denial of the proposed construction on Tank Hill and the unknown future outcome.
 When a buyer's agent asked to review the information/listing disclosure packet and did not proceed, I called to inquire.

I was told the buyers did not wish to make an offer due to their concerns of the proposed construction and uncertainty. Not dissimilar to the concerns expressed by many neighbors at the meeting last night.

Do you think during construction there will be a negative impact on the homes on that portion of Ascension, Bel Aire and Parrott? And for how many years?

Will there be a negative impact when completed on those homes at the entry of the development, and what about on Parrott Drive?
 Those new homes looming over Parrott Drive; no privacy ...
 That couple that just bought 1450 Parrott Drive, will they be able to sell and get what they paid for it even though other homes out of the impacted area have risen in price?

I doubt it.

It seems to me however, what is hugely important here also is the erosion factor.

I also am selling 1412 Rainbow, above the 5.3 million dollar retaining wall.
 We too lost prospective buyers for this house due to landslide concerns.

There have been five homes with movement issues alone on my street.
 There are underground springs here.

So many reasons to permanently deny this proposed construction project.

A concerned neighbor...

Ines Malardino
 Coldwell Banker
 Broker Associate
 Certified Residential Specialist
 ines@malardino.com
 650.291.0012

Sent from my iPad

P14-01

P14-02

James Castaneda - Ascension Heights Project

From: "Ellen Fisher" <ellenrf@pacbell.net>
To: <jcastaneda@smcgov.org>
Date: 5/27/2014 10:05
Subject: Ascension Heights Project
CC: "Ellen Fisher" <ellenrf@pacbell.net>

I am a homeowner at 1661 Ascension Drive and I am writing to let you know my opposition to the building of these new homes, referred to as the Ascension Heights development project. I have lived in this house for 26 years. I cannot imagine living thru 3-5 years of construction on our streets. Please do not approve this project.

Thank you, Ellen Fisher

Ellen Fisher

ellenrf@pacbell.net

415-420-0541

P15-01

James Castaneda - Draft EIR - Ascension Heights Project

From: Rosemarie Thomas <rosemariethomas43@gmail.com>
To: <jcastaneda@smcgov.org>
Date: 5/28/2014 16:39
Subject: Draft EIR - Ascension Heights Project

Dear Mr. Castaneda:

We live at the corner of Bel Aire Road and Acension and are very very concerned about this project. Once again we are addressing the Draft Environmental Impact Report (DEIR) for the Ascension Heights Project -- Property located - Ascension/Bel Aire Road/Parrott Drive, San Mateo, California. We are beginning to think that the people who drafted this document used a boilerplate form and just filled in the blanks and did not really look at the property or address the issues that were brought up a couple of years ago.

At the last community meeting with the Planning Commission, which took place in the auditorium of San Mateo College on May 14th, some of the major concerns were again discussed regarding the DEIR's inadequacies i.e.:air pollution and how it would adversely affect the seniors and young children in the neighborhood - presented by Jerry Ozana (Enchanted Way home owner); traffic congestion and safety during development- 27 plus months, 6 days per week, 8 to 9 plus hours per day and the ability of large trucks moving dirt etc. making the turns onto Bel Aire and/or onto Parrott and again onto Bel Aire, into the property with houses directly across the street and little or no room to move safely onto the hillside; hillside stability - major concern based on current erosion problems on this very steep hill as well as on neighboring hillsides (which by the way have had a major slides from Rainbow down to Polhemus Road and another area looks like it is beginning to slide onto Polheums); the lack for fire access to this proposed project; and aesthetic incompatibilities with the neighborhood - all addressed by the extremely detailed presentation by Donald Nagle (Parrott Drive resident) and many others who spoke very eloquently regarding the issues and concerns of the neighborhood and the entire Enchanted Hills community. Please refer to these presentations and comments.

We are all very concerned about this project . We are not people who are against responsible development -- but this is not a responsible development. If this hillside was stable enough to be developed it would have been done long ago when this community was put together. As many neighbors know -- there was a substantial slide in the area and many homeowners had to pay thousands of dollars to protect their properties -- we do not want to have to do this again and this developer does not seem to want to take responsibility for any issues that may occur during the process. For example -- what happens if the hillside proves to be unstable after he has started removing the dirt and what recourse do we have if this happens and he walks away ?

Please take the time to review the comments and presentations and thank you for your time in reading this e-mail.

Sincerely,

Bob and Rosemarie Thomas
 1480 Bel Aire Road
 San Mateo

P16-01

P16-02

P16-03

P16-04

P16-05

From: Mary Wales Loomis <shoes@marywalesloomis.com>
To: <jcastaneda@smcgov.org>
Date: 05/20/2014 10:09
Subject: Watertank Hill

Dear Mr. Castaneda,

I have lived on Parrott Drive, across the street from Watertank Hill since 1956. When I moved here the development of upper Parrott Drive was new and the only way to get here was from a little road branching off from Parrott Drive and Yale. There was a hairpin turn from a small road through a portion of Hillsborough and then when the numbers got to 1000 it became County of San Mateo. In about the 1200 block the road had FALLEN AWAY into the canyon below and it was a single lane for about 75 feet. It was fenced off. They filled it in. No one has ever tried to build on that area.

In about 1957 in the 1700 block of Parrott (West side) the windows of a house began to crack and pop out. The people had to leave immediately. They CUT THE HOUSE IN HALF and hauled it down Parrott Drive through the brush that is now Crystal Springs Shopping Center onto Belmont where it was put back together. I watched this drama. The house was put on rollers and a truck pulled it with two men running along side with long poles lifting the wires. They built another house on that lot.

About 15 years ago a house in the Enchanted Hills Area slid down the hill.

In about 1960 when they were building Enchanted Hills Area there was a law suit because of the dirt and damage to houses in the area. We won.

I remember an article in the San Mateo Times about the people down in Belmont on Ralston who were upset over the rattlesnakes that were falling off the dirt trucks.

Even though this section of Parrott Drive is in the County, there is a lot of information about the building of this area in the CITY of SAN MATEO. It is in storage at the City of San Mateo Corporation Yard. That is located by the tracks behind the old Police Department Building. In the 1980's I worked at the City. I was the Executive Secretary in Community Development. I sent all this information to the Corp Yard.

If you wish to get in touch with me my phone number is: (650) 345-8012.

Mary Loomis

P17-01

James Castaneda - Ascension Heights Development Draft Environmental Impact Report.

From: Joe M <jmanske@pacbell.net>
Date: 6/6/2014 09:12
Subject: Ascension Heights Development Draft Environmental Impact Report.

It is my wife's and my considered opinion that Ascension Heights also known as Water Tank Hill is just too steep and too unstable for residential development.

The slope of the hill side in relation to it's size is not conducive to get any lots out of it of any usable size without creating gigantic retaining walls as well as access roadways useable for firefighting equipment. (or moving vans)

The length of development, the noise, the traffic, the pollution, the costs, etc..... would leave very little profit margin if any for the developer unless \$2.5Million homes were offered for sale. The size of such homes would definitely not fit the proposed lot size.

Sincerely,
Joe & Nicki Manske (jmanske@pacbell.net)
1776 Los Altos Dr.
San Mateo Ca 94402

P18-01

P18-02

James Castaneda - Ascension Heights Development

From: Craig Nishizaki <CNishizaki@nvidia.com>
To: James Castaneda <jcastaneda@smcgov.org>
Date: 6/6/2014 01:07
Subject: Ascension Heights Development
CC: Craig Nishizaki <CNishizaki@nvidia.com>

Dear Mr. Castaneda

My name is Craig Nishizaki and I live at 1474 Parrott Drive, which is adjacent to the Ascension Heights Development. I'm extremely concerned about this development because of the adverse effects that it will have on the neighborhood aesthetics, air pollution, and traffic safety. The DEIR is lacking critical information on what the homes will look like from the backyard of Parrott Drive residents that live adjacent to this development. Due to the severe slope and the minimal distance to the new homes, it seems like these new homes will be looming over the Parrott Drive homes. We need to see better simulations as well as "storypoles" to feel confident that this won't be a huge invasion to our privacy and an aesthetic nightmare.

P19-01

Also, this is an established neighborhood all around the Ascension Heights Development with many senior residents. Even after mitigation the air pollution will reach alarming levels causing sever medical issues. The DEIR needs to provide more thorough analysis of these health impacts so that the County Planning Commissioners can make the correct decision about this development.

P19-02

Finally, the traffic from the trucks hauling dirt to and from the site will cause unnecessary traffic delays on many of the small streets and will also be extremely dangerous due to large trucks making blind turns during heavy traffic from CSM students. The DEIR is inadequate in assessing how many trips will be made each day and what effect these trips will have on traffic safety.

P19-03

Due to the reasons above, I feel that the DEIR needs to be rejected and substantially improved so that a proper evaluation can be made.

P19-04

Sincerely,

Craig Nishizaki

This email message is for the sole use of the intended recipient(s) and may contain confidential information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message.

James Castaneda - Ascension Heights Project

From: "CARL M. PILERI" <cmpileri@sbcglobal.net>
To: "jcastaneda@smcgov.org" <jcastaneda@smcgov.org>
Date: 6/6/2014 12:17
Subject: Ascension Heights Project
CC: "watertankhill2013@gmail.com" <watertankhill2013@gmail.com>

Dear Sir,

We are writing to provide our response to the proposed Ascension Heights building project. We attended the last meeting held at CSM and we were impressed by the well-thought out, and well-presented input from our neighbors. We were also quite moved by the serious concerns expressed for the elderly, youngsters, and anyone with respiratory difficulties in the neighborhood who could be adversely affected by a land removal plan of such long duration.

P20-01

We are long time residents of this area and feel it is important for us to express our concerns and support for the concerns of the other residents.

We live on Los Altos Drive. Our sub-division, San Mateo Oaks, was built in the late 60's and early 70's. We are original homeowners. We moved here in May of 1971.

We have seen a lot over the years that lends support to the residents serious concerns.

Our major concerns are in regard to the stability of the area. Our own home started to sag in the middle shortly after we moved in. We had to install house jacks to support the structure. There are underground springs in the area. These do not stay in one place. Your home could be dry in the crawl space one year, and in need of a pump the next. We currently have a pump under our house.

P20-02

There is a very large retaining wall just a few doors up from our house on Los Altos. When the slide occurred there, our neighbors homes, and possibly their lives, were threatened. Additionally, people who needed to sell their homes found it difficult until the slide issue was addressed. Our sister had to leave \$10,000.00 in escrow for 5 years so the buyer would purchase the house. Every household in our subdivision (131 houses on Los Altos, Ascension, and CSM Drives) was assessed \$5,000.00 to build the retaining wall.

Of course, everyone is well-aware of the huge slide onto Polhemus Dr. It certainly is a clear indication of the instability in this area.

P20-03

In our subdivision, there are two large parcels, common property, for which the homeowners pay the taxes via dues paid to our homeowner's association. The builders did not think it feasible to build on these parcels which we laughingly call "our park". If anyone takes a good look at those parcels, they will look remarkably like the hill where the current proposed project would be built.

P20-04

We do not think we need to express more about concerns regarding health, duration, wild life, etc. that have already been well presented by other residents, and with which we heartily agree.

P20-05

We would like to add that we were impressed with the attention the panel gave to the speakers. We appreciate that you take your responsibilities very seriously in this matter.

Thank you.

Sincerely,
 Carl and Lois Pileri
 1725 Los Altos Drive
 San Mateo, CA 94402

James Castaneda - Ascension Heights Development

From: Ian Withrow <iwithrow@yahoo.com>
To: "jcastaneda@smcgov.org" <jcastaneda@smcgov.org>
Date: 6/6/2014 09:20
Subject: Ascension Heights Development

Hi James,

I'm writing to you to express concerns about the Ascension Heights Development proposal. I live on lower Ascension Drive and am a parent of two little girls, Age 5 and 1. The prospect of substantial air pollution in the area as well as the large truck traffic when the girls are home is very alarming to me.

It seems this developer's plan was rejected a few years ago and his game plan is to just keep coming back until the community is exhausted from fighting him. Is there anyway to permanently resolve this matter?

Ian Withrow

P21-01

P21-02

James Castaneda - DEIR comments for Ascension Heights Subdivision Project

From: "Lyn Haithcox" <lynhiho@att.net>
To: <jcastaneda@smcgov.org>
Date: 6/7/2014 15:14
Subject: DEIR comments for Ascension Heights Subdivision Project

Dear Mr. Castaneda,

Referencing the Ascension Heights Subdivision Project:

This DEIR is too flawed to be approved.

As clearly stated by members of the community at the Hearing on May 14, 2014 and in their letters, this DEIR is inadequate, incorrect in many instances and lacking in its approach to the many problems presented by the proposed project.

This DEIR needs a complete overhaul to properly address the numerous issues that the community has raised.

Sincerely,

Marilyn Haithcox

1486 Ascension Drive
San Mateo, CA 94402

P22-01

James Castaneda - Ascension Heights Development Draft Environmental Impact Report

From: Suzanne Kennedy <suzannekennedy1@yahoo.com>
To: "jcastaneda@smcgov.org" <jcastaneda@smcgov.org>
Date: 6/9/2014 09:01
Subject: Ascension Heights Development Draft Environmental Impact Report

Dear Mr. Castaneda,

I have read the Draft EIR for the Ascension Heights Development and would like to express my concerns on several issues in the report. First of all, I am extremely concerned about the air quality during the excavation period. I have 3 young boys who love to play outside and ride their bikes in the street. I am also a runner and jog in our neighborhood everyday. With the development as it is proposed now, the amount of dirt that will need to be removed and the number of truck trips needed to move the dirt offsite is staggering. I am worried about letting my children play outside while that is going on and about me exercising outside. With the proposed work calendar of 6 days a week, we will feel like prisoners in our home.

Compounding this issue is the fact that it is windy in our neighborhood much of the year. I know the Draft EIR states there will be wetting of the bare dirt -- but it is very windy and with our area and the State of California in a severe drought, it is concerning to be taking on a project that will require copious amounts of water. So we either consume exorbitant amounts of water or settle for poor air quality. Those are terrible choices.

I am a very concerned homeowner. The Draft EIR doesn't give enough weight to the air quality impacts to nearby residents. It also doesn't adequately address the impact of the current drought on the water usage the excavation phase of the project will require.

Regards,
 Suzanne Kennedy
 1745 Los Altos Dr
 San Mateo, CA 94402

	P23-01
	P23-02
	P23-03
	P23-04

James Castaneda - EIR April Report

From: Sheila Shea <sheelshea@yahoo.com>
To: "jcastaneda@smcgov.org" <jcastaneda@smcgov.org>
Date: 6/10/2014 00:01
Subject: EIR April Report

James Castaneda
County of San Mateo
455 County Center, 2nd floor
Redwood City, CA

June 9, 2014

Dear Mr. Castaneda,

We are residents of 1526 Parrott Drive and live in a home that would be directly adjacent to the proposed housing project. We have read the April 2014 EIR report and still have significant concerns that we feel have yet to be addressed.

P24-01

The steepness of the project is still a critical concern, particularly any recourse for potential damage to our homes, should soil erosion occur. While the report proposes some preventative measures, it does not address any contingency plan should soil erosion occur. If rockslides do occur, we do not see any plan for compensation or recourse for homeowners who would suffer significant loss in property value, aside from litigation. Further, we feel it would be negligent to approve this project knowing that several rockslides have occurred in the past.

P24-02

We also feel that several key areas such as the potential traffic increase and pollution that will result from this project still have not been thoroughly addressed in the most recent report.

P24-03

Thank you for your attention.
Andrew Quon, MD and Sheila Shea, PhD
1525 Parrott Drive

1
2 PLANNING COMMISSION MEETING

3 MAY 14, 2014

4 THEATRE AT COLLEGE OF SAN MATEO

5 7:00 P.M.
6
7
8
9

10
11
12
13 AUDIO TRANSCRIPTION OF
14 PUBLIC HEARING TO RECEIVE COMMENTS
15
16
17

18 REPORTED BY KRISHANNA DERITA

19 CSR 11945
20
21

22 UCCELLI & ASSOCIATES
23 Certified Shorthand Reporters
24 1243 Mission Road
25 South San Francisco, CA 94080
www.UccelliReporting.com
Silicon Valley 408.222.7575

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

PROCEEDINGS

1
2 MS. HENDERSON: Okay. Enchanted hills
3 Starlight heights neighborhood to the northeast.
4 This photo here depicts the site plan. So the
5 applicant is proposing to subdivide the six parcels
6 to 13, 3 acres into 21 lots to the northeast.
7 Starlight Heights neighborhood to the northeast.
8 This photo here depicts the site plan. So the
9 applicant is pre positiveing to sub divide the *6
10 parcels total Link 13, 3 acres into 21 lots.
11 Significant direct impacts such as removal of a
12 sensitive habitats, direct impact such as increase
13 in utility use may cause that utility to have to
14 expand their service area as well cumulative impacts
15 which may be individually not significant; however,
16 when you consider it in conjunction with other
17 development protects or future growth, may be
18 cumulatively significant. Lastly, an EIR must
19 present mitigation measures and identify significant
20 impacts. So the preparation of the EIR as a
21 responsibility of the lead agency, the County in
22 this case. Because the County has the discretionary
23 approval over the project, it may also implement the
24 project. So the lead agency prepares the EIR,
25 conducts the public process, certifies the adequacy

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 of the EIR as well as takes action on the project.
2 And if the project is approved, the lead agency
3 would be responsible for ensuring mitigation
4 measures are implemented.

5 So the EIR process is sort of a schedule of
6 where we are at right now. A notice of preparation
7 for this EIR was given last October followed by the
8 30 day scoping period during which there was a
9 scoping hearing. The draft EIR was released on
10 April 25, and we are in the comment period which
11 ends June 9th. So following the review and
12 consideration of comments received during the public
13 comment period, a final EIR will be prepared and
14 released, which will consist of response to comments
15 received as well as any needed revision of the
16 analysis or supplemental information as is
17 determined based on the comments received.

18 The final EIR is anticipated for release in
19 late summer early fall of this year. So in
20 accordance with CEQA, projects are an applicant lead
21 agency is required to analyze alternatives to the
22 proposed project, or in this EIR, the no action
23 alternative was analyzed as is required by CEQA as
24 well as the reduced intensity alternative and an
25 alternative design, lot design was considered. Both

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 of those last two were as a result of request during
2 scoping. So the scope of the environmental impact
3 report was determined based on issues and concerns
4 that were brought up during the previous product as
5 well as research on existing resources in the region
6 and received during the scoping period. So the
7 resources evaluated in the draft EIR shown on this
8 slide and included in the draft EIR are revised
9 traffic impact study, geotechnical assessment and
10 utility assessment for the project as well as a
11 health risk assessment, which was prepared to assess
12 potential impact as a result of diesel particulate
13 matter.

14 So just to review future public opportunities
15 for involvement, as we stated, right now we are in
16 the public comment period. So you have until
17 June 9th to submit written comments to the county on
18 the EIR. Following that, the County will prepare
19 and give public notice. When they release the final
20 EIR, the Planning Commission will host a separate
21 public hearing and accept additional written and
22 oral comments. And at that point, that will
23 complete the process and the project will be
24 subjects to the County's approval process.

25 So lastly, to reiterate, the purpose of the

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 meeting tonight is give the public an opportunity to
2 comment on the draft, or you can do this this
3 evening or submit comments to the e-mail address
4 listed on the slide, and written responses will be
5 provided in the final EIR and the EIR will be
6 updated to include additional information or updated
7 analysis as is necessary to be determined by the
8 comments received. And also, just to reiterate,
9 copies of the draft EIR are available on the County
10 website at the Planning and Building Department of
11 the County as well as the Belmont branch of the San
12 Mateo county library in the city of San Mateo
13 library. That's all I have to say.

14 MR. HANSSON: Thank you. Do any of the
15 commissioners have comments? Questions? Not at
16 this time.

17 Okay. Does Lori have any questions? Lori?

18 LAURIE: I do not at this point. Thank you.

19 MR. HANSSON: I could be here. No. Okay. I
20 do have some questions. Wading through the EIR, and
21 there was two things that caught my eye. One was
22 about the mission blue butterfly, and talking about
23 the elevation range for the species between 210 and
24 360 meters, and therefore may not be out of the
25 range. When I looked at the literature, when I look

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 up Downy or Abbott or the other professionals on it,
2 they give a range that goes from sea level to
3 3,000 meters and that in San Mateo, they usually
4 found Mission blues around 30 meters, which will be
5 about a hundred feet. So would be definitely within
6 the size of the project. Also, since I originally
7 was also on the City of San Mateo Planning
8 Commission, I worked on the Sugarloaf Mountain and
9 our plan here dealt with the Mission Blue Butterfly,
10 of which there was an extensive management
11 activities where we had to put buffer zones around
12 the Silver Loop ends. Special permits had to be
13 permitted just so you could be in the area.

14 The Fish and wildlife service had to be
15 notified if we did anything. So the city of San
16 Mateo thought seriously there was Mission Blue
17 butterflies. So I would like to just point that
18 out.

19 The water resources, and I had a question about
20 that, and particularly on water demand, so many
21 different ways to go from this. So when I read
22 demand, is it, is that the demand that is already
23 approved? And it has yet has not been built? Is
24 that the demand that's in general plans? Is that,
25 you know, there's many different types of demand.

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 And so when I read these numbers, demand is X, you
2 know, I'm really getting to, is there enough water?
3 So I'd like to understand what is meant when you say
4 demand. And with the Richmond fire in the Sierras
5 and the Raker Act, which does impact the Hetch
6 Hetchy water system, I would like to know how that
7 would impact this area. In reading this, my
8 understanding of it is that the water coming here is
9 basically the same water the City of San Mateo has.
10 And if that's true, I do worry a lot about several
11 items, one being that the City of San Mateo and San
12 Carlos are California water's only two customers
13 that don't have an alternative water supply. So
14 where is alternative water coming from? So far, the
15 City of San Mateo has no current engagement on any
16 water supply futures. I'm worried about, again,
17 water supply. I'm, you know, the Raker act
18 prohibits the sale of Hetch Hetchy water to private
19 water suppliers. If there's a severe drought, where
20 are these supplies coming from in lieu of that?
21 It's been brought to my attention, but I have no way
22 of knowing that some of the hillside locations in
23 this area have less than 40 PSI currently. And we
24 are going into a period of exceptional drought.
25 What is that all about? It's my understanding, and

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 it's only my understanding, that California water's
2 drought plan was originally based on the assumptions
3 from the 1980's. Well, a lot of us have done water
4 conservation measures. So all of the low hanging
5 fruit to me is gone. So if that's a true
6 assumption, you know, how do we work our way through
7 that? Or we don't work our way through that, but I
8 need to know where the water is coming from. I
9 don't see it getting better. I haven't seen
10 anything that, it makes me worry about large
11 projects and water. How is that?

12 Okay. At this point, unless there's any other
13 questions, I will open it up for the public. Again,
14 if you wish to speak, fill out a yellow form.
15 Again, they are in the lobby and they are also down
16 at the corner. Drop them off with Heather. She'll
17 call you up. Come with your questions. Again, we
18 are dealing with environmental issues tonight, and
19 Heather, who is our first person?

20 MS. HARDY: Our first speaker is Jerry Ozanne,
21 and he has a presentation which is now on screen.

22 MR. OZANNE: Hello. I'm Jerry Ozanne,
23 president of the Baywood park at this location, and
24 we have a number of people who are talking. This
25 slide doesn't project too well, but I want to point

T1-01

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 out a couple of things about this project.

2 This project is on a hill which is actually
3 quite large. There's a Asension along here and Bel
4 air on this side looking at it from the west
5 (inaudible). And it's very steep in various
6 sections, and it's also, from this photograph, it's
7 quite, was quite apparent where the erosion were,
8 and this area across here, this is what's going to
9 be left unchanged, unmodified. So that's where
10 basically all the erosion areas are. That's what's
11 happening basically since the beginning, and they
12 put the Asension Drive in and made these various
13 cuts around here down the hill.

14 What we are going to present today will be
15 basically just, with the time available, we do want
16 to make however and make clear however is in order
17 for us to as a neighborhood to understand some of
18 the issues. There are some additional things we
19 think that the EIR requires and some of them here we
20 will hear more of them, but additional analysis on
21 the traffic and the air quality, which we will get
22 into. Virtually all of the problems that we have
23 identified with the 600 pages of the document were
24 identified in the scoping meeting we have had
25 before. So we are a little bit frustrated that we

T1-01
(Cont.)

T1-02

T1-03

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 have identified these areas and they are really not
2 meant to be successfully with our way of thinking.

3 As a little background, I'm an anesthesiologist
4 for UCSF, and in my professional life, I deal with
5 acute happenings, whether they are cardiac or
6 pulmonary or anything like that. I would like to
7 read the sentence that says, "Construction addition
8 of diesel particulate matter are,"

9 (Temporarily, recording is cut out.)

10 -- actually go directly into the blood stream
11 and diesel exhaust has a very high percentage of
12 that. Usually, about when people are half of the
13 total mass in these total tiny particles, couple of
14 these show that the traffic exhaust is responsible
15 for about 7 percent of all heart attacks, and if you
16 remember the numbers we had before, ten micrograms
17 per meter, increase in the PM 2.5 small particles.
18 That's increases the risk of heart attack, stroke
19 and death by 25 percent.

20 MR. HANSSON: I need you to come to a
21 conclusion.

22 THE WITNESS: All right. I'll be right there.
23 So basically, here are the California standards are
24 2.35 of 12 or 35. the DEIR lists 225 micrograms.
25 400 neighbors at risk. The temperature that, of the

T1-03
(Cont.)

T1-04

T1-05

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 temperature version, we've had 13 days of
2 consecutive spare the air days in December.
3 Finally, I'll skip things here, so what we are
4 asking for is to hopefully the brain operation of
5 spare the air days that exposed areas be measured to
6 standard concentration. Trucks and equipment and
7 their tires be washed prior to leaving. Minimize
8 idle time to two minutes instead of five minutes and
9 require that the contractors use the most recent
10 certification center.

11 MR. HANSSON: Thank you.

12 THE WITNESS: Thank you.

13 MS. HARDY: Next speaker is Donald Nagle. He
14 will followed by John Mathon.

15 MR. NAGLE: So Commissioner Hannson, 1538
16 Parrott Drive, and right behind lot six and seven
17 and one clarifying question. We thought, and we are
18 actually misunderstood from Heather or Mr.
19 Eggelmeyer. As a Homeowner Association, we might
20 have 15 minutes across which might limit of
21 repetition of speakers later and people can hear it.
22 I will stick to the five minutes, but that's what we
23 were under the impression we might have. We had it
24 last year.

25 MR. HANSSON: The way I understood it is the

T1-05
(Cont.)

T1-06

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 appellant, we don't have an appellant. But five
2 minutes.

3 If you think it reduces --

4 MR. NAGLE: Fewer comments from the others.

5 MR. HANSSON: I want to get due diligence and
6 take what it takes. Go for it.

7 So in the esthetics portion, we believe that
8 it's actually difficult to judge the esthetic
9 impact. We will see the in the EIR, and we found at
10 least five problems with the fuschia blocks. One is
11 it only shows one of the tiers, and all three of the
12 tiers from Parrott would be visible. So show all
13 three tiers. There's trees and shrubs. None are
14 photo shopped out, and in reality, more than the
15 shrubs will be removed and more than 50 percent of
16 the trees. So the DEIR is -- that said, you can see
17 minimal. We are not sure that that's true and we'd
18 love to see those removed.

19 The third use of, you really can see the hill.
20 We live there. On that second part, where they do
21 the motorcycle training, you can see the whole hill.
22 You would see all the houses and there's not a view
23 from that spot. Also -- pardon me. I see current
24 photos. The one in our house is two years old for
25 sure. We guess it's Google street view. We don't

T1-07

T1-08

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 know. There was a huge landscaping from a woman
2 that died like two years ago the week of the
3 landscaping. So we are actually not sure how on
4 site they were for these photos.

5 The last one is used from the Parrott
6 backyards, and we will show you a view the developer
7 provided us in 2010.

8 Second commentary here is we would like story
9 poles in multiple locations to enable truly
10 sufficient understanding of the esthetic impact. We
11 believe it will be inspiring to have them there.
12 Lighting and light posts, there are lighting, but
13 for this part of Parrott, we don't have street
14 lights. So we will have light pollution. We'd like
15 a bit more data on that also. We may have missed
16 it. 600 page was a lot to absorb. But we don't see
17 reference to the light of the project.

18 So once there's been night time lighting, we
19 think it will be right into our backyards. In terms
20 of landscape planning, there's unspecified planning,
21 but there's going to be pine trees. While pine
22 trees could block, there are some root-bearing
23 plants that will come right into our backyards. So
24 we'd like a bit more data on that, and lastly from
25 an esthetic point of view, there seems to be a throw

T1-09
(Cont.)

T1-10

T1-11

T1-12

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 away comment. This isn't going to affect. We are
2 removing the last undeveloped hill in the area.
3 It's a major esthetic impact. Take it for what
4 that's worth, and I think most people would agree.
5 and we do this chapter by chapter. But we don't
6 have all the chapters.

7 So this is a side view. We would like this
8 type of view in the DEIR. You can see it from the
9 Parrott backyard. The houses, these are the seven
10 lots on Parrott where it is close as 35 feet
11 approximately, but with the balcony, you are looking
12 at 22, 23 feet and they are up at 45 degrees because
13 the developer is proposing a fill. There's no way
14 you can block that unless you put enormous trees and
15 they will be just staring in our backyards. The
16 blue is original. The red is the proposal. So we'd
17 like the DEIR to put these things in that propose an
18 impact. This is a bit hard to see. The great
19 blocks are the current power houses. The larger is
20 the first tier only. You can see they are blooming
21 over us, and almost every single one of these pine
22 trees is rendering something that's not there. So
23 imagine, we love this. We'd like to see this with
24 all three tiers, and with none of the trees. So
25 they are using 5-gallon replacements, and pine trees

T1-13
(Cont.)

T1-14

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 get 50 years to get to maturity and they only grow
2 10 percent a year. So we are going to have 20, 30
3 years of them staring into our backyards.
4 This is not a horizontal. Here is another
5 backyard on Parrott. Imagine all those pine trees.
6 So again, when there's no reference to this in the
7 DEIR, there's massive impact on the privacy of the
8 Parrott homes, and we, again, would like to see
9 these with the pine trees removed. Here is a
10 picture that we took of a section of lot four, I
11 believe, and you can get a feel for the -- see how
12 steep it is. See the steepness up to the left? It
13 gives you a bit more of a feel in a topo map, and a
14 three story house staring into these guys'
15 backyards. And it's like that for most of the
16 Parrott backyards. Biologically, this is another
17 chapter in CEQA. We believe the following shows
18 insufficient, adjacent to this site, and there are
19 many and they will be impacted too. We would like
20 those impact reports. There's no reference to
21 obtain. There are several paragraphs about
22 community trees. We may have missed it. We don't
23 see anything about maintaining those trees. These
24 are chopped down. We could be wrong. The developer
25 mentioned how long are 5 gallons going to get there?

T1-14
(Cont.)

T1-15

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 Pine trees? 50 years. It suggested they couldn't
2 find anything. Well, for those of us who live here,
3 we hear the owls all the time. Raptors fly over the
4 hill, and when I was up there 20 minutes, I got a
5 photo of one of those things. There's a goal that
6 says they are supposed to consider interference with
7 migratory birds. We found a dead three-footed
8 snake. We know the birds come in. The predators,
9 and there's a section of cumulative impact. And
10 while there's education about it, there's no data
11 about it. So we respectfully request that the
12 second biology page, mitigations be upgraded.
13 Assuming the project goes forward, it's pretty much
14 standard in the industry if you are going to be
15 green, which are, use 24, times two times two 15
16 times, the amount of cubic feet. Please conduct a
17 longer site survey. The two visits that we think we
18 saw did look for birds. Remove the trees outside of
19 nesting season. That was the mitigation, but it's
20 not a mitigation because they are not coming back.
21 So let's not call of it mitigation.

22 And then on two different pages, there's a
23 factual disagreement. One says one. One says three
24 to one. We are not sure which is the one we meant.
25 Here are feathers that look a lot like owl feathers.

T1-15
(Cont.)

T1-16

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 We could be wrong. Could it be a burrowing owl? We
2 don't know. There is the raptor. It was 10 feet in
3 wing span. This is above geology and soils.

4 There were two major landslides missing in the
5 DEIR, and missing last time too. And they weren't
6 researched. There's a joint landslide between
7 Parrott and Los Altos. The 15 to 20 years to
8 mitigate, we brought photos last time and it's
9 essentially the next rim of the same hill. Similar
10 hill. It's a cul-de-sac below the park, but this,
11 they've had regular small slides, and most of them a
12 couple of decades ago. They are not allowed to
13 expand their backyards. Oh, the rainbow slide,
14 that's that infamous slide. It's continuing to
15 slide. They finally sold for something one half of
16 its value.

17 Engineering skill hand stopped it from sliding,
18 and it was used as an example in 2009, a shining
19 example of what an engineer can do, and it makes it
20 nervous in terms of soil, health and soil stability.
21 We respectfully request that we are -- removing
22 50 percent of the trees would disrupt soil. There's
23 plenty of studies on that, and would reduce slope
24 stability. But we don't have data on either impact.
25 There's the assumption that it will be fine. Jerry

T1-16
(Cont.)

T1-17

T1-18

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 talked about that, but this is more about top soil
2 blowing away.

T1-18
(Cont.)

3 There's a reference to a gap between when the
4 hill is raked clean. The utilities put in the
5 streets in the project started blowing top soil is
6 not enough. We get -- 25 miles an hour is almost
7 every day on this hill. Steepness, you probably
8 know. It's very steep. We would like to see --
9 that's not enough data there. We'd like to know for
10 each lot what is the steepness and we'd like to see
11 last time one of nine utility commissioners was kind
12 enough to reference this 50 percent, 20 percent more
13 than half of these lots were up in the 30, 40. Few
14 are in the 45 percent range. There's minimal
15 reference in the DEIR practically. None of the
16 steepness of the Parrott site that is practically as
17 steep as the Asension side. I think it's because
18 all the trees are over there, but if you look,
19 there's several lots that are just as steep. Cal
20 Fire was directly asked about steepness. They avoid
21 in the appendix from commenting. Instead, here is
22 the quote. They are going to make a methods request
23 for higher sprinkler fire discharge. I respectfully
24 request they say it's a bit steep. California Water
25 also avoided commenting and said, "The road has got

T1-19

T1-20

T1-21

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 to enable our vehicles to get there." They didn't
2 say they were fine with it. And there's nothing in
3 there about mitigating future failures.

T1-21
(Cont.)

4 The next chapter on hydrology, and I'm almost
5 done, we believe both 50 and hundred year
6 calculations should be happening. We asked this in
7 the 2009 process, but in the five years, science has
8 completely changed here. Hundred year storms are
9 happening all the time, and it has not yet changed
10 officially. In the planning departments are now
11 just worthless that these hundred year storms are
12 happening almost every year in the country, and they
13 are becoming 20 year storms, ten year storms. We
14 have to plan for what's going to happen all the
15 time. We have nothing about the downhill impact for
16 Parrott, either system failure or water seepage. As
17 you know in the County, specially in Santa Clara
18 West Nile in the last five years, none about the
19 standing water during construction or the swales.
20 The swales will have standing water.

T1-22

21 I'll skip the rest. You guys can read this
22 because you have it. The swale is confusing, and so
23 is the ditch. This is something else that makes us
24 nervous, that folks for the DEIR consultant firm did
25 not go on this site. Maybe they did, but there's

T1-23

T1-24

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 this long 700-foot line above Parrott that's called
2 a ditch, but when you think about ditch diggers, and
3 I dug some ditches in college, you don't think about
4 22 inches. You think about feet. For five feet,
5 actually, the flat trail, and in most of it, it
6 slopes downhill, and if someone walked back, they
7 would see that when you get behind that too, it
8 becomes a shallow depression, too. And it started
9 the road behind lot two. Boom, that's what you
10 would see. So you might assume it rushes the whole
11 way. It's not a ditch.

T1-24
(Cont.)

12 Lastly, in the water here, the CES run off,
13 which it does not receive any run off from 16 to 19,
14 which are the Asension side, and we are curious how
15 would the run off be treated? Last, on land use
16 planning, we'd like to see reference to the general
17 plan. Is it really 27 months? They have been
18 working for the neighborhood for 12 and a half years
19 on this, and every time until this final DEIR, it
20 said it's five years or longer. What's better?

T1-25

21 Also, in reference to, we are confusing about the
22 statement, but the Asension side has no buildings.
23 If you look at your map, formal lot 16 through 19
24 are clearly on the Asension side of the hill. What
25 the developer did is have 12 tiers in the past, but

T1-26

T1-27

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 it also removed one of the two tiers. He left the
2 other tier. It was in the same place on the same
3 steepness. The fourth lot references seven topo
4 lines. One has seven. One has six. On the
5 Asension side, I'll start there. We will have more
6 in our written report, and then we have one. Do you
7 want me to do this? I'll just finish this up for
8 us, then.

9 So we are confused about the grading and the
10 size of the trucks. So there's not information in
11 the DEIR about the route. They say the general
12 construction route is Bohemus. Is that the route
13 for the grading? And if it is, we have several
14 concerns of safety on that route, which is an
15 extremely steep lot. We have concerns about the
16 u-turn to the site because you come up Bel Air, it's
17 literally a complete u-turn. There's no u-turn on
18 to an extremely steep road. It is steep enough. It
19 may require an extension in and of itself. It also
20 reports 156 vehicles. It's only three minutes if
21 they get to do 11 hours. Last time we talked with
22 them about a safety indication, they only have three
23 trucks from nine to four because the college kids
24 are constantly on there and commuters coming home.
25 It would be every hundred seconds. If we did it to

T1-27
(Cont.)

T1-28

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 nine to four and still kept to the 30 day window.

2 Anyway, thank you for coming thank you for
3 doing a little bit longer. So that's the conclusion
4 of the home owners.

5 MR. HANSSON: Thank you. Please. This is a
6 formal meeting. There's no demonstrations for or
7 against on anything presented. Thank you.

8 MR. MATHON: John Mathon, 1450 Parrott Drive,
9 and I'm directly behind where the construction of
10 the road would be. In fact, if you look at the --

11 MS. HARDY: I have the computer. I have the
12 computer.

13 MR. MATHON: So I'm -- let's see. I can go to,
14 take a picture. Oh, basically, the road will be
15 constructed 12 inches in back of my lot. So
16 everything that happens is going to go right behind
17 me, and so I have kind of a concern about what the
18 impacts of all of these things are. So that's what
19 I was thinking. One of the things I researched, we
20 kind of split different pieces. My piece that I
21 have been concerned about is noise, since I'm right
22 there in all of this construction. I'm worried that
23 it's going to be creating a lot of noise for me and
24 for other people. So I started to look at in the
25 original reports, and in this one, the amount of

T1-28
(Cont.)

T1-29

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 noise, I have known over years that this is
2 validated by a study. Noise pollution creates
3 stress and heart attacks and causes people to have
4 all kind of problems. There are many studies you
5 could find on this. 3 percent of heart attacks from
6 Europe were essentially contributed to 50 DB of
7 continuous or product noise pollution, and the
8 environment would cause roughly 3 percent of all the
9 heart attacks in the EU, which comes to 210,000
10 death is in Europe. That's about one per thousand
11 people, and so that's when 50 DB. In the DEIR, it
12 states noise level as a result of construction would
13 cause an exceedance of the County's land use
14 compatibility max level of 60 DBA for residential
15 land uses, meaning that ten greater DB than what the
16 EU study caused death in one in a thousand people
17 over the period of a year. It's 60 DB, and they are
18 going to be in excess of that, and certain probably
19 30 to 40 homes which are what I call high impact
20 homes, that they would be getting DB in the range of
21 85 DB potentially -- just imagine that -- on a
22 continuous basis. Future sensitive to the located
23 adjacent construction areas will experience the
24 unattending levels of activity located with
25 construction. The loudest activity it is associated

T1-29
(Cont.)

T1-30

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 would be 85 DBA average on the max of 50 feet from
2 the construction. Well, I'm 12 inches from the
3 construction. How loud is it going to be from me
4 and other Parrott houses? 30, 40 houses are located
5 in this impact zone. So one question is why is the
6 road being built 12 inches from my house and so
7 close to the Parrott houses? Because the road goes,
8 the hill declines so fast that this is the only
9 possible place, and even with that, I talked to the
10 developer about this and the developer said that
11 even with, you know, putting the road 12 inches from
12 my house, it is still out of code. That they can't,
13 legally, they can't build it unless they get a
14 variance from the fire department. So that's
15 interesting. There's approximately, I think, 300
16 houses -- this is when I did a survey -- 300 houses
17 that would get that. That means two to four people
18 potentially dead from heart attacks from this. It
19 sounds crazy, but it's not completely unrealistic to
20 think that it could actually cause that what's
21 astonishing to me, is the DEIR did not address this
22 at all and in no part did they consider how many
23 people were affected by noise, how many people. So
24 I think that's a big missing thing they need to do
25 that. This is an example of my house, which is

T1-30
(Cont.)

T1-31

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 similar to about 30 or 40 other houses. Maybe in
2 different dimension, as you can see, in this diagram
3 where the road is, it's literally abutting right to
4 the end of high property and all of the construction
5 materials go down. All the cars coming down will
6 shine their lights. The claim is these lights will
7 be prevented by shrubs. As the other persons
8 mentioned, when will those shrubs go in? How big
9 will they be? Really half of the time, those years,
10 I will be faced with lights shining in my bedroom.
11 And so that's a big concern.

12 I talked to the developer. I asked him
13 questions like it doesn't seem reasonable to me what
14 the DEIR says that they construct and build and make
15 noise greater than 60 DB and has an exclusion for
16 construction of up to eight a five. DBA 7:00 a.m.
17 to 6:00 p.m. of six days a week, excluding Christmas
18 and Thanksgiving. That might be okay for a one
19 month project. For a four year project or a two
20 year project, residents would have to sustain that,
21 this is something I don't believe was considered in
22 planning. He had no mitigation for that when he
23 talked about the road. He rejected that. Truck
24 movement.

25 So I'm on Parrott. The road is going to be

T1-31
(Cont.)

T1-32

T1-33

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 built behind me, and right to my side is the other
2 one. If the construction vehicles go at all across
3 marital and then come down, I will literally be
4 surrounded on both sides by constant construction
5 noise.

T1-33
(Cont.)

6 MR. HANSSON: I need you to start coming to a
7 conclusion.

8 MR. MATHON: That's, I think, pretty steep, and
9 I asked him what was going to happen. He said he
10 didn't know where the cars were going. So that's
11 not good enough for me. Loss of privacy? I
12 mentioned that. Vibration. Being so close, I don't
13 know how he can build this and not damage my house
14 and other houses and my pool and other things.
15 Particulates, I want to know if there's a way to
16 count the particulates, and for us to be warned if
17 the particulate count is high on a particular day.
18 I don't know if I would count when they say that the
19 whole area has a clean air day or what they say
20 there. That can go bad. I want to know if my area
21 has particularly high pollution and I want to know
22 that so I can vacate and do other things and not be
23 exposed to that. So I don't want to wait for some
24 other things. I want that to be going on. I want
25 egressing car lights not to be shining into my room.

T1-34

T1-35

T1-36

T1-37

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 This is sort of a picture of my house and where the
2 construction would be going on. I think there are
3 about 30 to 40 homes that are in a similar
4 situation.

5 I mentioned that someone already talked about
6 particulates. I share their concerns about that.
7 One of the things that I don't understand is the
8 codes that I have been reading in the EIR and
9 elsewhere makes sense. If you are talking about
10 shorter projects, I understand. If you are building
11 a one or two month project where it makes sense to
12 have some of those regulations, they just don't make
13 sense to me when you are talking about projects of
14 durations of two, three, four, five years. You
15 can't put people under such duress in such a long
16 period of time in these high impact areas. I don't
17 think it's reasonable, and I don't think it's
18 reasonable if the impacts are potentially death or
19 heart attacks, anything that there's no map that
20 shows what people are going to be affected. So
21 generally, the summary is noise was clearly covered
22 in the EIR. I think it's a huge condition that
23 needs to be upgraded. Particulate count needs to be
24 monitored. I was very unhappy with the conversation
25 with the developer. I get the impression that the

T1-37
(Cont.)

T1-38

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 developer has decided they are not going to be
2 willing to do anything unless you are forcing them
3 by the planning commission, and I think that I have
4 one more slide. I won't cover that because I think
5 it's covered by other people. So that's it.

6 MR. HANSSON: Thank you.

7 MR. MATHON: Thank you.

8 MS. HARDY: Next speaker will be George Mitroff
9 followed by Barbara Mikulic and I have a total of
10 nine more requests.

11 MR. MITROFF: George Mitroff and I live on
12 Enchanted Way.

13 MR. HANSSON: Sir, I need you to talk to the
14 microphone and to the commission. All conversations
15 are for the commission.

16 MR. MITROFF: I live on enchanted way and I
17 spoke last time at the last meeting and what I was
18 concerned about is this developer is, I personally
19 think that he's doing a bait and switch thing on us.

20 I think he realizes that the cost factor of
21 building such a large number of homes is
22 prohibitive. The engineering costs were
23 astronomical. So he scaled back this project, but
24 the real problem is that you can look at something
25 that has a topographical map, but unless you

T1-38
(Cont.)

T1-39

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 actually go out and look, he wants to basically
2 remove major portions of that hill, and like other
3 speakers have stated, he wants to do this over a
4 period of two to four years. He's going to torment
5 that neighborhood and subject them to all the things
6 that have been stated. I find that somewhat
7 unrealistic. He bought the hill. He knew that this
8 was going to be a problem, and now he's put it on
9 the front burner, so to speak. He is going to
10 develop and we are not going to, the neighbors
11 aren't going to stop him from developing it because
12 the County will allow him to do that. That's
13 certainly his right, but it has to be a realistic
14 approach to this whole thing. I'm wondering after
15 most developers finish their project, they insulate
16 themselves from liability. A major project on a
17 very steep hill, after he's gone, and immunized by
18 bankruptcy or whatever, what are the home owners
19 going to do that own those new homes? When the
20 homes started doing funny things that engineers, you
21 can hire a engineer to state almost anything and
22 with enough substantive material. But the real deal
23 is they have other slides in this area before, and
24 those homes were approved and they were put on very
25 steep properties, but I don't think any of them were

T1-39
(Cont.)

T1-40

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 as steep as this particular property. So he's going
2 to develop something up there, but I think we should
3 really get realistic and I don't think it's fair for
4 the neighborhood and the county should allow him to
5 do this for two to four years. That's way beyond
6 reasonableness. And also, I'm wondering can the
7 county, I know nothing about this aspect, but can
8 the county demand of him some sort of a bond that be
9 posted for any property damage or what not due to
10 hill movement? I mean, I don't know if that's
11 custom and practice in the construction industry,
12 but this is kind of a unique situation. This is a
13 very steep hill and he wants to put a lot of units
14 on this hill and he wants to put them next to where
15 the grade is very, very, very steep. So I think the
16 homeowner's association is probably going to address
17 that as time goes on, but I wish you folks would
18 consider some of these aspects because once it's
19 approved and he's done, he's going to go ahead and
20 do it and then we are suffering from it.

21 MR. HANSSON: Thank you.

22 MS. HARDY: Next speaker is Barbara Mikulic
23 followed by Laurel Nagle.

24 MS. MIKULIC: Can I speak from here? Because I
25 had surgery and can't walk down.

T1-40
(Cont.)

T1-41

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 Thank you for listening to our concerns. We've
2 lived here 38 years, and I don't want to be
3 repetitive. We've seen slides. We've -- each home
4 owner was assessed a number of years ago \$6,000,
5 each of us, because of slides down on Asension. My
6 fear is because this hill is very unstable, has
7 underground springs, I have a terrible fear that
8 messing with this hill, not only will the new home
9 owners have issues, but it's going to destroy and
10 make issues for all of us who surround, and I can't
11 even imagine the assessments with trying too fix
12 other people's slides. I have a friend who lives on
13 Tournament, and again, the hill that was cut out
14 below them that's on Parrott. Hundreds of thousands
15 of dollars of a slide. More than one house
16 involved. A big red flag to me is the terrible
17 erosions on Asension. Yeah, on Asension. And the
18 fact that the developer has no intention of fixing
19 that up, to me, that's just shows how much we are
20 going to be considered in this development. That's
21 just from my heart. That's that he doesn't want to
22 do anything for the community. but subjected us to
23 four years or more of hell and it terrifies me every
24 night I hear owls. I see all kinds of wildlife and
25 all of this is going to be destroyed. Thank you so

T1-42

T1-43

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 much for your time.

2 MR. HANSSON: Thank you.

3 THE WITNESS: Laurel Nagle followed by Ray
4 Razavi.

5 MS. NAGLE: My name is Laurel Nagle and I'll
6 try to keep a few points.

7 First of all, I stood here and testified during
8 the scoping meeting or talked to the consultants and
9 reported we have three trees right on the property
10 line. They are 47, 49 and 80 inches in diameter.
11 Right on the property line. And when the plan is
12 drawn, the way the plan is drawn, DEIR doesn't take
13 into consideration, one, the impact on the trees,
14 but two, the impact on the development because you
15 really can't develop that lot. In addition, I know
16 one of the other neighbors has trees right on the
17 property line that might affect the development.
18 There's just no consideration for the effect of the
19 people there. We have solar panels, the pool, the
20 hammerhead actually where it's proposed at the
21 moment turns right into two of our children's
22 bedrooms. So obviously, that personal concern for
23 us. Additionally, the fact that they didn't notice
24 the wildlife, and the owls are day and night.
25 People talk about them at night because most of the

T1-43
(Cont.)

T1-44

T1-45

T1-46

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 time that's when people are home. But I'm home
2 during the day, and that's a day and night thing.
3 And the idea that there's a ditch back there to us
4 is quite surprising. So we feel like the
5 consultants really weren't that familiar with the
6 property when they wrote about it. The fact that
7 they are concluding that geotechnical issues
8 are no longer relevant because that last tier of
9 homes and that road, I think that's false. Just
10 because we are not building on that side it doesn't
11 mean there aren't going to be problems on the other
12 side. It's the same hill. You are going to strip
13 it and then you are going to have vehicles on it.
14 So we have a big concern being downhill from always
15 of that about future geotechnical concerns.
16 And that may be it.

17 MR. HANSSON: Thank you.

18 THE WITNESS:

19 MS. HARDY: Ray Razavi followed by Angela Lang.

20 THE WITNESS:

21 MR. RAZAVI: My name is Ray Razavi and I live
22 at 1460 Parrott Drive, and my father is with me
23 today also. He's at 1260 Parrott Drive. I have
24 just two comments regarding the DEIR and those
25 involve section 4.4. The geological section and

T1-46
(Cont.)

T1-47

T1-48

T1-49

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 4.11, the traffic. In section 4.4 as far as --
2 they, I don't believe that they have done enough
3 investigation on geological aspects of this project.
4 I'm a Civil engineer and structural engineer and
5 (inaudible). 30-inch diameter, about 40 feet deep
6 and with high impacts of 60 feet into the hill. I
7 look at the geological section here and all they do
8 is just refer to a Harkin associates report, 1981.
9 They don't locate any deep slide areas, and for the
10 amount of excavation that they are going to do in
11 this area and disturbing the hill, I'm really
12 concerned about movement of the hill and the
13 properties below the hill. Section 411 on the
14 traffic and transportation, they have looked at the
15 streets that go toward Highway 92, which is the
16 direct truck routes; however, we are about 200
17 additional trips created by this project on the
18 local streets. I live on Parrott drive just north
19 of Bel Air towards downtown San Mateo. This is a
20 direct connection that becomes Third Avenue in San
21 Mateo downtown. A lot of people use this as opposed
22 to hitting Highway 92, which takes them away from
23 downtown San Mateo, and we have a lot of traffic
24 going through that portion of Parrott Drive, which
25 hasn't been investigated as far as this project.

T1-50

T1-51

T1-52

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 I'm on the section just north of Bel Air, and we
2 have excessive speeders just going down the hill
3 cruising towards San Mateo or coming back from
4 downtown San Mateo. And I'm proposing that this
5 section of San Mateo on Parrott Drive be
6 incorporated as far as with the traffic
7 investigation and add a foot traffic would be
8 incorporated based on the county's requirements. We
9 are currently at a point that any increase in
10 traffic is going to cause accidents. Currently we
11 have neighbors that are very concerned about kids
12 and adults, cars backing out of the driveway, cars
13 going twice as much the speed limit in that section.
14 Thank you very much.

15 MR. HANSSON: Thank you. Please. Please.

16 MS. HARDY: Angela Yang.

17 MR. HANSSON: Just like there's no clapping in
18 the court, please don't clap here.

19 MS. YANG: My name is Angela Yang and I'm going
20 to talk about the responsibility. We all understand
21 this is private property and they can do what they
22 can do based on the county permit. What we ask for
23 is that the responsibility, they cannot just walk
24 away with the packet and we are concerned about the
25 pollution, the traffic and the noise. And my son

T1-52
(Cont.)

T1-53

T1-54

T1-55

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 had asthma and I have allergies and I'm allergic to
2 smoke and dust. And we all know if the congestion
3 started, the whole neighborhood will be turned into
4 smoke and we do not want that, that to happen. And
5 in my condition and my son's condition will be
6 severe damage. And that will be the long term
7 health problem. And it will be, we don't have to
8 inhale the smoke and dust. Every single second will
9 turn into a COPD or severe asthma that has that
10 impact of the health department. The small amount,
11 because we already had this problem, and we do not
12 want to stay in that type of condition for months
13 and years, and the noise, also. It will cause my
14 hearing severe damage. And I have, I have a ringing
15 ear currently. The ringing ear is not curable by
16 modern medicine. So if the noise continues coming
17 around and my ringing ear will obviously be getting
18 worse, and we don't have to that kind of damage is
19 on the neighborhood and there's a landslide also.
20 And the quality of the landslide on Parrott and
21 Asension, the hill, the quality of the landslide,
22 they have been getting worse and worse every year
23 and the owner, the man that came here, did not do
24 anything. That piece of land is going to fall some
25 day. And (Inaudible). Are soil. The same soil, it

T1-55
(Cont.)

T1-56

T1-57

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 just keeps getting worse and worse every year,
2 especially in the raining season. And in all the
3 homes surrounding on the bottom, the car area, if
4 that piece of land falls, some of it is going to get
5 damaged and they are going to plan to build 19
6 homes. That's a big plan. So please reconsider and
7 in the 50's, when they were walking through the
8 neighborhood, they never, they were not building a
9 home. They had a reason because of the same soil
10 and the dip is about 60 degrees because of it cannot
11 deal with this. These are never open. It will, so
12 today, if the dosage, how do you, the value
13 increase? Try to build something that is not
14 buildable. It's just for the money. And they don't
15 care what's going to happen after they build the
16 home. What is going to happen when they leave?
17 Obviously, they will sell it very quickly. They
18 have to watch if there's a hope on sale, there's an
19 open house that will be gone. If they build brand
20 new homes, it will cause a big time profit and they
21 will sell really quickly. And if the county gives
22 them permission to fill and the county will consider
23 the surrounding neighborhood, and there's an answer
24 for the homes, the insurance, the landslide,
25 sometimes going to, it's going to cause damage. And

T1-57
(Cont.)

T1-58

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 there's a noise pollution that will cause health
2 damage. Those damages are going to be long term.
3 And the owner, they don't live here. The developer
4 don't live here. It's not their business. After
5 they build it and take the money, sell the home, and
6 they will walk away. But we live here. And
7 sometimes the insurance, they need to be guaranteed
8 for those, pollution and the noise and the
9 landslide.

T1-59

10 MR. HANSSON: Thank you very much.

11 MS. HARDY: Tom Luong followed by Kim Ricket.

12 MR. LUONG: Tom Luong. Thank you for being
13 here tonight. If you guys haven't been to the hill,
14 I invite all you guys to walk up there and see how
15 steep it is. The reason I'm here tonight is safety
16 concerns I have. I live at 1486 Parrott Drive,
17 which is a couple homes down from John here and I
18 have three kids, five years old, three year old and
19 three week old baby, and you know, traffic on
20 Parrott Drive is crazy. So I let them play in the
21 backyard and I'm concerned about the safety aspect
22 of it is because it's a hill. And if anything, you
23 know, comes down the hill. My kids are playing in
24 the backyard. So if they could address some kind of
25 safety barrier or something on Parrott, even on

T1-60

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 Asension side, that may be rolling down the hill,
2 that would, you know, you know, help me understand
3 that there's some kind of concern that the developer
4 may have for, you know, the resident that lives down
5 here. So that's all I want to do. Have someone
6 that comes out, put a barrier or something that will
7 address that.

8 MR. HANSSON: Thank you.

9 MS. HARDY: Kim Ricket followed by Marvin Gin.

10 MS. RICKET: My name is Kim Ricket and I live
11 at 1625 Asension Drive. I'm concerned about some of
12 the less than significant designations. I believe
13 they are incorrect based on missing information or
14 failing to find mitigation measures in the DEIR.

15 The esthetics don't mention anything about the view
16 from the highlands. There's a passing reference to
17 the fact that you can see the development, but just
18 driving here today, Bunker Hill Drive, Bennington
19 Court, (inaudible), Brandywine, Fairfield, Roxbury
20 and Terrytown. I can also see the hillside and I
21 imagine it's even more dramatic if you actually live
22 in those houses that actually look out on this hill.

23 Also, this hasn't been highly publicized in the
24 highlands area because it was considered to not
25 affect them, but the scenic views are once held by

T1-60
(Cont.)

T1-61

T1-62

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 those peoples. All of the rendering were from the
2 surrounding streets of the development, and yet the
3 DEIR says that the definition of scenic views
4 doesn't include down slope views. So if you are
5 going to discount all the neighbors, they do
6 actually have to pay attention to the people who
7 have the scenic views which are the people in the
8 highland. Also, it says that this is being
9 mitigated by landscaping. You've already heard some
10 of the progress with that. These houses are not
11 going to be blocked by vegetation that's going to
12 block their surrounding view, and that's why they
13 are buying these houses on the top of the hill.
14 Furthermore, the poor people on Parrott, if you look
15 at the picture, those are mature trees. Forget
16 replacing them with five gallons. Even if you
17 replace those trees with other huge trees, they are
18 going to -- furthermore, the solar access mentioned
19 in the land use policy 8.41 doesn't address the
20 shadow cast on the new houses. The sun moves across
21 the other side of those developments and so there's
22 the potential for great sad Os to be cast by those
23 three story homes.

24 I also wanted to point out that people have
25 talked about the trucks take Lori to Parrott.

T1-62
(Cont.)

T1-63

T1-64

T1-65

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 There's no data included for the traffic impact for
2 that route during construction, and it's not just
3 missing from the DEIR. It's also missing from the
4 traffic report, which I find quite odd because they
5 have the data to calculate that and they calculated
6 for post construction but not during construction.
7 You can't say that there's less than significant
8 impact and then bring in plants until you've
9 actually done the survey in May that they are
10 suggesting, and if there's something about the blue
11 mission butterflies found, there may not be a way to
12 reduce the impact to less than significant. It may
13 be a significant impact regardless if you do the
14 development. But the main thing that, oh, one other
15 thing that the report doesn't mention, the slide
16 between Parrott and Los Altos that other people had
17 mentioned, I want to add to their comments that that
18 is from the map. The same kind of soil that you see
19 in the most eroded areas of hillside. So those are
20 the same soils and it was left out of the report.
21 And then, finally it's not clear what's going to
22 happen on hillside. There's a lovely picture of a
23 proposed trail, but the developer hasn't planned any
24 trails, landscaping or subsurface drainage for that
25 undeveloped area. The eroded slope facing Asension

T1-65
(Cont.)

T1-66

T1-67

T1-68

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 and so you can't draw conclusions about what the
2 effects would be in terms of hydrology, in terms of
3 landslides, in terms of a lot of this -- lots of
4 things. Because there doesn't seem to be plans for
5 that. Mitigation is listed as following the
6 mitigations of the geotechnical report, but the
7 geotechnical report lists three possibilities. One
8 is to scrape away the soil all the way down to the
9 bedrock, which would have a significant effect and
10 another is to rebuild the slope of key ways and
11 another is to build retaining walls. So if that
12 extension addressed in the geotechnical report
13 suggests strongly that the erosion is addressed,
14 it's not clear which of these measures will be used.
15 The effects of these haven't been used by the DEIR,
16 and clearly they have strong effects on the
17 esthetics and other areas. Furthermore, there's no
18 discussion of surface and subsurface drainage for
19 this underdeveloped area even though it appears that
20 they are putting a new drain down on this area and
21 it's not clear why the developer or whether the
22 developer is going to deal with the drainage even
23 though, again, it says the drainage should be taken
24 care of. And finally, even if the developer takes
25 care of this area, there's the undisturbed protected

T1-68
(Cont.)

T1-69

T1-70

T1-71

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 area. But not sure why. Furthermore, it's not
2 undisturbed because the, quote, onsite drainage
3 components will be removed. So they are going to go
4 in and take out these, but not do anything else to
5 the area. That doesn't make any sense to me, and it
6 doesn't make any sense why the most eroded corner of
7 the property un touched. And the report is
8 deficient because we have no idea if the developer
9 is going to do to address these things. So we can't
10 figure out what the impact is going to be on the
11 neighborhood. Thank you very much for your time.

12 MS. HARDY: Marvin Gin followed by Raymond Yu
13 and Michele Young.

14 MR. GIN: Hi. I live on Parrott Drive. My
15 name is Marvin Gin, 1459 Parrott Drive. Back in
16 2009, I went to the first meeting. I brought my
17 son. He was probably one. So he was one. 2014,
18 I'm here. I opposed it the first time. I oppose it
19 now. He's six. Talking about a long term, it's
20 going to take four years of my child's time running
21 outside playing. I was outside earlier with ten
22 minutes before I came to this meeting having a water
23 fight because it was hot, but think about all the
24 dust that's going to be kicked up and think about
25 all the kids in the neighborhood. I have a six year

T1-71
(Cont.)

T1-72

T1-73

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 old. I have a four year old. I have a two and a
2 half year old. You have a project that's going to
3 take you out four or five years, two years,
4 whatever. It's going to take a toll on my kids.
5 Traffic, likewise, my wife takes care of the kids.
6 She's home all the time. She takes the kids to
7 school. She's backing out all the time. You are
8 going to have construction workers come in,
9 construction workers a lot So my wife has to deal
10 with the traffic that's there now on top of the
11 construction traffic on top of the big trucks. The
12 16 wheelers that they are going to bring in. Who is
13 going to -- are they going to have traffic control?
14 Out there? And why should we have traffic? That's
15 our neighborhood. You've got to kind of think of
16 the whole hillside. How does the county let? I
17 don't understand. We are talking about open space.
18 We live in San Mateo. It's beautiful out here.
19 We've got open space. Everybody wants to live here.
20 Why do you want to cut down the hillside? I don't
21 understand. The neighborhood has been built. I've
22 been here for ten years. 11 years. I've got three
23 kids, you know, they are going to school in this
24 district. You know, I'm going back and forth from
25 Costco, Safeway. We are in and out and in and out,

T1-73
(Cont.)

T1-74

T1-75

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 you know, I like the peace, you know, it's peaceful
2 out there. It's quiet. It's dark. You know, all
3 the neighbors know each other. We don't need the
4 construction in our backyard. You know, who is
5 going to be on the hook for in this? The county is
6 going to be on the hook for this if this thing
7 doesn't work out. Right? The county is going to
8 come in and say, "We made a mistake." Now the
9 county has got to fix it. Well, who pays for the
10 county? We do. The neighbors out here. All of us
11 do. So we are going to be on the hook for it just
12 like the sewer. Sewer, we've got to pay a thousand
13 extra on the property tax because they didn't take
14 care of it. Nobody changed it up for a whole
15 hundred years and now everybody that lives in that
16 neighborhood has to pay a sewer tax. Great. It's
17 going up every year. So who is really going to be
18 on the hook for it? Think about the families.
19 Think about the families growing up. It's going to
20 be decades. My kids are six. It's going to be
21 another 20 years. Why change the neighborhood?
22 Everybody likes it the way it is. So you know, I
23 hope the county is listening to us. I hope you guys
24 are taking our opinions, you know, I oppose it first
25 time. I oppose it next time. Thank you.

T1-75
(Cont.)

T1-76

T1-77

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 MS. HARDY: Raymond Yu followed by Michele
2 Young.

3 MR. YU: Good evening, Planning Commission. My
4 name is Raymond Yu and I live at 1444 Bel Air Road.
5 From the drawing of the plans, the new road coming
6 down from the new development will be aimed directly
7 at my home. And so that's all directly affected by
8 all the cars that will be driving down the steep
9 hill and headed straight basically for my bedroom
10 window. The previous meeting back in October, the
11 developers, to address the concerns that all the
12 cars drive down the hill could create potential
13 safety and other issues. Issues for me, since I'm,
14 you know, located directly at that intersection of
15 the new street and Bel Air road. And I have two
16 primary concerns that I relate back to the scoping
17 meetings. One is that since the road will be
18 leading down the hill, I'm concerned that the car
19 will be driving too fast and out of control and it
20 may crash into either my home or my neighbor's home.
21 And as a resident of Bel Air Road for over three
22 years, we've all witnessed a bunch of cars racing up
23 and down the street way too fast. And you know,
24 it's pretty common that some of them really out of
25 control. And then the second concern I had, was

T1-78

T1-79

T1-80

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 that the new road be aimed directly at my bedroom
2 window. The cars come down that new street making a
3 left turn. I will have to face the head lights
4 aiming directly at my bedroom window. So you can
5 imagine how annoying and disturbing that will be if
6 it happens every night. I stated these things back
7 at the scoping meeting and I talked to the architect
8 for the project about my concerns and the architect
9 stated that they will likely be able to address the
10 issue with some sort of safety wall or fence trees
11 or shrubbery, something, just to block the cars or
12 head lights from crashing into my home. I was
13 frustrated with this idea from my statement that
14 some sort of safety wall would be a great help.
15 However, you know, reviewing the draft EIR, there
16 doesn't appear to be any sort of obstacle or barrier
17 included with the plans. Regarding the intersection
18 of Bel Air Road and the new street, the plans that
19 only talk about the site triangle to maintain
20 visibility of that intersection in mitigation
21 measure 4.11-4, and so you know this is just
22 incredibly disappointing to me. And you know, it
23 erodes my confidence in the architect and the
24 developer and the representation that they would
25 address our concerns back at the scoping meeting.

T1-80
(Cont.)

T1-81

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 So you know, just for these reasons, you know, I
2 currently would oppose the draft EIR and at a
3 minimum would like to see these concerns addressed
4 in the final EIR. Thank you.

T1-81
(Cont.)

5 MS. HARDY: The final speaker slip is from
6 Michele Young.

7 MS. YOUNG: Thank you. I am a little bit
8 unprepared. I'm a mother of a two month old, so I
9 did not have time to fully read the draft EIR impact
10 report before coming here. I think what I did want
11 to do is talk about what other folks have said here.
12 I live on 180 Starlet, so I'm not in the direct
13 impact, but I think there are things that when you
14 look at the map, that our concern is with respect to
15 the impact on kids and elderly folks. So I know
16 that being the mom of a two month old and there's
17 all sorts of families that come to the neighborhood
18 from the great neighborhood because of the great
19 weather, that the impact of particulates that will
20 happen with this project will be concerning. I also
21 live next door to a home that is used for elder
22 care. So there's a number of folks there who are on
23 oxygen there. It's used for a host of, I'm guessing
24 older and compromised health, and they are often
25 outside in their backyard enjoying the sun and

T1-82

T1-83

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 enjoying the weather. So this probably would fall
2 within that too. And I think there's also concern.
3 When you think about the basic project timeline, you
4 look at the project plan. I guess if you have a
5 project manager, that would be the inconsistency of
6 the project plan. And as I pointed out, in the
7 environmental impact report, I wouldn't have a
8 company at the company that I have, and I think when
9 you look at that and think about the funding in
10 respect to their timeline, I bought my house
11 thinking I'm going to be there for the rest of my
12 life. So a two to four year impact on my daughter
13 and perhaps respiratory health, to think that could
14 go on further, when you think about what happened
15 and you saw all sorts of buildings that were just
16 sitting for years and years, I think that's a big
17 issue here that when the planning doesn't come
18 through and the environmental issues, say there's a
19 slide or something, they need to address. That
20 environmental health hazard stays and it never goes
21 away. I think as a homeowner, it is a concern.
22 It's a finer risk. I think that I hadn't realized
23 knowing that the final road would be an exception
24 and considering the current weather change, it
25 sounds like the EIR doesn't consider current weather

T1-83
(Cont.)

T1-84

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 trends in that report. I think that's a huge
2 difference having lived in San Mateo for much of my
3 life. I grew up in San Mateo. The weather we are
4 experiencing in the last couple years has been
5 extraordinary, and I guess most of you would
6 probably agree if you are residents of San Mateo in
7 the heat and the dry. So being able to get an
8 environmental report addressing what those future
9 impacts could be in the event the project stalls or
10 doesn't go through, I think those probably are my
11 main concerns. So thank you for the time and I
12 appreciate the opportunity to talk.

13 MS. HARDY: Thank you. We don't have any more
14 requests. Does anybody in the audience wish to come
15 down and speak to the commission? This is a good
16 opportunity. Okay. can I hear a -- we can bring a
17 mic up to her?

18 THE WITNESS: Julie Graves, and I live on
19 Asension Drive right below the project. We've been
20 there 43 years. We have worked very hard to get our
21 yard cleared up and so forth. As far as I already
22 got my husband to plan two nights before he died,
23 but anyway, I feel sorry about myself and a few
24 others who are probably maybe 70 or up. I'm 84 and
25 I do not want to spend the next three or four years

T1-84
(Cont.)

T1-85

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 of my life going through this. That's about all I
2 have to say and I'm sure there's other aged people
3 that feel the same way. Thank you.

T1-85
(Cont.)

4 MS. HARDY: Thank you. Anybody else? Last
5 opportunity. And when you are done, will you please
6 fill out a yellow slip.

7 MR. CHAW: My name is Edward Chaw. I live at
8 1627 Parrott Drive. I have a lot of neighbors out
9 here in the audience who aren't represented as well
10 and I note live close by to this area of
11 construction. The one thing I'm wondering in terms
12 of the impact is we touched on all the directors,
13 but in itself is probably a separate talk that would
14 be somewhat divergent. The main question ends up
15 being the seismic. We talked about decibels and how
16 that can lead to potential erosion of the hill
17 that's already occurring at normal rates naturally.
18 With the winds, with the rain, the soil as well as
19 the bed rock consistency and the spring underneath.
20 So with all that being considered and with the
21 geology and biogeology, the impact on the climate as
22 well as the micro climate as well as other debris
23 and I've got layers would potentially wipe out the
24 natural habitat to about 20 percent. And that's a
25 conservative measure. When we are talking about the

T1-86

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 impact of the decibel, the sound I spoke with a
2 colleague that works with the USGS, and the
3 potential erosion of two to four years to the hill
4 itself and calculating 25 to a hundred square miles
5 after is potentially, the magnitude of ten times and
6 that's another concern of what would be the impact
7 of the nature itself over the next 50 years. So
8 that being said, I think that one of the gentlemen
9 in the audience had brought up the point to what are
10 the ramifications long term, and I think that's what
11 everyone's concern is what is the long term impact
12 clearly having more neighbors is not a concern.
13 Having land space, that will be able to survive our
14 generation and go beyond that to survive future
15 generations whether they can enjoy it is probably
16 something that is intangible at this point, and
17 probably something that cannot go into any DEIR. So
18 I would say considering residents of this county,
19 residents of this community and residents of this
20 great state that we have, the open landscape
21 preserve that we have around our great state is
22 fairly limited and I would say to consider that
23 beyond even the individual impacts would have
24 directly on people there, but for future
25 generations, and future generations of our water

T1-86
(Cont.)

T1-87

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 supply as Mr. Hansson appropriately mentioned to
2 begin with, if that spring was impacted, I don't
3 know that US Geological Survey had a clear way to
4 calculate the data and the long term of how it would
5 affect the Hetch Hetchy reservoir as well. So with
6 that being said, I think the EIR is quite limited in
7 the term of the area of impact, and I think it's
8 probably expanded to four to five times that I think
9 it could be. Probably beyond about ten to 20 miles
10 to policing the impact on microclimate as well as
11 the surrounding environment and habitat. Thank you.

12 MR. HANSSON: Thank you. Could you fill out a
13 yellow form, please? Thank you.

14 MR. SOSNICK: My name is Jeff Sosnick and I
15 live on Asension drive. My concern is always with
16 traffic with the number of trucks coming in and out.

17 We talked about what about staging them when they
18 come in? And also, about the construction workers,
19 where are they all going to park? If you are going
20 up and down that street, it's a very steep street,
21 you know, the construction workers going to park
22 blocks away and block the rest of our streets?
23 That's a narrow street. So that's my big concern.

24 MR. HANSSON: Thank you. Anybody else? I'll
25 request a motion to close the public portion.

T1-87
(Cont.)

T1-88

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 MR. HANSSON: So moved.

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION

1 HEARING OFFICER'S CERTIFICATE

2 STATE OF CALIFORNIA)

3 COUNTY OF CONTRA COSTA) ss.

4

5 I, Krishanna Derita, Certified Shorthand

6 Reporter No. 11945, hereby certify that the foregoing

7 in the within-entitled cause was taken at the time

8 and place herein named; that the transcript is a

9 true record of the proceedings as reported by me, a

10 duly certified shorthand reporter and a

11 disinterested person, and was thereafter transcribed

12 into typewriting by computer.

13 I further certify that I am not interested

14 in the outcome of the said action, nor connected

15 with, nor related to any of the parties in said

16 action, nor to their respective counsel.

17 IN WITNESS WHEREOF, I have hereunto set my

18 hand this 3rd day of July, 2014.

19

20


KRISHANNA M. DERITA

21

22

23

24

25

Comment Letter T1 (Cont.)

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION 1 of 18

<u>\$</u>	22 14:12 20:4	6:00 25:17
\$6,000 31:4	225 10:24	60 23:14,17 25:15 34:6 37:10
<u>1</u>	23 14:12	600 9:23 13:16
10 15:2 17:2	24 16:15	<u>7</u>
11 21:21 44:22	25 3:10 10:19 18:6 52:4	7 10:15
11945 1:19 55:6	27 20:17	7:00 1:5 25:16
12 10:24 20:18,25 22:15 24:2,6,11	<u>3</u>	70 50:24
1243 1:23	3 2:6,10 23:5,8	700-foot 20:1
1260 33:23	3,000 6:3	<u>8</u>
13 2:6,10 11:1	30 3:8 6:4 15:2 18:13 22:1 23:19 24:4 25:1 27:3	8.41 40:19
14 1:3	300 24:15,16	80 32:10
1444 46:4	30-inch 34:5	84 50:24
1450 22:8	35 10:24 14:10	85 23:21 24:1
1459 43:15	360 5:24	<u>9</u>
1460 33:22	38 31:2	92 34:15,22
1486 38:16	3rd 55:18	94080 1:24
15 11:20 16:15 17:7	<u>4</u>	9th 3:11 4:17
1538 11:15	4.11 34:1	<u>A</u>
156 21:20	4.11-4 47:21	a.m 25:16
16 20:13,23 44:12	4.4 33:25 34:1	Abbott 6:1
1625 39:11	40 7:23 18:13 23:19 24:4 25:1 27:3 34:5	able 47:9 50:7 52:13
1627 51:8	400 10:25	absorb 13:16
180 48:12	408.222.7575 1:25	abutting 25:3
19 20:13,23 37:5	411 34:13	accept 4:21
1980's 8:3	43 50:20	access 40:18
1981 34:8	45 14:12 18:14	accidents 35:10
<u>2</u>	47 32:10	accordance 3:20
2.35 10:24	49 32:10	acres 2:6,10
2.5 10:17	<u>5</u>	across 9:8 11:20 26:2 40:20
20 15:2 16:4 17:7 18:12 19:13 45:21 51:24 53:9	5 15:25	act 7:5,17
200 34:16	50 12:15 15:1 16:1 17:22 18:12 19:5 23:6,11 24:1 52:7	action 3:1,22 55:14,16
2009 17:18 19:7 43:16	50's 37:7	activities 6:11
2010 13:7	5-gallon 14:25	activity 23:24,25
2014 1:3 43:17 55:18	<u>6</u>	actually 9:2 10:10 11:18 12:8 13:3 20:5 24:20 29:1 32:20 39:21,22 40:6 41:9
21 2:6,10	6 2:9	acute 10:5
210 5:23		
210,000 23:9		

Comment Letter T1 (Cont.)

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION 2 of 18

<p>add 35:7 41:17</p> <p>addition 10:7 32:15</p> <p>additional 4:21 5:6 9:18,20 34:17</p> <p>Additionally 32:23</p> <p>address 5:3 24:21 30:16 38:24 39:7 40:19 43:9 46:11 47:9,25 49:19</p> <p>addressed 42:12,13 48:3</p> <p>addressing 50:8</p> <p>adequacy 2:25</p> <p>adjacent 15:18 23:23</p> <p>adults 35:12</p> <p>affect 14:1 32:17 39:25 53:5</p> <p>affected 24:23 27:20 46:7</p> <p>against 22:7</p> <p>aged 51:2</p> <p>agency 2:21,24 3:2,21</p> <p>ago 13:2 17:12 31:4</p> <p>ahead 30:19</p> <p>aimed 46:6 47:1</p> <p>aiming 47:4</p> <p>air 9:4,21 11:2,5 21:16 26:19 34:19 35:1 46:4,15,21 47:18</p> <p>allergic 36:1</p> <p>allergies 36:1</p> <p>allow 29:12 30:4</p> <p>allowed 17:12</p> <p>already 6:22 27:5 36:11 40:9 50:21 51:17</p> <p>alternative 3:23,24,25 7:13,14</p> <p>alternatives 3:21</p> <p>Altos 17:7 41:16</p> <p>am 48:7 55:13</p> <p>amount 16:16 22:25 34:10 36:10</p> <p>analysis 3:16 5:7 9:20</p> <p>analyze 3:21</p> <p>analyzed 3:23</p>	<p>anesthesiologist 10:3</p> <p>Angela 33:19 35:16,19</p> <p>annoying 47:5</p> <p>answer 37:23</p> <p>anticipated 3:18</p> <p>anybody 50:14 51:4 53:24</p> <p>anything 6:15 8:10 10:6 15:23 16:2 22:7 27:19 28:2 29:21 31:22 36:24 38:22 39:15 43:4</p> <p>anyway 22:2 50:23</p> <p>apparent 9:7</p> <p>appear 47:16</p> <p>appears 42:19</p> <p>appellant 12:1</p> <p>appendix 18:21</p> <p>applicant 2:5,9 3:20</p> <p>appreciate 50:12</p> <p>approach 29:14</p> <p>appropriately 53:1</p> <p>approval 2:23 4:24</p> <p>approved 3:2 6:23 29:24 30:19</p> <p>approximately 14:11 24:15</p> <p>April 3:10</p> <p>architect 47:7,8,23</p> <p>area 2:14 6:13 7:7,23 9:8 14:2 26:19,20 29:23 34:11 37:3 39:24 41:25 42:19,20,25 43:1,5 51:10 53:7</p> <p>areas 9:10 10:1 11:5 23:23 27:16 34:9 41:19 42:17</p> <p>aren't 29:11 33:11 51:9</p> <p>Asension 9:3,12 18:17 20:14,22,24 21:5 31:5,17 36:21 39:1,11 41:25 50:19 53:15</p> <p>aspect 30:7 38:21</p> <p>aspects 30:18 34:3</p>	<p>assess 4:11</p> <p>assessed 31:4</p> <p>assessment 4:9,10,11</p> <p>assessments 31:11</p> <p>associated 23:25</p> <p>associates 1:22 34:8</p> <p>association 11:19 30:16</p> <p>assume 20:10</p> <p>Assuming 16:13</p> <p>assumption 8:6 17:25</p> <p>assumptions 8:2</p> <p>asthma 36:1,9</p> <p>astonishing 24:21</p> <p>astronomical 28:23</p> <p>attack 10:18</p> <p>attacks 10:15 23:3,5,9 24:18 27:19</p> <p>attention 7:21 40:6</p> <p>audience 50:14 51:9 52:9</p> <p>AUDIO 1:13</p> <p>available 5:9 9:15</p> <p>Avenue 34:20</p> <p>average 24:1</p> <p>avoid 18:20</p> <p>avoided 18:25</p> <p>away 14:1 18:2 34:22 35:24 38:6 42:8 49:21 53:22</p> <hr/> <p style="text-align: center;">B</p> <hr/> <p>baby 38:19</p> <p>background 10:3</p> <p>backing 35:12 44:7</p> <p>backyard 14:9 15:5 38:21,24 45:4 48:25</p> <p>backyards 13:6,19,23 14:15 15:3,15,16 17:13</p> <p>bad 26:20</p> <p>bait 28:19</p> <p>balcony 14:11</p> <p>bankruptcy 29:18</p>
---	---	--

Comment Letter T1 (Cont.)

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION 3 of 18

<p>Barbara 28:9 30:22</p> <p>barrier 38:25 39:6 47:16</p> <p>based 3:17 4:3 8:2 35:8,22 39:13</p> <p>basic 49:3</p> <p>basically 7:9 9:10,11,15 10:23 22:14 29:1 46:9</p> <p>basis 23:22</p> <p>Baywood 8:23</p> <p>beautiful 44:18</p> <p>becomes 20:8 34:20</p> <p>becoming 19:13</p> <p>bed 51:19</p> <p>bedrock 42:9</p> <p>bedroom 25:10 46:9 47:1,4</p> <p>bedrooms 32:22</p> <p>begin 53:2</p> <p>beginning 9:11</p> <p>behind 11:16 20:7,9 22:9,16 26:1</p> <p>Bel 9:3 21:16 34:19 35:1 46:4,15,21 47:18</p> <p>believe 12:7 13:11 15:11,17 19:5 25:21 34:2 39:12</p> <p>Belmont 5:11</p> <p>Bennington 39:18</p> <p>better 8:9 20:20</p> <p>beyond 30:5 52:14,23 53:9</p> <p>biogeology 51:21</p> <p>Biologically 15:16</p> <p>biology 16:12</p> <p>birds 16:7,8,18</p> <p>bit 9:25 13:15,24 14:18 15:13 18:24 22:3 48:7</p> <p>block 13:22 14:14 40:12 47:11 53:22</p> <p>blocked 40:11</p> <p>blocks 12:10 14:19 53:22</p>	<p>blood 10:10</p> <p>blooming 14:20</p> <p>blowing 18:2,5</p> <p>blue 5:22 6:9,16 14:16 41:10</p> <p>blues 6:4</p> <p>Bohemus 21:12</p> <p>bond 30:8</p> <p>Boom 20:9</p> <p>bottom 37:3</p> <p>bought 29:7 49:10</p> <p>brain 11:4</p> <p>branch 5:11</p> <p>brand 37:19</p> <p>Brandywine 39:19</p> <p>bring 41:8 44:12 50:16</p> <p>brought 4:4 7:21 17:8 43:16 52:9</p> <p>buffer 6:11</p> <p>build 24:13 25:14 26:13 37:5,13,15,19 38:5 42:11</p> <p>buildable 37:14</p> <p>building 5:10 27:10 28:21 33:10 37:8</p> <p>buildings 20:22 49:15</p> <p>built 6:23 24:6 26:1 44:21</p> <p>bunch 46:22</p> <p>Bunker 39:18</p> <p>burner 29:9</p> <p>burrowing 17:1</p> <p>business 38:4</p> <p>butterflies 6:17 41:11</p> <p>butterfly 5:22 6:9</p> <p>buying 40:13</p> <hr/> <p>C</p> <hr/> <p>CA 1:24</p> <p>Cal 18:19</p> <p>calculate 41:5 53:4</p> <p>calculated 41:5</p>	<p>calculating 52:4</p> <p>calculations 19:6</p> <p>California 7:12 8:1 10:23 18:24 55:2</p> <p>car 26:25 37:3 46:18</p> <p>cardiac 10:5</p> <p>care 37:15 42:24,25 44:5 45:14 48:22</p> <p>Carlos 7:12</p> <p>cars 25:5 26:10 35:12 46:8,12,22 47:2,11</p> <p>case 2:22</p> <p>cast 40:20,22</p> <p>caught 5:21</p> <p>cause 2:13 23:8,13 24:20 35:10 36:13 37:20,25 38:1 55:7</p> <p>caused 23:16</p> <p>causes 23:3</p> <p>center 11:10</p> <p>CEQA 3:20,23 15:17</p> <p>certain 23:18</p> <p>certainly 29:13</p> <p>CERTIFICATE 55:1</p> <p>certification 11:10</p> <p>certified 1:23 55:5,10</p> <p>certifies 2:25</p> <p>certify 55:6,13</p> <p>CES 20:12</p> <p>change 45:21 49:24</p> <p>changed 19:8,9 45:14</p> <p>chapter 14:5 15:17 19:4</p> <p>chapters 14:6</p> <p>Chaw 51:7</p> <p>children's 32:21</p> <p>child's 43:20</p> <p>chopped 15:24</p> <p>Christmas 25:17</p> <p>city 5:12 6:7,15 7:9,11,15</p> <p>Civil 34:4</p> <p>claim 25:6</p>
--	--	---

Comment Letter T1 (Cont.)

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION 4 of 18

<p>clap 35:18</p> <p>clapping 35:17</p> <p>Clara 19:17</p> <p>clarifying 11:17</p> <p>clean 18:4 26:19</p> <p>clear 9:16 41:21 42:14,21 53:3</p> <p>cleared 50:21</p> <p>clearly 20:24 27:21 42:16 52:12</p> <p>climate 51:21,22</p> <p>close 14:10 24:7 26:12 51:10 53:25</p> <p>code 24:12</p> <p>codes 27:8</p> <p>colleague 52:2</p> <p>college 1:4 20:3 21:23</p> <p>comes 23:9 38:23 39:6</p> <p>coming 7:8,14,20 8:8 16:20 21:24 22:2 25:5 26:6 35:3 36:16 46:5 48:10 53:16</p> <p>comment 3:10,13 4:16 5:2 14:1</p> <p>commentary 13:8</p> <p>commenting 18:21,25</p> <p>comments 1:14 3:12,14,17 4:17,22 5:3,8,15 12:4 33:24 41:17</p> <p>commission 1:2 4:20 6:8 28:3,14,15 46:3 50:15</p> <p>Commissioner 11:15</p> <p>commissioners 5:15 18:11</p> <p>common 46:24</p> <p>community 15:22 31:22 52:19</p> <p>commuters 21:24</p> <p>company 49:8</p> <p>compatibility 23:14</p> <p>complete 4:23 21:17</p> <p>completely 19:8 24:19</p> <p>components 43:3</p>	<p>compromised 48:24</p> <p>computer 22:11,12 55:12</p> <p>concentration 11:6</p> <p>concern 22:17 25:11 32:22 33:14 39:3 46:25 48:14 49:2,21 52:6,11,12 53:15,23</p> <p>concerned 22:21 28:18 34:12 35:11,24 38:21 39:11 46:18</p> <p>concerning 48:20</p> <p>concerns 4:3 21:14,15 27:6 31:1 33:15 38:16 46:11,16 47:8,25 48:3 50:11</p> <p>concluding 33:7</p> <p>conclusion 10:21 22:3 26:7</p> <p>conclusions 42:1</p> <p>condition 27:22 36:5,12</p> <p>conduct 16:16</p> <p>conducts 2:25</p> <p>confidence 47:23</p> <p>confused 21:9</p> <p>confusing 19:22 20:21</p> <p>congestion 36:2</p> <p>conjunction 2:16</p> <p>connected 55:14</p> <p>connection 34:20</p> <p>consecutive 11:2</p> <p>conservation 8:4</p> <p>conservative 51:25</p> <p>consider 2:16 16:6 24:22 30:18 37:22 49:25 52:22</p> <p>consideration 3:12 32:13,18</p> <p>considered 3:25 25:21 31:20 39:24 51:20</p> <p>considering 49:24 52:18</p> <p>consist 3:14</p> <p>consistency 51:19</p> <p>constant 26:4</p> <p>constantly 21:24</p>	<p>construct 25:14</p> <p>constructed 22:15</p> <p>construction 10:7 19:19 21:12 22:9,22 23:12,23,25 24:2,3 25:4,16 26:2,4 27:2 30:11 41:2,6 44:8,9,11 45:4 51:11 53:18,21</p> <p>consultant 19:24</p> <p>consultants 32:8 33:5</p> <p>continues 36:16</p> <p>continuing 17:14</p> <p>continuous 23:7,22</p> <p>CONTRA 55:3</p> <p>contractors 11:9</p> <p>contributed 23:6</p> <p>control 44:13 46:19,25</p> <p>conversation 27:24</p> <p>conversations 28:14</p> <p>COPD 36:9</p> <p>copies 5:9</p> <p>corner 8:16 43:6</p> <p>cost 28:20</p> <p>COSTA 55:3</p> <p>Costco 44:25</p> <p>costs 28:22</p> <p>counsel 55:16</p> <p>count 26:16,17,18 27:23</p> <p>country 19:12</p> <p>county 2:21,22 4:17,18 5:9,11,12 19:17 29:12 30:4,7,8 35:22 37:21,22 44:16 45:5,7,9,10,23 52:18 55:3</p> <p>county's 4:24 23:13 35:8</p> <p>couple 9:1 10:13 17:12 38:17 50:4</p> <p>court 35:18 39:19</p> <p>cover 28:4</p> <p>covered 27:21 28:5</p> <p>crash 46:20</p>
---	--	---

Comment Letter T1 (Cont.)

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION 5 of 18

<p> crashing 47:12 crazy 24:19 38:20 create 46:12 created 34:17 creates 23:2 creating 22:23 cruising 35:3 CSR 1:19 cubic 16:16 cul-de-sac 17:10 cumulative 2:14 16:9 cumulatively 2:18 curable 36:15 curious 20:14 current 7:15 12:23 14:19 49:24,25 currently 7:23 35:9,10 36:15 48:2 custom 30:11 customers 7:12 cut 10:9 31:13 44:20 cuts 9:13 </p> <hr/> <p style="text-align: center;">D</p> <hr/> <p> damage 26:13 30:9 36:6,14,18 37:25 38:2 damaged 37:5 damages 38:2 dark 45:2 data 13:15,24 16:10 17:24 18:9 41:1,5 53:4 daughter 49:12 day 3:8 18:7 22:1 26:17,19 32:24 33:2 36:25 55:18 days 11:1,2,5 25:17 DB 23:6,11,15,17,20,21 25:15 DBA 23:14 24:1 25:16 dead 16:7 24:18 deal 10:4 29:22 37:11 42:22 44:9 </p>	<p> dealing 8:18 dealt 6:9 death 10:19 23:10,16 27:18 debris 51:22 decades 17:12 45:20 December 11:2 decibel 52:1 decibels 51:15 decided 28:1 declines 24:8 deep 34:5,9 deficient 43:8 definitely 6:5 definition 40:3 degrees 14:12 37:10 DEIR 10:24 12:16 14:8,17 15:7 17:5 18:15 19:24 20:19 21:11 23:11 24:21 25:14 32:12 33:24 39:14 40:3 41:3 42:15 52:17 demand 6:20,22,24,25 7:1,4 30:8 demonstrations 22:6 department 5:10 24:14 36:10 departments 19:10 depicts 2:4,8 depression 20:8 Derita 1:18 55:5 design 3:25 designations 39:12 destroy 31:9 destroyed 31:25 determined 3:17 4:3 5:7 develop 29:10 30:2 32:15 developer 13:6 14:13 15:24 20:25 24:10 25:12 27:25 28:1,18 31:18 38:3 39:3 41:23 42:21,22,24 43:8 47:24 </p>	<p> developers 29:15 46:11 developing 29:11 development 2:17 31:20 32:14,17 39:17 40:2 41:14 46:6 developments 40:21 diagram 25:2 diameter 32:10 34:5 died 13:2 50:22 diesel 4:12 10:8,11 difference 50:2 different 6:21,25 16:22 22:20 25:2 difficult 12:8 diggers 20:2 diligence 12:5 dimension 25:2 dip 37:10 direct 2:11,12 34:16,20 48:12 directly 10:10 18:20 22:9 46:6,7,14 47:1,4 52:24 directors 51:12 disagreement 16:23 disappointing 47:22 discharge 18:23 discount 40:5 discretionary 2:22 discussion 42:18 disinterested 55:11 disrupt 17:22 district 44:24 disturbing 34:11 47:5 ditch 19:23 20:2,11 33:3 ditches 20:3 divergent 51:14 divide 2:9 document 9:23 dollars 31:15 Donald 11:13 </p>
--	---	--

Comment Letter T1 (Cont.)

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION 6 of 18

<p>done 8:3 19:5 30:19 34:2 41:9 51:5</p> <p>door 48:21</p> <p>dosage 37:12</p> <p>downhill 19:15 20:6 33:14</p> <p>downtown 34:19,21,23 35:4</p> <p>Downy 6:1</p> <p>draft 3:9 4:7,8 5:2,9 47:15 48:2,9</p> <p>drain 42:20</p> <p>drainage 41:24 42:18,22,23 43:2</p> <p>dramatic 39:21</p> <p>draw 42:1</p> <p>drawing 46:5</p> <p>drawn 32:12</p> <p>drive 9:12 11:16 22:8 33:22,23 34:18,24 35:5 38:16,20 39:11,18 43:14,15 46:12 50:19 51:8 53:15</p> <p>driveway 35:12</p> <p>driving 39:18 46:8,19</p> <p>Drop 8:16</p> <p>drought 7:19,24 8:2</p> <p>dry 50:7</p> <p>due 12:5 30:9</p> <p>dug 20:3</p> <p>duly 55:10</p> <p>durations 27:14</p> <p>duress 27:15</p> <p>during 3:8,12 4:1,4,6 19:19 32:7 33:2 41:2,6</p> <p>dust 36:2,8 43:24</p> <hr/> <p style="text-align: center;">E</p> <hr/> <p>ear 36:15,17</p> <p>earlier 43:21</p> <p>early 3:19</p> <p>education 16:10</p>	<p>Edward 51:7</p> <p>effect 32:18 42:9</p> <p>effects 42:2,15,16</p> <p>Eggelmeyer 11:19</p> <p>egressing 26:25</p> <p>eight 25:16</p> <p>EIR 2:18,20,24 3:1,5,7,9,13,18,22 4:7,8,18,20 5:5,9,20 9:19 12:9 27:8,22 47:15 48:2,4,9 49:25 53:6</p> <p>either 17:24 19:16 46:20</p> <p>elder 48:21</p> <p>elderly 48:15</p> <p>elevation 5:23</p> <p>else 19:23 43:4 51:4 53:24</p> <p>elsewhere 27:9</p> <p>e-mail 5:3</p> <p>enable 13:9 19:1</p> <p>enchanted 2:2 28:12,16</p> <p>engagement 7:15</p> <p>engineer 17:19 29:21 34:4</p> <p>engineering 17:17 28:22</p> <p>engineers 29:20</p> <p>enjoy 52:15</p> <p>enjoying 48:25 49:1</p> <p>enormous 14:14</p> <p>ensuring 3:3</p> <p>environment 23:8 53:11</p> <p>environmental 4:2 8:18 49:7,18,20 50:8</p> <p>equipment 11:6</p> <p>eroded 41:19,25 43:6</p> <p>erodes 47:23</p> <p>erosion 9:7,10 42:13 51:16 52:3</p> <p>erosions 31:17</p> <p>especially 37:2</p> <p>essentially 17:9 23:6</p>	<p>esthetic 12:8 13:10,25 14:3</p> <p>esthetics 12:7 39:15 42:17</p> <p>EU 23:9,16</p> <p>Europe 23:6,10</p> <p>evaluated 4:7</p> <p>evening 5:3 46:3</p> <p>event 50:9</p> <p>everybody 44:19 45:15,22</p> <p>everyone's 52:11</p> <p>everything 22:16</p> <p>example 17:18,19 24:25</p> <p>excavation 34:10</p> <p>exceedance 23:13</p> <p>exception 49:23</p> <p>exceptional 7:24</p> <p>excess 23:18</p> <p>excessive 35:2</p> <p>excluding 25:17</p> <p>exclusion 25:15</p> <p>exhaust 10:11,14</p> <p>existing 4:5</p> <p>expand 2:14 17:13</p> <p>expanded 53:8</p> <p>experience 23:23</p> <p>experiencing 50:4</p> <p>exposed 11:5 26:23</p> <p>extension 21:19 42:12</p> <p>extensive 6:10</p> <p>extra 45:13</p> <p>extraordinary 50:5</p> <p>extremely 21:15,18</p> <p>eye 5:21</p> <hr/> <p style="text-align: center;">F</p> <hr/> <p>face 47:3</p> <p>faced 25:10</p> <p>facing 41:25</p> <p>fact 22:10 31:18 32:23 33:6 39:17</p>
---	--	---

Comment Letter T1 (Cont.)

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION 7 of 18

<p>factor 28:20</p> <p>factual 16:23</p> <p>failing 39:14</p> <p>failure 19:16</p> <p>failures 19:3</p> <p>fair 30:3</p> <p>Fairfield 39:19</p> <p>fairly 52:22</p> <p>fall 3:19 36:24 49:1</p> <p>falls 37:4</p> <p>false 33:9</p> <p>familiar 33:5</p> <p>families 45:18,19 48:17</p> <p>fast 24:8 46:19,23</p> <p>father 33:22</p> <p>fear 31:6,7</p> <p>feathers 16:25</p> <p>feel 15:11,13 33:4 50:23 51:3</p> <p>feet 6:5 14:10,12 16:16 17:2 20:4 24:1 34:5,6</p> <p>fence 47:10</p> <p>Fewer 12:4</p> <p>fight 43:23</p> <p>figure 43:10</p> <p>fill 8:14 14:13 37:22 51:6 53:12</p> <p>final 3:13,18 4:19 5:5 20:19 48:4,5 49:23</p> <p>finally 11:3 17:15 41:21 42:24</p> <p>fine 17:25 19:2</p> <p>finer 49:22</p> <p>finish 21:7 29:15</p> <p>fire 7:4 18:20,23 24:14</p> <p>firm 19:24</p> <p>first 8:19,20 14:20 32:7 43:16,18 45:24</p> <p>Fish 6:14</p> <p>five 11:8,22 12:1,10 19:7,18 20:4,20 25:16 27:14 38:18 40:16 44:3 53:8</p>	<p>fix 31:11 45:9</p> <p>fixing 31:18</p> <p>flag 31:16</p> <p>flat 20:5</p> <p>fly 16:3</p> <p>folks 19:24 30:17 48:11,15,22</p> <p>foot 35:7</p> <p>forcing 28:2</p> <p>foregoing 55:6</p> <p>Forget 40:15</p> <p>form 8:14 53:13</p> <p>formal 20:23 22:6</p> <p>forth 44:24 50:21</p> <p>forward 16:13</p> <p>fourth 21:3</p> <p>Francisco 1:24</p> <p>friend 31:12</p> <p>front 29:9</p> <p>fruit 8:5</p> <p>frustrated 9:25 47:13</p> <p>fully 48:9</p> <p>funding 49:9</p> <p>funny 29:20</p> <p>furthermore 40:14,18 42:17 43:1</p> <p>fuschia 12:10</p> <p>future 2:17 4:14 19:3 23:22 33:15 50:8 52:14,24,25</p> <p>futures 7:16</p>	<p>53:3</p> <p>geology 17:3 51:21</p> <p>George 28:8,11</p> <p>geotechnical 4:9 33:7,15 42:6,7,12</p> <p>getting 7:2 8:9 23:20 36:17,22 37:1</p> <p>Gin 39:9 43:12,14,15</p> <p>given 3:7</p> <p>gives 15:13 37:21</p> <p>goal 16:5</p> <p>gone 8:5 29:17 37:19</p> <p>Google 12:25</p> <p>grade 30:15</p> <p>grading 21:9,13</p> <p>Graves 50:18</p> <p>great 14:18 40:22 45:16 47:14 48:18 52:20,21</p> <p>greater 23:15 25:15</p> <p>green 16:15</p> <p>grew 50:3</p> <p>grow 15:1</p> <p>growing 45:19</p> <p>growth 2:17</p> <p>guaranteed 38:7</p> <p>guess 12:25 49:4 50:5</p> <p>guessing 48:23</p> <p>guys 15:14 19:21 38:13,14 45:23</p>
	<hr/> <p style="text-align: center;">G</p> <hr/> <p>gallons 15:25 40:16</p> <p>gap 18:3</p> <p>general 6:24 20:16 21:11</p> <p>generally 27:21</p> <p>generation 52:14</p> <p>generations 52:15,25</p> <p>gentlemen 52:8</p> <p>geological 33:25 34:3,7</p>	<hr/> <p style="text-align: center;">H</p> <hr/> <p>habitat 51:24 53:11</p> <p>habitats 2:12</p> <p>half 10:12 17:15 18:13 20:18 25:9 44:2</p> <p>hammerhead 32:20</p> <p>hand 17:17 55:18</p> <p>hanging 8:4</p> <p>Hannson 11:15</p> <p>Hansson 5:14,19 10:20 11:11,25 12:5 22:5 26:6 28:6,13 30:21 32:2 33:17 35:15,17 38:10 39:8 53:1,12,24</p>

Comment Letter T1 (Cont.)

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION 8 of 18

<p>54:1 happen 19:14 26:9 36:4 37:15,16 41:22 48:20 happened 49:14 happenings 10:5 happens 22:16 47:6 hard 14:18 50:20 HARDY 8:20 11:13 22:11 28:8 30:22 33:19 35:16 38:11 39:9 43:12 46:1 48:5 50:13 51:4 Harkin 34:8 haven't 8:9 38:13 42:15 having 43:22 50:2 52:12,13 hazard 49:20 head 47:3,12 headed 46:9 health 4:11 17:20 36:7,10 38:1 48:24 49:13,20 hear 9:20 11:21 16:3 31:24 50:16 heard 40:9 hearing 1:14 3:9 4:21 36:14 55:1 heart 10:15,18 23:3,5,9 24:18 27:19 31:21 heat 50:7 Heather 8:16,19 11:18 Hechy 7:18 heights 2:3,7 held 39:25 hell 31:23 Hello 8:22 help 39:2 47:14 HENDERSON 2:2 hereby 55:6 herein 55:8 hereunto 55:17 he's 28:19 29:4,8,17 30:1,19 33:23 43:19 Hetch 7:5,18 53:5</p>	<p>Hetchy 7:6 53:5 Hi 43:14 high 10:11 23:19 25:4 26:17,21 27:16 34:6 higher 18:23 highland 40:8 highlands 39:16,24 highly 39:23 Highway 34:15,22 hill 9:2,13 12:19,21 14:2 16:4 17:9,10 18:4,7 20:24 24:8 29:2,7,17 30:10,13,14 31:6,8,13 33:12 34:6,11,12,13 35:2 36:21 38:13,22,23 39:1,18,22 40:13 46:9,12,18 51:16 52:3 hills 2:2 hillside 7:22 39:20 41:19,22 44:16,20 hire 29:21 hitting 34:22 home 21:24 22:4 29:18 31:3,8 33:1 37:9,16 38:5 44:6 46:7,20 47:12 48:21 homeowner 11:19 49:21 homeowner's 30:16 homes 15:8 23:19,20 27:3 28:21 29:19,20,24 33:9 37:3,6,20,24 38:17 40:23 hook 45:5,6,11,18 hope 37:18 45:23 hopefully 11:4 horizontal 15:4 host 4:20 48:23 hot 43:23 hour 18:6 hours 21:21 house 12:24 15:14 24:6,12,25 26:13 27:1 31:15 37:19 49:10 houses 12:22 14:9,19</p>	<p>24:4,7,16 25:1 26:14 39:22 40:10,13,20 huge 13:1 27:22 40:17 50:1 hundred 6:5 19:5,8,11 21:25 45:15 52:4 Hundreds 31:14 husband 50:22 hydrology 19:4 42:2</p> <hr/> <p>I</p> <hr/> <p>I'd 7:3 idea 33:3 43:8 47:13 identified 9:23,24 10:1 identify 2:19 idle 11:8 I'll 10:22 11:3 19:21 21:5,7 32:5 53:24 I'm 7:2,16,17 8:22 10:3 19:4 22:9,13,21,22 24:2 25:25 29:14 30:6 33:1 34:4,11 35:1,4,19 36:1 38:15,21 39:11 43:18 44:24 46:13,18 48:8,12,23 49:11 50:24 51:2,11 imagine 14:23 15:5 23:21 31:11 39:21 47:5 immunized 29:17 impact 2:12 4:2,9,12 7:5,7 12:9 13:10 14:3,18 15:7,20 16:9 17:24 19:15 23:19 24:5 27:16 32:13,14 36:10 41:1,8,12,13 43:10 48:9,13,15,19 49:7,12 51:12,21 52:1,6,11 53:7,10 impacted 15:19 53:2 impacts 2:11,14,20 22:18 27:18 34:6 52:23 impatcs 50:9 implement 2:23 implemented 3:4 impression 11:23 27:25</p>
--	---	--

Comment Letter T1 (Cont.)

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION 9 of 18

<p>inaudible 9:5 34:5 36:25 39:19</p> <p>inches 20:4 22:15 24:2,6,11 32:10</p> <p>include 5:6 40:4</p> <p>included 4:8 41:1 47:17</p> <p>inconsistency 49:5</p> <p>incorporated 35:6,8</p> <p>incorrect 39:13</p> <p>increase 2:12 10:17 35:9 37:13</p> <p>increases 10:18</p> <p>incredibly 47:22</p> <p>indication 21:22</p> <p>individual 52:23</p> <p>individually 2:15</p> <p>industry 16:14 30:11</p> <p>infamous 17:14</p> <p>information 3:16 5:6 21:10 39:13</p> <p>inhale 36:8</p> <p>inspiring 13:11</p> <p>instead 11:8 18:21</p> <p>insufficient 15:18</p> <p>insulate 29:15</p> <p>insurance 37:24 38:7</p> <p>intangible 52:16</p> <p>intensity 3:24</p> <p>intention 31:18</p> <p>interested 55:13</p> <p>interesting 24:15</p> <p>interference 16:6</p> <p>intersection 46:14 47:17,20</p> <p>investigated 34:25</p> <p>investigation 34:3 35:7</p> <p>invite 38:14</p> <p>involve 33:25</p> <p>involved 31:16</p> <p>involvement 4:15</p> <p>isn't 14:1</p>	<p>issue 47:10 49:17</p> <p>issues 4:3 8:18 9:18 31:9,10 33:7 46:13 49:18</p> <p>items 7:11</p> <p>it's 7:21,25 8:1 9:5,6 12:8,25 14:3 15:15 16:13,19 17:8,10,14 18:8,17,24 20:11,20 21:16,20 22:23 23:17 24:19 25:3 27:17,22 28:5 30:3,18 31:9 32:20 33:12 37:14,25 38:4,22 39:21 41:2,3,21 42:14,21 43:1,19 44:4,18 45:1,2,16,19,20 46:24 48:23 49:22 53:7,20</p> <p>I've 44:21,22 51:23</p> <hr/> <p style="text-align: center;">J</p> <hr/> <p>Jeff 53:14</p> <p>Jerry 8:20,22 17:25</p> <p>John 11:14 22:8 38:17</p> <p>joint 17:6</p> <p>judge 12:8</p> <p>Julie 50:18</p> <p>July 55:18</p> <p>June 3:11 4:17</p> <hr/> <p style="text-align: center;">K</p> <hr/> <p>key 42:10</p> <p>kicked 43:24</p> <p>kids 21:23 35:11 38:18,23 43:25 44:4,5,6,23 45:20 48:15</p> <p>Kim 38:11 39:9,10</p> <p>kinds 31:24</p> <p>knew 29:7</p> <p>known 23:1</p> <p>Krishanna 1:18 55:5</p> <hr/> <p style="text-align: center;">L</p> <hr/> <p>land 20:15 23:13,15 36:24 37:4 40:19 52:13</p>	<p>landscape 13:20 52:20</p> <p>landscaping 13:1,3 40:9 41:24</p> <p>landslide 17:6 36:19,20,21 37:24 38:9</p> <p>landslides 17:4 42:3</p> <p>Lang 33:19</p> <p>large 8:10 9:3 28:21</p> <p>larger 14:19</p> <p>last 3:7 4:1 11:24 13:5 14:2 17:5,8 18:11 19:18 20:15 21:21 28:17 33:8 50:4 51:4</p> <p>lastly 2:18 4:25 13:24 20:12</p> <p>late 3:19</p> <p>later 11:21</p> <p>Laurel 30:23 32:3,5</p> <p>LAURIE 5:18</p> <p>layers 51:23</p> <p>lead 2:21,24 3:2,20 51:16</p> <p>leading 46:18</p> <p>least 12:10</p> <p>leave 37:16</p> <p>leaving 11:7</p> <p>legally 24:13</p> <p>less 7:23 39:12 41:7,12</p> <p>let's 16:21 22:13</p> <p>level 6:2 23:12,14</p> <p>levels 23:24</p> <p>liability 29:16</p> <p>library 5:12,13</p> <p>lieu 7:20</p> <p>life 10:4 49:12 50:3 51:1</p> <p>light 13:12,14,17</p> <p>lighting 13:12,18</p> <p>lights 13:14 25:6,10 26:25 47:3,12</p> <p>likely 47:9</p> <p>likewise 44:5</p>
---	--	--

Comment Letter T1 (Cont.)

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION 10 of 18

<p>limit 11:20 35:13</p> <p>limited 52:22 53:6</p> <p>line 20:1 32:10,11,17</p> <p>lines 21:4</p> <p>Link 2:10</p> <p>listed 5:4 42:5</p> <p>listening 31:1 45:23</p> <p>lists 10:24 42:7</p> <p>literally 21:17 25:3 26:3</p> <p>literature 5:25</p> <p>little 9:25 10:3 22:3 48:7</p> <p>live 12:20 16:2 28:11,16 33:21 34:18 38:3,4,6,16 39:10,21 43:14 44:18,19 46:4 48:12,21 50:18 51:7,10 53:15</p> <p>lived 31:2 50:2</p> <p>lives 31:12 39:4 45:15</p> <p>lobby 8:15</p> <p>local 34:18</p> <p>locate 34:9</p> <p>located 23:22,24 24:4 46:14</p> <p>location 8:23</p> <p>locations 7:22 13:9</p> <p>long 15:25 20:1 27:15 36:6 38:2 43:19 52:10,11 53:4</p> <p>longer 16:17 20:20 22:3 33:8</p> <p>Loop 6:12</p> <p>Lori 5:17 40:25</p> <p>Los 17:7 41:16</p> <p>Loss 26:11</p> <p>lot 3:25 7:10 8:3 11:16 13:16 15:10 16:25 18:10 20:9,23 21:3,15 22:15,23 30:13 32:15 34:21,23 42:3 44:9 51:8</p> <p>lots 2:6,10 14:10 18:13,19 42:3</p>	<p>loud 24:3</p> <p>loudest 23:25</p> <p>love 12:18 14:23</p> <p>lovely 41:22</p> <p>low 8:4</p> <p>Luong 38:11,12</p> <hr/> <p style="text-align: center;">M</p> <hr/> <p>magnitude 52:5</p> <p>main 41:14 50:11 51:14</p> <p>maintain 47:19</p> <p>maintaining 15:23</p> <p>major 14:3 17:4 29:2,16</p> <p>man 36:23</p> <p>management 6:10</p> <p>manager 49:5</p> <p>map 15:13 20:23 27:19 28:25 41:18 48:14</p> <p>marital 26:3</p> <p>Marvin 39:9 43:12,15</p> <p>mass 10:13</p> <p>massive 15:7</p> <p>Mateo 1:4 5:12 6:3,7,16 7:9,11,15 34:19,21,23 35:3,4,5 44:18 50:2,3,6</p> <p>material 29:22</p> <p>materials 25:5</p> <p>Mathon 11:14 22:8,13 26:8 28:7</p> <p>matter 4:13 10:8</p> <p>mature 40:15</p> <p>maturity 15:1</p> <p>max 23:14 24:1</p> <p>may 1:3 2:13,15,17,23 5:24 13:15 15:22 21:19 33:16 39:1,4 41:9,11,12 46:20</p> <p>maybe 19:25 25:1 50:24</p> <p>mean 30:10 33:11</p> <p>meaning 23:15</p> <p>means 24:17</p> <p>meant 7:3 10:2 16:24</p>	<p>measure 47:21 51:25</p> <p>measured 11:5</p> <p>measures 2:19 3:4 8:4 39:14 42:14</p> <p>medicine 36:16</p> <p>meeting 1:2 5:1 9:24 22:6 28:17 32:8 43:16,22 46:10 47:7,25</p> <p>meetings 46:17</p> <p>mention 39:15 41:15</p> <p>mentioned 15:25 25:8 26:12 27:5 40:18 41:17 53:1</p> <p>messing 31:8</p> <p>meter 10:17</p> <p>meters 5:24 6:3,4</p> <p>methods 18:22</p> <p>mic 50:17</p> <p>Michele 43:13 46:1 48:6</p> <p>micro 51:22</p> <p>microclimate 53:10</p> <p>micrograms 10:16,24</p> <p>microphone 28:14</p> <p>migratory 16:7</p> <p>Mikulic 28:9 30:22,24</p> <p>miles 18:6 52:4 53:9</p> <p>minimal 12:17 18:14</p> <p>Minimize 11:7</p> <p>minimum 48:3</p> <p>minutes 11:8,20,22 12:2 16:4 21:20 43:22</p> <p>missed 13:15 15:22</p> <p>missing 17:4,5 24:24 39:13 41:3</p> <p>mission 1:23 5:22 6:4,9,16 41:11</p> <p>mistake 45:8</p> <p>misunderstood 11:18</p> <p>mitigate 17:8</p> <p>mitigated 40:9</p> <p>mitigating 19:3</p> <p>mitigation 2:19 3:3</p>
---	---	---

Comment Letter T1 (Cont.)

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION 11 of 18

<p>16:19,20,21 25:22 39:14 42:5 47:20 mitigations 16:12 42:6 Mitroff 28:8,11,16 modern 36:16 mom 48:16 moment 32:21 money 37:14 38:5 monitored 27:24 month 25:19 27:11 48:8,16 months 20:17 36:12 mother 48:8 motion 53:25 motorcycle 12:21 Mountain 6:8 moved 54:1 movement 25:24 30:10 34:12 moves 40:20 multiple 13:9 myself 50:23</p> <hr/> <p style="text-align: center;">N</p> <hr/> <p>Nagle 11:13,15 12:4 30:23 32:3,5 narrow 53:23 natural 51:24 naturally 51:17 nature 52:7 necessary 5:7 neighborhood 2:3,7 9:17 20:18 29:5 30:4 36:3,19 37:8,23 43:11,25 44:15,21 45:16,21 48:17,18 neighbors 10:25 29:10 32:16 35:11 40:5 45:3,10 51:8 52:12 neighbor's 46:20 nervous 17:20 19:24 nesting 16:19 night 13:18 31:24 32:24,25 33:2 47:6</p>	<p>nights 50:22 Nile 19:18 nine 18:11 21:23 22:1 28:10 Nobody 45:14 noise 22:21,23 23:1,2,7,12 24:23 25:15 26:5 27:21 35:25 36:13,16 38:1,8 none 12:13 14:24 18:15 19:18 nor 55:14,15,16 normal 51:17 north 34:18 35:1 northeast 2:3,6,7 note 51:10 nothing 19:2,15 30:7 notice 3:6 4:19 32:23 notified 6:15</p> <hr/> <p style="text-align: center;">O</p> <hr/> <p>obstacle 47:16 obtain 15:21 obviously 32:22 36:17 37:17 occurring 51:17 October 3:7 46:10 odd 41:4 OFFICER'S 55:1 officially 19:10 oh 17:13 22:14 41:14 okay 2:2 5:17,19 8:12 25:18 50:16 old 12:24 38:18,19 44:1,2 48:8,16 older 48:24 onsite 43:2 open 8:13 37:11,19 44:17,19 52:20 operation 11:4 opinions 45:24 opportunities 4:14 opportunity 5:1 50:12,16 51:5</p>	<p>oppose 43:18 45:24,25 48:2 opposed 34:21 43:18 oral 4:22 order 9:16 original 14:16 22:25 originally 6:6 8:2 Os 40:22 others 12:4 50:24 outcome 55:14 outside 16:18 43:21 48:25 owl 16:25 17:1 owls 16:3 31:24 32:24 owner 31:4 36:23 38:3 owners 22:4 29:18 31:9 oxygen 48:23 Ozanne 8:20,22</p> <hr/> <p style="text-align: center;">P</p> <hr/> <p>p.m 1:5 25:17 packet 35:24 page 13:16 16:12 pages 9:23 16:22 panels 32:19 paragraphs 15:21 parcels 2:5,10 pardon 12:23 park 8:23 17:10 53:19,21 Parrott 11:16 12:12 13:5,13 14:9,10 15:5,8,16 17:7 18:16 19:16 20:1 22:8 24:4,7 25:25 31:14 33:22,23 34:18,24 35:5 36:20 38:16,20,25 40:14,25 41:16 43:14,15 51:8 particles 10:13,17 particular 26:17 30:1 particularly 6:20 26:21 particulate 4:12 10:8 26:17 27:23</p>
---	---	--

Comment Letter T1 (Cont.)

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION 12 of 18

<p>particulates 26:15,16 27:6 48:19</p> <p>parties 55:15</p> <p>passing 39:16</p> <p>past 20:25</p> <p>pay 40:6 45:12,16</p> <p>pays 45:9</p> <p>peace 45:1</p> <p>peaceful 45:1</p> <p>people 8:24 10:12 11:21 14:4 22:24 23:3,11,16 24:17,23 27:15,20 28:5 32:19,25 33:1 34:21 40:6,7,14,24 41:16 51:2 52:24</p> <p>peoples 40:1</p> <p>people's 31:12</p> <p>per 10:17 23:10</p> <p>percent 10:15,19 12:15 15:2 17:22 18:12,14 23:5,8 51:24</p> <p>percentage 10:11</p> <p>perhaps 49:13</p> <p>period 3:8,10,13 4:6,16 7:24 23:17 27:16 29:4</p> <p>permission 37:22</p> <p>permit 35:22</p> <p>permits 6:12</p> <p>permitted 6:13</p> <p>person 8:19 55:11</p> <p>personal 32:22</p> <p>personally 28:18</p> <p>persons 25:7</p> <p>photo 2:4,8 12:14 16:5</p> <p>photograph 9:6</p> <p>photos 12:24 13:4 17:8</p> <p>picture 15:10 22:14 27:1 40:15 41:22</p> <p>piece 22:20 36:24 37:4</p> <p>pieces 22:20</p> <p>pine 13:21 14:21,25 15:5,9 16:1</p> <p>plan 2:4,8 6:9 8:2 19:14 20:17 32:11,12</p>	<p>37:5,6 49:4,6 50:22</p> <p>planned 41:23</p> <p>planning 1:2 4:20 5:10 6:7 13:20 19:10 20:16 25:22 28:3 46:3 49:17</p> <p>plans 6:24 42:4 46:5 47:17,18</p> <p>plants 13:23 41:8</p> <p>play 38:20</p> <p>playing 38:23 43:21</p> <p>please 16:16 22:5 35:15,18 37:6 51:5 53:13</p> <p>plenty 17:23</p> <p>PM 10:17</p> <p>point 4:22 5:18 6:17 8:12,25 13:25 35:9 40:24 52:9,16</p> <p>pointed 49:6</p> <p>points 32:6</p> <p>poles 13:9</p> <p>policing 53:10</p> <p>policy 40:19</p> <p>pollution 13:14 23:2,7 26:21 35:25 38:1,8</p> <p>pool 26:14 32:19</p> <p>poor 40:14</p> <p>portion 12:7 34:24 53:25</p> <p>portions 29:2</p> <p>positiveing 2:9</p> <p>possibilities 42:7</p> <p>possible 24:9</p> <p>post 41:6</p> <p>posted 30:9</p> <p>posts 13:12</p> <p>potential 4:12 40:22 46:12 51:16 52:3</p> <p>potentially 23:21 24:18 27:18 51:23 52:5</p> <p>power 14:19</p> <p>practically 18:15,16</p> <p>practice 30:11</p>	<p>pre 2:9</p> <p>predators 16:8</p> <p>preparation 2:20 3:6</p> <p>prepare 4:18</p> <p>prepared 3:13 4:11</p> <p>prepares 2:24</p> <p>present 2:19 9:14</p> <p>presentation 8:21</p> <p>presented 22:7</p> <p>preserve 52:21</p> <p>president 8:23</p> <p>pretty 16:13 26:8 46:24</p> <p>prevented 25:7</p> <p>previous 4:4 46:10</p> <p>primary 46:16</p> <p>prior 11:7</p> <p>privacy 15:7 26:11</p> <p>private 7:18 35:21</p> <p>probably 18:7 23:18 30:16 43:17 49:1 50:6,10,24 51:13 52:15,17 53:8,9</p> <p>problem 28:24 29:8 36:7,11</p> <p>problems 9:22 12:10 23:4 33:11</p> <p>proceedings 2:1 55:9</p> <p>process 2:25 3:5 4:23,24 19:7</p> <p>product 4:4 23:7</p> <p>professional 10:4</p> <p>professionals 6:1</p> <p>profit 37:20</p> <p>progress 40:10</p> <p>prohibitive 28:22</p> <p>prohibits 7:18</p> <p>project 2:23,24 3:1,2,22 4:10,23 6:6 8:25 9:1,2 13:17 16:13 18:5 25:19,20 27:11 28:23 29:15,16 34:3,17,25 44:2 47:8 48:20 49:3,4,5,6 50:9,19</p>
---	--	---

Comment Letter T1 (Cont.)

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION 13 of 18

<p>projects 3:20 8:11 27:10,13</p> <p>properties 29:25 34:13</p> <p>property 25:4 30:1,9 32:9,11,17 33:6 35:21 43:7 45:13</p> <p>proposal 14:16</p> <p>propose 14:17</p> <p>proposed 3:22 32:20 41:23</p> <p>proposing 2:5 14:13 35:4</p> <p>protected 42:25</p> <p>protects 2:17</p> <p>provided 5:5 13:7</p> <p>PSI 7:23</p> <p>public 1:14 2:25 3:12 4:14,16,19,21 5:1 8:13 53:25</p> <p>publicized 39:23</p> <p>pulmonary 10:6</p> <p>purpose 4:25</p> <p>putting 24:11 42:20</p> <hr/> <p style="text-align: center;">Q</p> <hr/> <p>quality 9:21 36:20,21</p> <p>question 6:19 11:17 24:5 51:14</p> <p>questions 5:15,17,20 8:13,17 25:13</p> <p>quickly 37:17,21</p> <p>quiet 45:2</p> <p>quite 9:3,7 33:4 41:4 53:6</p> <p>quote 18:22 43:2</p> <hr/> <p style="text-align: center;">R</p> <hr/> <p>racing 46:22</p> <p>rain 51:18</p> <p>rainbow 17:13</p> <p>raining 37:2</p> <p>raked 18:4</p> <p>Raker 7:5,17</p> <p>ramifications 52:10</p>	<p>range 5:23,25 6:2 18:14 23:20</p> <p>raptor 17:2</p> <p>Raptors 16:3</p> <p>rates 51:17</p> <p>Ray 32:3 33:19,21</p> <p>Raymond 43:12 46:1,4</p> <p>Razavi 32:4 33:19,21</p> <p>reading 7:7 27:8</p> <p>real 28:24 29:22</p> <p>realistic 29:13 30:3</p> <p>reality 12:14</p> <p>realized 49:22</p> <p>realizes 28:20</p> <p>really 7:2 10:1 12:19 20:17 25:9 30:3 32:15 33:5 34:11 37:21 45:17 46:24</p> <p>reason 37:9 38:15</p> <p>reasonable 25:13 27:17,18</p> <p>reasonableness 30:6</p> <p>reasons 48:1</p> <p>rebuild 42:10</p> <p>receive 1:14 20:13</p> <p>received 3:12,15,17 4:6 5:8</p> <p>recent 11:9</p> <p>reconsider 37:6</p> <p>record 55:9</p> <p>recording 10:9</p> <p>red 14:16 31:16</p> <p>reduce 17:23 41:12</p> <p>reduced 3:24</p> <p>reduces 12:3</p> <p>refer 34:8</p> <p>reference 13:17 15:6,20 18:3,12,15 20:16,21 39:16</p> <p>references 21:3</p> <p>regarding 33:24 47:17</p> <p>regardless 41:13</p>	<p>region 4:5</p> <p>regular 17:11</p> <p>regulations 27:12</p> <p>reiterate 4:25 5:8</p> <p>rejected 25:23</p> <p>relate 46:16</p> <p>related 55:15</p> <p>release 3:18 4:19</p> <p>released 3:9,14</p> <p>relevant 33:8</p> <p>remember 10:16</p> <p>removal 2:11</p> <p>remove 16:18 29:2</p> <p>removed 12:15,18 15:9 21:1 43:3</p> <p>removing 14:2 17:21</p> <p>rendering 14:22 40:1</p> <p>repetition 11:21</p> <p>repetitive 31:3</p> <p>replace 40:17</p> <p>replacements 14:25</p> <p>replacing 40:16</p> <p>report 4:3 21:6 34:8 41:4,15,20 42:6,7,12 43:7 48:10 49:7 50:1,8</p> <p>reported 1:18 32:9 55:9</p> <p>reporter 55:6,10</p> <p>Reporters 1:23</p> <p>reports 15:20 21:20 22:25</p> <p>representation 47:24</p> <p>represented 51:9</p> <p>request 4:1 16:11 17:21 18:22,24 53:25</p> <p>requests 28:10 50:14</p> <p>require 11:9 21:19</p> <p>required 3:21,23</p> <p>requirements 35:8</p> <p>requires 9:19</p> <p>research 4:5</p> <p>researched 17:6 22:19</p>
--	--	--

Comment Letter T1 (Cont.)

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION 14 of 18

<p>reservoir 53:5</p> <p>resident 39:4 46:21</p> <p>residential 23:14</p> <p>residents 25:20 50:6 52:18,19</p> <p>resources 4:5,7 6:19</p> <p>respect 48:14 49:10</p> <p>respectfully 16:11 17:21 18:23</p> <p>respective 55:16</p> <p>respiratory 49:13</p> <p>response 3:14</p> <p>responses 5:4</p> <p>responsibility 2:21 35:20,23</p> <p>responsible 3:3 10:14</p> <p>rest 19:21 49:11 53:22</p> <p>result 4:1,12 23:12</p> <p>retaining 42:11</p> <p>review 3:11 4:14</p> <p>reviewing 47:15</p> <p>revised 4:8</p> <p>revision 3:15</p> <p>Richmond 7:4</p> <p>Ricket 38:11 39:9,10</p> <p>rim 17:9</p> <p>ringing 36:14,15,17</p> <p>risk 4:11 10:18,25 49:22</p> <p>road 1:23 18:25 20:9 21:18 22:10,14 24:6,7,11 25:3,23,25 33:9 46:4,5,15,17,21 47:1,18 49:23</p> <p>rock 51:19</p> <p>rolling 39:1</p> <p>room 26:25</p> <p>root-bearing 13:22</p> <p>roughly 23:8</p> <p>route 21:11,12,14 41:2</p> <p>routes 34:16</p> <p>Roxbury 39:19</p>	<p>run 20:12,13,15</p> <p>running 43:20</p> <p>rushes 20:10</p> <hr/> <p>S</p> <hr/> <p>sad 40:22</p> <p>safety 21:14,22 38:15,21,25 46:13 47:10,14</p> <p>Safeway 44:25</p> <p>sale 37:18</p> <p>San 1:4,24 5:11,12 6:3,7,15 7:9,11,15 34:19,20,23 35:3,4,5 44:18 50:2,3,6</p> <p>Santa 19:17</p> <p>saw 16:18 49:15</p> <p>scaled 28:23</p> <p>scenic 39:25 40:3,7</p> <p>schedule 3:5</p> <p>school 44:7,23</p> <p>science 19:7</p> <p>scope 4:2</p> <p>scoping 3:8,9 4:2,6 9:24 32:8 46:16 47:7,25</p> <p>scrape 42:8</p> <p>screen 8:21</p> <p>sea 6:2</p> <p>seal 7:18</p> <p>season 16:19 37:2</p> <p>second 12:20 13:8 16:12 36:8 46:25</p> <p>seconds 21:25</p> <p>section 15:10 16:9 33:25 34:1,7,13 35:1,5,13</p> <p>sections 9:6</p> <p>seem 25:13 42:4</p> <p>seems 13:25</p> <p>seen 8:9 31:3</p> <p>seepage 19:16</p> <p>seismic 51:15</p> <p>sell 37:17,21 38:5</p>	<p>sense 27:9,11,13 43:5,6</p> <p>sensitive 2:12 23:22</p> <p>sentence 10:7</p> <p>separate 4:20 51:13</p> <p>seriously 6:16</p> <p>service 2:14 6:14</p> <p>seven 11:16 14:9 21:3,4</p> <p>several 7:10 15:21 18:19 21:13</p> <p>severe 7:19 36:6,9,14</p> <p>sewer 45:12,16</p> <p>shadow 40:20</p> <p>shallow 20:8</p> <p>share 27:6</p> <p>She'll 8:16</p> <p>She's 44:6,7</p> <p>shine 25:6</p> <p>shining 17:18 25:10 26:25</p> <p>shopped 12:14</p> <p>shorter 27:10</p> <p>shorthand 1:23 55:5,10</p> <p>shown 4:7</p> <p>shows 12:11 15:17 27:20 31:19</p> <p>shrubbery 47:11</p> <p>shrubs 12:13,15 25:7,8</p> <p>sides 26:4</p> <p>Sierras 7:4</p> <p>significant 2:11,15,18,19 39:12 41:7,12,13 42:9</p> <p>Silicon 1:25</p> <p>Silver 6:12</p> <p>similar 17:9 25:1 27:3</p> <p>single 14:21 36:8</p> <p>Sir 28:13</p> <p>site 2:4,8 13:4 15:18 16:17 18:16 19:25 21:16 47:19</p> <p>sitting 49:16</p> <p>situation 27:4 30:12</p>
---	--	--

Comment Letter T1 (Cont.)

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION 15 of 18

<p>six 2:5 11:16 21:4 25:17 43:19,25 45:20</p> <p>size 6:6 21:10</p> <p>skill 17:17</p> <p>skip 11:3 19:21</p> <p>slide 4:8 5:4 8:25 17:13,14,15 28:4 31:15 34:9 41:15 49:19</p> <p>slides 17:11 29:23 31:3,5,12</p> <p>sliding 17:17</p> <p>slip 48:5 51:6</p> <p>slope 17:23 40:4 41:25 42:10</p> <p>slopes 20:6</p> <p>small 10:17 17:11 36:10</p> <p>smoke 36:2,4,8</p> <p>snake 16:8</p> <p>soil 17:20,22 18:1,5 36:25 37:9 41:18 42:8 51:18</p> <p>soils 17:3 41:20</p> <p>solar 32:19 40:18</p> <p>sold 17:15</p> <p>someone 20:6 27:5 39:5</p> <p>somewhat 29:6 51:14</p> <p>son 35:25 43:17</p> <p>son's 36:5</p> <p>sorry 50:23</p> <p>sort 3:5 27:1 30:8 47:10,14,16</p> <p>sorts 48:17 49:15</p> <p>Sosnick 53:14</p> <p>sound 52:1</p> <p>sounds 24:19 49:25</p> <p>South 1:24</p> <p>space 44:17,19 52:13</p> <p>span 17:3</p> <p>spare 11:2,5</p> <p>speak 8:14 29:9 30:24 50:15</p> <p>speaker 8:20 11:13 28:8</p>	<p>30:22 48:5</p> <p>speakers 11:21 29:3</p> <p>Special 6:12</p> <p>specially 19:17</p> <p>species 5:23</p> <p>speed 35:13</p> <p>speeders 35:2</p> <p>spend 50:25</p> <p>split 22:20</p> <p>spoke 28:17 52:1</p> <p>spot 12:23</p> <p>spring 51:19 53:2</p> <p>springs 31:7</p> <p>sprinkler 18:23</p> <p>square 52:4</p> <p>ss 55:3</p> <p>stability 17:20,24</p> <p>staging 53:17</p> <p>stalls 50:9</p> <p>standard 11:6 16:14</p> <p>standards 10:23</p> <p>standing 19:19,20</p> <p>staring 14:15 15:3,14</p> <p>Starlet 48:12</p> <p>Starlight 2:3,7</p> <p>start 21:5 26:6</p> <p>started 18:5 20:8 22:24 29:20 36:3</p> <p>state 29:21 52:20,21 55:2</p> <p>stated 4:15 29:3,6 47:6,9</p> <p>statement 20:22 47:13</p> <p>states 23:12</p> <p>stay 36:12</p> <p>stays 49:20</p> <p>steep 9:5 15:12 18:8,17,19,24 21:15,18 26:8 29:17,25 30:1,13,15 38:15 46:8 53:20</p> <p>steepness 15:12</p>	<p>18:7,10,16,20 21:3</p> <p>stick 11:22</p> <p>stood 32:7</p> <p>stop 29:11</p> <p>stopped 17:17</p> <p>storms 19:8,11,13</p> <p>story 13:8 15:14 40:23</p> <p>straight 46:9</p> <p>stream 10:10</p> <p>street 12:25 13:13 46:15,23 47:2,18 53:20,23</p> <p>streets 18:5 34:15,18 40:2 53:22</p> <p>stress 23:3</p> <p>strip 33:12</p> <p>stroke 10:18</p> <p>strong 42:16</p> <p>strongly 42:13</p> <p>structural 34:4</p> <p>studies 17:23 23:4</p> <p>sub 2:9</p> <p>subdivide 2:5</p> <p>subject 29:5</p> <p>subjected 31:22</p> <p>subjects 4:24</p> <p>submit 4:17 5:3</p> <p>substantive 29:22</p> <p>subsurface 41:24 42:18</p> <p>successfully 10:2</p> <p>suffering 30:20</p> <p>sufficient 13:10</p> <p>Sugarloaf 6:8</p> <p>suggested 16:1</p> <p>suggesting 41:10</p> <p>suggests 42:13</p> <p>summary 27:21</p> <p>summer 3:19</p> <p>sun 40:20 48:25</p> <p>supplemental 3:16</p> <p>suppliers 7:19</p>
---	---	--

Comment Letter T1 (Cont.)

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION 17 of 18

<p>40:25 44:11 53:16 true 7:10 8:5 12:17 55:9 truly 13:9 try 32:6 37:13 trying 31:11 turn 36:9 47:3 turned 36:3 turns 32:21 twice 35:13 type 14:8 36:12 types 6:25 typewriting 55:12</p> <hr/> <p style="text-align: center;">U</p> <hr/> <p>UCCELLI 1:22 UCSF 10:4 un 43:7 unattending 23:24 unchanged 9:9 undebuilt 41:25 underdeveloped 42:19 underground 31:7 underneath 51:19 understand 7:3 9:17 27:7,10 35:20 39:2 44:17,21 understanding 7:8,25 8:1 13:10 understood 11:25 undeveloped 14:2 undisturbed 42:25 43:2 unhappy 27:24 unique 30:12 units 30:13 unless 8:12 14:14 24:13 28:2,25 unmodified 9:9 unprepared 48:8 unrealistic 24:19 29:7 unspecified 13:20 unstable 31:6</p>	<p>updated 5:6 upgraded 16:12 27:23 USGS 52:2 usually 6:3 10:12 utilities 18:4 utility 2:13 4:10 18:11 u-turn 21:16,17</p> <hr/> <p style="text-align: center;">V</p> <hr/> <p>vacate 26:22 validated 23:2 Valley 1:25 value 17:16 37:12 variance 24:14 various 9:5,12 vegetation 40:11 vehicles 19:1 21:20 26:2 33:13 version 11:1 Vibration 26:12 view 12:22,25 13:6,25 14:7,8 39:15 40:12 views 39:25 40:3,4,7 Virtually 9:22 visibility 47:20 visible 12:12 visits 16:17</p> <hr/> <p style="text-align: center;">W</p> <hr/> <p>Wading 5:20 wait 26:23 walk 30:25 35:23 38:6,14 walked 20:6 walking 37:7 wall 47:10,14 walls 42:11 warned 26:16 washed 11:7 watch 37:18 water 6:19,20 7:2,6,8,9,13,14,16,17 ,18,19 8:3,8,11 18:24</p>	<p>19:16,19,20 20:12 43:22 52:25 water's 7:12 8:1 ways 6:21 42:10 weather 48:19 49:1,24,25 50:3 website 5:10 we'd 12:17 13:14,24 14:16,23 18:9,10 20:16 week 13:2 25:17 38:19 west 9:4 19:18 we've 11:1 31:1,3 44:19 45:12 46:22 50:19 whatever 29:18 44:4 wheelers 44:12 WHEREOF 55:17 whether 10:5 42:21 52:15 whole 12:21 20:10 26:19 29:14 36:3 44:16 45:14 wife 44:5,9 wildlife 6:14 31:24 32:24 willing 28:2 window 22:1 46:10 47:2,4 winds 51:18 wing 17:3 wipe 51:23 wish 8:14 30:17 50:14 within-entitled 55:7 WITNESS 10:22 11:12 32:3 33:18,20 50:18 55:17 witnessed 46:22 woman 13:1 wondering 29:14 30:6 51:11 work 8:6,7 45:7 worked 6:8 50:20 workers 44:8,9 53:18,21 working 20:18</p>
---	--	---

Comment Letter T1 (Cont.)

PLANNING COMMISSION MEETING - AUDIO TRANSCRIPTION 18 of 18

works 52:2
worried 7:16 22:22
worry 7:10 8:10
worse 36:18,22 37:1
worth 14:4
worthless 19:11
written 4:17,21 5:4
21:6
wrong 15:24 17:1
wrote 33:6
www.UccelliReporting.co
m 1:24

Y

Yang 35:16,19
yard 50:21
yellow 8:14 51:6 53:13
yet 6:23 19:9 40:2
Young 43:13 46:2 48:6,7
you've 40:9 41:8 44:15
Yu 43:12 46:1,3,4

Z

zone 24:5
zones 6:11

3.0 RESPONSES TO COMMENTS

The following responses have been prepared for each bracketed comment included in **Chapter 2.0** of this Response to Comments document in accordance with Section 15132 of the CEQA Guidelines which states that the FEIR must contain responses of a lead agency to significant environmental points raised during the review and consultation process. Significant environmental points are those that address the required scope and content of an EIR as dictated by the CEQA Guidelines.

L1 James C. Porter, Director of Public Works, County of San Mateo Department of Public Works

Response to Comment L1-1

Comment noted.

Response to Comment L1-2

Comment noted. The Revised Draft Environmental Impact Report (EIR) (included as Volume II of the Final EIR; hereby referenced as Volume II) has been updated to acknowledge that streetlights along private roadways would not be annexed into the Bel Aire Lighting District and that the project applicant, during annexation procedures with the Local Agency Formation Commission (LAFCO), will include provisions to ensure all street lighting is consistent with County regulations and properly maintained in a manner similar to Bel Air Lighting District requirements.

Response to Comment L1-3

Comment noted. The commenter is correct that the private system will be owned and maintained by the property owners.

Response to Comment L1-4

Comment noted. Text was updated in **Section 2.0 of Volume II** to correctly refer to the "Crystal Springs County Sanitation District" (CSCSD).

Response to Comment L1-5

Comment noted. Text was updated in **Section 4.10 of Volume II** to state that CSCSD has begun construction of the eight capital improvement projects described in the Sewer Master Plan with an anticipated completion date in the fall of 2014.

Response to Comment L1-6

Comment noted. Text was updated in **Appendix B of Volume II** to correctly refer to the "Crystal Springs County Sanitation District."

Response to Comment L1-7

Comment noted. Text was updated in **Appendix G of Volume II** to correctly refer to the “Crystal Springs County Sanitation District.”

Response to Comment L1-8

Comment noted. Text was updated in **Appendix G of Volume II** to state that CSCSD has begun construction of the eight capital improvement projects described in the Sewer Master Plan with an anticipated completion date in the fall of 2014.

Response to Comments L1-9 and L1-10

Senate Bill (SB) 1322 (Bergeson) titled “Supplement to AB 939 / State Programs” was enacted in union with Assembly Bill (AB) 939 to form the “California Integrated Waste Management Act of 1989.” As summarized by CalRecycle (1997), SB 1322 “Made legislative declarations regarding the high priority of implementing state programs to: change manufacturing and consumption habits; increase the procurement of recycled materials by the state; improve markets for recyclable materials; conduct research and development to improve the manufacturing processes for recycled materials; and inform and educate the public about the integrated waste management hierarchy.” SB 1322 also defined terms used throughout the Integrated Waste Management Act of 1989 and described State-level actions and programs to be developed, such as the Market Development Zone Program and the Plastic Recycling Program (CalRecycle, 1997). Therefore, the reference to SB 1322 provides an accurate background to the Integrated Waste Management Act of 1989 and required diversion rates. No revisions to the Draft EIR are required.

Response to Comments L1-11 through L1-15

The paragraph under the heading “Residential Solid Waste Generation” in Section 4.10.2 and associated text in **Section 4.10.4 of Volume II** have been revised to reflect the waste generation and diversion rates provided by the commenter and Table 4.10-7 has been removed to reduce redundancy in the analysis. However, these updated rates do not change the analysis of impacts presented in Section 4.10.4 of the Draft EIR. Operation of the Proposed Project would result in an additional approximately 0.14 tons of waste per day to be sorted at the Shoreway Environmental Center, which would increase the daily throughput by less than 0.1 percent, as stated in Section 4.10.4 of the EIR. Operation of the Proposed Project would also add approximately 0.8 tons of waste per day to be disposed at the Ox Mountain Sanitary Landfill, which would increase the daily throughput by less than 0.1 percent, as stated in Section 4.10.4 of the Draft EIR. Given the Proposed Project’s minimal contribution to daily throughput at the Shoreway Environmental Center and Ox Mountain Sanitary Landfill, there would be no cumulative significant impact. As stated in Section 4.10.4 of the Draft EIR, environmental impacts resulting from solid waste generation would be less than significant.

The diversion program for solid waste associated with construction of the Proposed Project is discussed in Section 4.10.4 of the Draft EIR. As stated therein:

Construction of the Proposed Project would adhere to the County Green Building Ordinance, which includes striving to conserve natural resources in the construction as well as reduce waste in landfills generated by construction projects. Additionally, construction of the Proposed Project would also adhere to the County Ordinance No 04099, which requires a Waste Management Plan (WMP) be developed to ensure the salvage, reuse, or recycle of 100 percent of inert solids (e.g. concrete, rock, etc.) and of at least 50 percent of the remaining construction and demolition debris generated by the project.

During operation, the Proposed Project would maintain compliance with the current diversion rate of 68.3 percent. This would be accomplished through ensuring adequate space on each residential lot to store recycling carts and containers, including those provided by Recology San Mateo County (RSMC) as mentioned in Section 4.10.2 of the EIR, as well as to store compost carts and containers.

P1 Baywood Park Homeowners Association

Response to Comment P1-1

Comment noted.

Response to Comment P1-2

As noted in Sections 2.3 and 3.3 of the Draft EIR, the Proposed Project is a revised, reduced intensity design of the previous project, for which the associated applications for a Major Subdivision and Grading Permit were denied, and the San Mateo County Planning Commission declined to certify the associated Final EIR in 2009. In response, the County facilitated workshops between the applicant and the community to discuss a revised project for reconsideration. In comparison to the previous project, the Proposed Project includes the same 13.25-acre project site but reduces the number of proposed residential lots (19 compared to 25 in the previous project) and increases the proposed open space and recreational area (approximately 7.8 acres compared to approximately 4.9 acres in the previous project). This reduced intensity design of the Proposed Project eliminates residential development on the southwestern portion of the project site, which eliminates several of the geotechnical issues associated with the previous project, and reduces the number of proposed residences and associated residents, thereby reducing impacts related to demands on infrastructure, public services, and public utilities.

The Draft EIR and this Final EIR (collectively, EIR) were prepared in accordance with the California Environmental Quality Act (CEQA, California Public Resources Code § 21000-21178) and the CEQA *Guidelines* (California Code of Regulations [CCR], Title 14) to provide the Lead Agency (San Mateo County) with an informational document to be used in the planning and decision-making process, as stated in Section 1.1 of the Draft EIR. In accordance with CEQA *Guidelines* Section 15082, a Notice of Preparation (NOP) was circulated to the public, local, State, and federal agencies, and other known interested parties for a 30-day public and agency review period which began on October 4, 2013 (included as Appendix A of the Draft EIR). The Lead Agency hosted a scoping meeting for the EIR on October 9, 2013. In accordance with CEQA *Guidelines* Section 15063, the Initial Study (Appendix B of the Draft EIR), in conjunction with comments received during scoping (Appendix A of the Draft EIR), was

used to focus the EIR on effects determined to be potentially significant. Environmental resources determined to have the potential to be significantly affected by the Proposed Project and were therefore addressed in detail in this Draft EIR include: Aesthetics, Air Quality and Greenhouse Gas Emissions, Biological Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use, Noise and Vibration, Population and Housing, Public Services, Utilities, and Recreation, and Transportation and Circulation. The baseline environmental setting per each resource along with the relevant federal, State, and local regulatory laws, codes, ordinances, and standards are described in Section 4.0 of the Draft EIR. A detailed and complete analysis of potential direct, indirect, and cumulative impacts to each resource that could occur with implementation of the Proposed Project is presented in Section 4.0 of the Draft EIR, and mitigation measures are included where appropriate to reduce impacts to less-than-significant levels, as required by CEQA *Guidelines* Section 15126.4. Pursuant to CEQA *Guidelines* Section 15126.2, discussions regarding cumulative impacts; secondary impacts, including potential impacts resulting from growth inducement; cumulative impacts, and significant irreversible changes to the environment are included in Section 5.0 of the Draft EIR. A range of reasonable alternative projects that could feasibly attain most of the objectives of the Proposed Project and comparative merits of the alternatives are presented in Section 6.0 of the Draft EIR, pursuant to CEQA *Guidelines* Section 15126.6. A list of preparers is provided in Section 7.0 of the Draft EIR, pursuant to CEQA *Guidelines* Section 15129. The Draft EIR was published by the State Clearinghouse on April 25, 2014 (SCH# 2013102009), initiating a 45-day public comment period. This Final EIR includes comments received on the Draft EIR, responses to those comments, and appropriate revisions to the Draft EIR as a result of comments in accordance with CEQA *Guidelines* Section 15132. Collectively, the Draft EIR and Final EIR inform the Lead Agency and public of the potential, significant environmental effects of the Proposed Project and identify measures, methods, and/or practices that can be employed to avoid or significantly reduce environmental damage, pursuant to the General Concepts of CEQA *Guidelines* (Section 15002).

Response to Comment P1-3

To warrant a detailed response in the Final EIR, comments must fulfill two minimum requirements: 1) the comments must raise a significant environmental issue, and 2) they must be related to either the decisions to be made by the Lead Agency based on the EIR or to the expected result of these decisions. Responses have not been provided to comments failing to raise significant environmental issues; however, all comments are in the administrative record for the project and will be considered by the County in making its decision.

The commenter is correct that the Proposed Project would require approximately 46,000 cubic yards of grading; however, this is not considered excessive or “massive” as stated by the commenter for such a development in this region of San Mateo County. In addition, approximately 19,970 cubic yards would be used on site as engineered fill requiring 26,510 cubic yards to be exported from the project site.

Response to Comment P1-4

The EIR was prepared in accordance with CEQA and the CEQA *Guidelines*, which define a significant impact from a project related to plants, including trees, as the following (as stated in Section 4.3.4 of the Draft EIR):

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW, or USFWS;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

For the purposes of this EIR, special-status has been defined to include those species that meet the definitions of rare or endangered plants under CEQA, including species that are:

- Listed as endangered or threatened (or formally proposed for, or candidates for, listing) under the ESA (50 CFR §17.11 and §17.12);
- Listed as endangered or threatened (or proposed for listing) under the California Endangered Species Act (CESA) (California Fish and Wildlife §2050, et seq.);
- Designated as endangered or rare, pursuant to California Fish and Wildlife Code (§1901);
- Designated as fully protected, pursuant to California Fish and Wildlife Code (§3511, §4700, or §5050); or
- Designated as species of special concern to the CDFW.

A list of regionally occurring special-status plant species for the project site was compiled using the results of scientific database queries including the California Natural Diversity Data Base (CNDDDB) query for the San Mateo USGS 7.5-minute topographic quadrangle and the five surrounding quadrangles located within a 5-mile radius; the California Native Plant Society (CNPS) database query for the San Mateo USGS 7.5-minute topographic quadrangle and the five surrounding quadrangles; and the USFWS query for the San Mateo USGS 7.5-minute topographic quadrangle (Appendix D of the Draft EIR). The habitat requirements of regionally occurring special-status species were compared to the habitat types that exist within the project site as well as the known elevation range or geographical distribution of a species to determine which special-status species have potential to occur onsite. For listed plants, all species identified by the above queries were considered, although special consideration was given for those species with CNDDDB-documented occurrences within a five-mile radius of the project site (CDFW, 2013a). A list of 11 special status plants determined to have the potential to occur on the project site was compiled (Table 4.3-2 of Section 4.3 in the Draft EIR). Consistent with CEQA and the CEQA *Guidelines*, a botanical survey of the project site was conducted on July 25, 2013, which was during the identifiable and evident blooming period of 4 of the 11 species. None of the 11 special status plant species were identified during the survey; the 4 species with a blooming period that included the survey date therefore are not present on the project site (three *Malacothamnus sp.* and *Silene verecunda ssp. verecunda*). However, the other seven special status plant species may be present on the project site (*Amsinckia lunaris*, *Collinsia multicolor*, *Dirca occidentalis*, *Eriophyllum latilobum*, *Fritillaria liliacea*, *Pedicularis dudleyi*, and *Pentachaeta bellidiflora*), and implementation of the Proposed Project has the potential to have a substantial adverse impact, either directly or through habitat modifications, on those seven special status plants, as stated in Impact 4.3-1 of Section 4.3.4 of the Draft EIR. With the implementation of Mitigation Measure 4.3-1 included in Section 4.3.4 of the Draft EIR, the impact would be less than significant.

As stated in Impact 4.3-6 of Section 4.3.4 of the Draft EIR, construction of the Proposed Project has the potential to remove trees protected within the tree removal ordinance specified in the San Mateo County Significant Tree Ordinance. As stated in the discussion of Impact 4.3-6 in Section 4.3.4 of the Draft EIR, construction of the Proposed Project would require the removal of approximately 43 of the 78 trees (approximately 55 percent) on site. The 78 existing trees on the project site include all trees and are not limited to only significant trees nor does the count exclude smaller trees, as indicated by the commenter. With implementation of Mitigation Measure 4.3-6 included in Section 4.3.4 of the Draft EIR, the impact to protected trees is reduced to less than significant.

As stated in Section 4.3.4 of the EIR, the Initial Study (Appendix B of the Draft EIR) concluded that the Proposed Project would not result in conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan.

Section 4.3 of the Draft EIR accurately and appropriately assesses the significance of impacts to special status plant species; within the context of local policies or ordinances protecting biological plant resources; and within the context of provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan in compliance with CEQA. The proposed removal of the flora referenced by the commenter is not considered significant under CEQA.

The commenter does not provide explanation or detail as to “the same unanswered questions about endangered fauna... and other biotic concerns.” Potential impacts related to special status species (including wildlife, birds, insects, and plants), riparian habitat or other sensitive natural communities, federally protected wetlands, and migratory wildlife corridors and native wildlife nursery sites along with potential impacts to biological resources within the context of local policies or ordinances protecting biological resources and provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plans were analyzed in Section 4.3 of the Draft EIR in accordance with CEQA and CEQA *Guidelines*. With implementation of the mitigation measures included in Section 4.3.4 of the Draft EIR, potential impacts to biological resources, including endangered fauna and other biotic concerns, would be reduced to less than significant.

Section 4.3.2 of the Draft EIR discusses informal observations by the general public of the Mission blue butterfly (*Plebejus icarioides*) on the project site and the presence of associated host plants on the project site. As stated therein:

Host plants and an informal observation of this species have been recorded by a member of the general public on the project site. Three biological surveys for the Mission blue butterfly have occurred on the project site in the spring and summer months of 2005, 2008, and 2012, during which 12 adult butterflies were observed. The observed butterflies exhibited characteristics of both the *Plebejus icarioides pardalis* and *Plebejus icarioides missionensis* subspecies but were determined to be more closely akin to the *pardalis* subspecies. Due to the relatively small amount of habitat on the project site, it is not possible to sample

more than a few butterflies in order to make a more confident determination on subspecies (Kobernus, 2014). Therefore, although the project site is outside of the documented geographic distribution and the known elevation range to which this species is suited, the Mission blue butterfly has the potential to occur on the project site.

The Mission blue butterfly was not observed during the July 25, 2013 biological surveys of the project site even though this survey was conducted during the designated identification period. Because the Mission blue butterfly often occurs within an elevation range above the project site and because the project site is south of the documented southernmost distribution of this species, the likelihood of this species occurring on the project site is relatively low. However, as stated in Section 4.3.4 of the Draft EIR, informal observation of this species was made and noted by a member of the general public, and it is therefore concluded that the Mission blue butterfly may occur on the project site and may be significantly impacted by the implementation of the Proposed Project. Hence, Mitigation Measure 4.3-2 was included in Section 4.3.4 of the Draft EIR, and implementation of this mitigation measure, included below, would reduce impacts to a less-than-significant level.

Mitigation Measure 4.3-2: To address potential impacts associated with the Mission blue butterfly, the following measures will be implemented prior to construction of the Proposed Project:

- A qualified biologist shall conduct a focused survey within the nonnative grassland on the project site for the Mission blue butterfly during the appropriate identification periods for adults (March-July) or juveniles (wet season) prior to commencement of construction activities. Should no species be observed, then no additional mitigation is required.
- Should the Mission blue butterfly be observed during the focused survey on the project site, the qualified biologist shall contact CDFW within one day following the focused botanical survey to report the findings. If feasible, a 10-foot buffer shall be established around the species' host plants using construction flagging prior to commencement of construction activities.
- Should avoidance of the Mission blue butterfly be infeasible, the qualified biologist would allow the butterfly to exit the property on its own, or will establish an alternately approved appropriate action following contact with CDFW.

Regarding migratory birds and other birds of prey, including raptors, it stated in Section 4.3.2 of the Draft EIR:

No migratory birds or other birds of prey were observed nesting during the surveys of the project site. Several birds protected under the MBTA [Migratory Bird Treaty Act] were observed foraging within the project site including: red-tailed hawk (*Buteo jamaicensis*), turkey vulture (*Cathartes aura*), and white-tailed kite (*Elanus leucurus*). Migratory birds and other birds of prey have the potential to nest within the project site.

Accordingly, Impact 4.3-4 in Section 4.3.4 of the Draft EIR states that grading and construction activities have the potential to result in the disturbance of nesting habitat for migratory birds and other birds of prey. With implementation of Mitigation Measure 4.3-4a through 4.3-4c, included in Section 4.3.4 of the Draft EIR, impacts to migratory birds and other birds of prey, including raptors, would be less than significant.

Response to Comment P1-5

The project will not result in any significant aesthetic impacts in accordance with the significance criteria outlined in Appendix G of the CEQA *Guidelines* (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387) nor would the Proposed Project be in conflict with the policies contained within Chapter 4 Visual Quality of the San Mateo County General Plan (County General Plan). The final project design (i.e., residential homes and lighting plans) will comply with all applicable General Plan Policies, Subdivision Regulations and Zoning Ordinance Regulations, as well as Bel Aire Lighting District standards, and will be required to undergo County approval prior to issuance of building permits to ensure that the proposed homes, roadways, streetlights, and associated lighting plans will be designed and constructed to be compatible with the surrounding area.

Response to Comment P1-6

Potential impacts associated with steepness of the proposed residential lots and the soil stability on the project site and vicinity were addressed in Section 4.4 of the Draft EIR in accordance with CEQA and CEQA *Guidelines*. The existing site topography, geology, seismicity and fault zones, and soils, including a discussion of deep-seated and shallow landslide hazards, are described in Section 4.4.2 of the Draft EIR. The relevant federal, State, and local regulatory laws, codes, ordinances, and standards are described in Section 4.4.3 of the Draft EIR. As stated in Impact 4.4-3 in Section 4.4.4 of the Draft EIR, the Proposed Project could potentially result in shallow landslides due to the depth of unconsolidated colluvium on the project site but is at low risk for deep-seated landslides. As further stated in the discussion under Impact 4.4-3 in Section 4.4.4 of the Draft EIR:

The underlying sandstone bedrock of the Franciscan formation is very stable underneath the project site, meaning there is a low probability of deep-seated bedrock landslides. The unconsolidated colluvial material above the bedrock can be very deep in areas (at least 5 foot depth on average and up to a maximum of 15 feet). Deep, unconsolidated material combined with the steep slopes on the flanks of the knoll can create a shallow landslide hazard. Shallow landslides are typically caused by improper grading and placement of structural fill, loading of the top of a slope, seismic activity, and changes in pore pressure of the soil caused by increased drainage in the slope. Implementation of the mitigation measures [4.4-1a, 4.4-1b, and 4.4-2a through 4.4-2c] described above for site grading and engineered fill will reduce the risk of shallow landslides. With the additional measures [mitigation measures 4.4-3a and 4.4-3b] described below, impacts will be less than significant.

The EIR was prepared in accordance with CEQA and CEQA *Guidelines* and appropriately and accurately addresses impacts associated with steepness and soil stability within the context of applicable federal, State, and local laws, codes, ordinances, and standards. Concerns related to the standards and codes for houses in the vicinity of the project site are beyond the scope of this EIR.

As stated in Section 4.11.1 of the Draft EIR, criteria for determining the significance of impacts to traffic and circulation were developed based on Appendix G of the CEQA *Guidelines* and relevant agency guidelines. As stated in Impact 4.11-4 of Section 4.11.4 of the Draft EIR, implementation of the Proposed Project has the potential to substantially increase hazards due to the design of the new private street and proposed intersection with Bel Aire Drive. The discussion under Impact 4.11-4 of Section 4.11.4 of the Draft EIR goes on to state that the proposed private street and intersection would be developed in accordance with applicable County standards. Mitigation Measure 4.11-4 is included in Section 4.11.4 of the Draft EIR to ensure a safe sight distance at the proposed new intersection. With the proposed mitigation, the potential of the Proposed Project to result in a substantial increase in hazards is less than significant.

Response to Comment P1-7

Impacts associated with noise during construction of the Proposed Project are addressed in Section 4.8 of the Draft EIR in accordance with CEQA and CEQA *Guidelines*. The existing environmental noise setting was determined by measurement of noise levels at the project site on October 23 through October 24, 2013; the maximum ambient noise measurement was 51.7 A-weighted decibels (dBA) Day-Night Average Level (Lnd). Construction noise levels associated with the Proposed Project would be consistent with typical residential construction of which there is no precedent established in that such levels would result in acute or long-term adverse impacts to residents' health. Section 4.8.4 presents the significance criteria established using the CEQA *Guidelines* for the determination of a significant noise impact from the Proposed Project. Impacts from noise emissions attributable to the Proposed Project were presented within Section 4.8 and were evaluated based on an examination of the project site and published information regarding noise in the vicinity of the project site. These factors were then compared to the significance criteria listed in Section 4.8.4 of the Draft EIR. As stated in Impact 4.8-1 of Section 4.8.4 of the Draft EIR, construction of the Proposed Project has the potential to generate a substantial temporary or periodic noise level greater than existing ambient levels in the project vicinity and cause an exceedance of the County's land use compatibility maximum level of 60 dBA for exterior residential land uses. The loudest activities associated with construction would be 85 dBA, maximum sound level (Lmax) at 50 feet from the construction equipment which would impact both existing and future sensitive receptors (residences). Implementation of Mitigation Measure 4.8-1 included in Section 4.8.4 of the Draft EIR would ensure, among other measures, construction activities are limited to times consistent with those allowed under County Noise Ordinance 4.88.360, which exempts noise sources associated with construction of any real property from County Noise Ordinances 4.88.330 and 4.88.340 provided said activities do not take place between the hours of 6:00 P.M. and 7:00 A.M. weekdays, 5:00 P.M. and 9:00 A.M. on Saturdays or at any time on Sundays, Thanksgiving and Christmas. With mitigation, construction of the Proposed Project would result in a less-than-significant impact to the noise environment.

Construction of the Proposed Project also has the potential to expose existing sensitive noise receptors to construction traffic noise in excess of the County's noise standards, as stated in Impact 4.8-2 of Section

4.8.4 of the Draft EIR. Project-related traffic noise impacts on existing and proposed residences were evaluated by estimating the project traffic noise levels for each of the project-area roadways using project-related traffic counts, which are provided in Appendix H of the Draft EIR, and guidance provided in Caltrans's 2009 Technical Noise Supplement. The equation used to determine traffic noise in the vicinity of the Proposed Project is as follows:

Eq4.8-1: Increase in noise level = $10\log_{10} (\text{existing traffic} + \text{project traffic} / \text{existing traffic})$ (Caltrans, 2009).

The results of the project-related traffic counts were compared to estimated baseline and predicted 2030 traffic noise levels. During construction of the Proposed Project, a maximum of 20 worker round trips per day would occur and an average of 156 soil and material hauling trips per day would occur during the 30-day period of grading activities on the project site. Because trucks are louder than passenger cars, a passenger car equivalence (PCE) multiplier of 8 cars per truck was used (TRB, 2000). For a worst case scenario analysis, the addition of all 20 vehicle trips and 156 truck trips (equivalent to 1,268 vehicle trips) per day were assumed to be added to the peak hour traffic volume on Bel Aire Road, as discussed in Section 4.8.4 of the Draft EIR. The resulting, increased noise level would be 55.8 dBA, Ldn, which is less than the 60 dBA, Ldn County noise significance threshold. With implementation of Mitigation Measure 4.8-1 in Section 4.8.4 of the Draft EIR, noise from the construction vehicle traffic associated with the Proposed Project would result in a less-than-significant impact.

Construction noise levels would be consistent with typical residential construction of which there is no precedent established in that such levels would result in acute or long-term adverse impacts to residents' health. Section 4.8.4 presents the significance criteria established using the CEQA *Guidelines* for the determination of a significant noise impact from the Proposed Project. Impacts from noise emissions attributable to the Proposed Project were presented within Section 4.8 and were evaluated based on an examination of the project site and published information regarding noise in the vicinity of the project site. These factors were then compared to the significance criteria listed in Section 4.8.4 of the Draft EIR.

Impacts associated with air quality during construction of the Proposed Project are addressed in Section 4.2 of the Draft EIR in accordance with CEQA and CEQA *Guidelines*. The existing environmental air quality setting is described in Section 4.2.2 of the Draft EIR, and the relevant regulatory context is presented in Section 4.2.3 of the Draft EIR. The California Emissions Estimator Model 2013.2.2 (CalEEMod) was used to estimate emissions from all construction-related sources associated with the Proposed Project. As discussed in Impact 4.2-1 in Section 4.2.4 of the Draft EIR, construction of the Proposed Project has the potential to generate emissions of reactive organic gas (ROG), nitrogen oxides (NOx), and particulate matter (PM) 2.5 and 10 microns in size (PM_{2.5}, and PM₁₀) and exceed the Bay Area Air Quality Management District (BAAQMD) threshold for NOx. With implementation of Mitigation Measures 4.2-1a and 4.2-1b, project related emissions during construction would be reduced below significance threshold for NOx and emissions of criteria air pollutants (CAPs) from construction are a less-than-significant impact.

Construction of the Proposed Project also has the potential to generate toxic air contaminants (TACs) from construction equipment exhaust, with diesel particulate matter (DPM) a particular concern given the close proximity of State Route (SR) 92, as discussed in Impact 4.2-2 in Section 4.2.4 of the Draft EIR. To analyze the human health risks associated with this impact, a health risk assessment was performed

using a stochastic Monte Carlo analysis to determine reasonable exposure parameters for a specified set of residential receptors. Cancer risk and chronic and acute health indices (HI) were calculated by using the California Office of Environmental Health Hazard Assessment (OEHHA) risk factors associated with reasonable exposure assessment, as discussed in Section 4.2.4 of the Draft EIR. The Lakes American Meteorological Society/ Environmental Protection Agency Regulatory Model (AERMOD) View, Version 8.2.0 dispersion model was used to determine the dispersion pattern of DPM given the local meteorology (as modeled by Lakes American Meteorological Data Preprocessor for AERMOD (AERMET), Version 8.2.0). To determine cancer, chronic, and acute risk from exposure to DPM on site and near roadways where project-related vehicles would operate, the Hotspots Analysis Reporting Program (HARP) on-ramp, Version 1 model processed AERMOD output data so it can be imported into HARP, Version 1.4f risk assessment model to determine the potential impact emissions from on and off site emissions of DPM would have on sensitive receptors in the vicinity of the project site (refer to Methodology Section of Section 4.2.4 of the Draft EIR for more detailed description). Figure 4.2-1 in Section 4.2.4 of the Draft EIR shows the dispersion of DPM emitted at the project site by on-site construction equipment and by haul vehicles near the proposed haul truck route along Bel Aire Road and Ascension Drive. The maximum unit concentration of DPM is 224.96 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) and occurs west of the intersection of Bel Aire Road and Ascension Drive. The receptors showing the greatest cancer and chronic HI are located near the east boarder and center of the project site. Cancer risk and Chronic HI at these receptors do not exceed the BAAQMD TAC thresholds of 10 in 1,000,000 ($1.0\text{E}-5$) cancer risk and a chronic HI of 1.0, as shown in Table 4.2-6 of Section 4.2.4 of the Draft EIR. Accordingly, the Draft EIR appropriately considered potential impact to air quality and human health and determined this to be a less-than-significant impact under CEQA as the particulate levels are not anticipated to cause adverse affects to residents in the immediate vicinity of the construction areas. Further analysis and future monitoring are not required.

Concerns related to the County ordinances related to noise and air quality are beyond the scope of this EIR and the CEQA process. However, the commenter can work with the County outside of the CEQA process to address these concerns.

Response to Comments P1-8 and P1-9

In accordance with CEQA and CEQA *Guidelines*, the Draft EIR appropriately describes the existing environmental setting per each resource area within Section 4.0 as it existed at the time the notice of preparation was published (October 2013) to establish the baseline physical conditions by which the Lead Agency (County) determines whether an impact is significant. Impacts associated with soil stability and shallow landslides were assessed utilizing the environmental baseline as it existed in the early fall of 2013; refer to the **Response to Comment P1-6** for further discussion. During the early fall of 2013, it had not yet been established that a third year of drought would occur in California, and the Governor of California did not declare a drought State of Emergency until January 17, 2014. Regardless, the Draft EIR considered drought conditions where applicable and appropriate for determining environmental impacts. For example, the inability of the San Francisco Public Utilities Commission (SFPUC) to meet all the demands of its retail and wholesale customers during droughts is discussed in Section 4.10.2 of the Draft EIR as part of the environmental setting and impacts of the Proposed Project to water supplies within the context of this setting is discussed in Section 4.10.4 of the Draft EIR. Use of watering for dust mitigation purposes, as required by Mitigation Measure 4.2-1a included in Section 4.2.4 of the Draft EIR,

would be short term and not constitute a new water demand. The Proposed Project does not propose to remove nearly all existing vegetation, as stated by the commenter; as shown in Figure 3-7 in Section 3.4.2 of the Draft EIR, grading would be limited to the area including and immediately surrounding the development footprint of 5.5 acres (approximately 42 percent of the project site). As stated in Section 3.4.2 of the Draft EIR, the landscaping of the dedicated open space, 7.35 acres (approximately 55 percent of the project site), is not determined at this time but the intent is to utilize drought-tolerant native vegetation in order to restore the area to a natural habitat and minimize water needs. As part of the Proposed Project, the existing on-site drainage improvements within a 0.45-acre (approximately 3 percent of the project site) undisturbed and protected area will be removed, which would require minimal disturbance and some reestablishment of vegetation.

Response to Comment P1-10

As discussed in Section 3.4.2, the residences, including all stormwater drainage components, would be constructed in accordance with all County zoning guidelines and regulations, including those that relate to seismic concerns. As further discussed in Impact 4.4-2 in Section 4.4.4 of the Draft EIR, all structures and utilities would be designed to withstand seismic forces per California Building Code (CBC) requirements. Pursuant to County General Plan Policy 15.21, the applicant of the Proposed Project must submit a detailed Geotechnical Investigation to the County building department before a building permit can be issued for any structure. The recommendations of the qualified engineering geologist in the geotechnical investigation will be incorporated into the project design of the Proposed Project, as discussed in Section 4.4.4 of the Draft EIR. With implementation of Mitigation Measures 4.4-2a through 4.4-2c, the project design would reduce all potential impacts associated with seismic activity to a less-than-significant level.

Response to Comment P1-11

The commenter does not provide substantial details, data, or analysis in this comment to support their assertion that the Draft EIR “is incomplete and inadequate” and that “nothing material has changed over the past five years,” except to state “to summarize.” It is therefore assumed supportive substantial details, data, and/or analysis are presented by the commenter in other comments within this letter; consequently, a more substantial response is not provided here and readers are referred to **Responses to Comments P1-1 through P1-10 and P1-12 through P1-126**.

Response to Comment P1-12

The background of the Proposed Project as relevant to the environmental analysis presented in the EIR is discussed in Sections 2.3 and 3.3 of the Draft EIR; public opposition to the previous project is noted. Refer to the **Response to Comment P1-2** regarding the purpose of the EIR. The contents of the applicant’s application for the Proposed Project, and its perceived failure by the commenter to incorporate issues raised by the community, are beyond the scope of the EIR.

Response to Comment P1-13

Comment noted. The EIR was prepared in accordance with CEQA and CEQA *Guidelines* and appropriately concludes impacts of the Proposed Project would be less than significant to environmental

resources; refer to **Response to Comment P1-2** for further discussion. The commenter does not provide substantial details, data, or analysis in this comment that elaborates on their “concern about the impact of the project on its [community] members and on the environment.” Accordingly, a more detailed response cannot be provided. Refer to the **Response to Comment P1-12** regarding the scope of the EIR. In accordance with CEQA *Guidelines* Section 15097, the County has established a program to report on and monitor measures adopted as part of this environmental review process to mitigate or avoid significant effects on the environment. **Section 4.0** of this Final EIR is a Mitigation Monitoring and Reporting Plan (MMRP) that is designed to ensure that the mitigation measures identified in the EIR for the Proposed Project are fully implemented, which would include requiring specific language in contractual agreements as specified by an individual mitigation measure. The MMRP, as presented **Table 4-1 in Section 4.0**, describes the timing/frequency of mitigation implementation responsibilities and standards, and verification of compliance for the mitigation measures identified in the Proposed Project EIR. As the Lead Agency, the County will ensure mitigation measures are implemented and will serve as a point of contact for the public.

Response to Comment P1-14

Comment noted. Refer to the **Response to Comment P1-3** regarding non-substantive comments or statements of opinion.

Response to Comment P1-15

Comment noted.

Response to Comment P1-16

Comment noted. The Draft EIR accurately provides a background of the Proposed Project in Section 3.3 including a summary of the community engagement actions conducted by the County.

Response to Comment P1-17

Generally, “reduced intensity” refers to anything that is comparatively less than something else in concentration, density, size, or another measurement. Since the Proposed Project considered in the EIR proposes fewer houses, fewer future residents, fewer tiers of houses, and a smaller development footprint compared to the previous project, it is a “reduced intensity” project compared to the previous project. Refer to the **Response to Comment P1-2** regarding the reduction of impacts of the Proposed Project compared to the previous proposal, including development on the hill sides. As “reduced intensity” is a qualitative term, quantitative numbers, such as percents discussed by the commenter, cannot be definitively applied.

Response to Comment P1-18

The project applicant determines the project objectives in coordination and consultation with the Lead Agency prior to initiation of the environmental review process for a project. Public input on project objectives is not required under CEQA. CEQA *Guidelines* Section 15126.6 requires an EIR “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain

most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” The Lead Agency determines a reasonable range of alternatives to be evaluated in an EIR and, consistent with CEQA, considers these alternatives within the context of achieving project objectives.

Response to Comments P1-19 through P1-21

The comment is correct that portions of the designated open space on the project site are too steep for structural development. However, this area is not too steep for passive recreation and walking trails constructed with due consideration given to soil erosion and geological concerns. As stated in Section 3.4.2 of the Draft EIR, the nature trail would be a five-foot wide path with a three-foot high retaining wall on the upslope and three-foot high fence on the down slope (Figure 3-6 [Conceptual Trail Cross Section] in Section 3.4.2 of the Draft EIR). As the Proposed Project is still in the planning stages, final siting of the proposed nature trail has yet to be completed. Access to the designated open space would generally be consistent with existing access. However, the impacts of such trails are considered throughout the environmental analysis included in Section 4.0 of the Draft EIR as appropriate; for example, Mitigation Measures 4.6-2b and 4.6-2c are included to reduce potential impacts to water quality associated with stormwater runoff from urban land uses, including the proposed nature trail.

Response to Comment P1-22

The text on page 3-10 of Section 3.4.2 of the Draft EIR is not intended to state the number of rows running northeast to southwest (referred to as “laterally” by the commenter) across the project site; it is intended to state the number of blocks of houses proposed for the project site—which is three, as clearly shown on Figure 3-4 in Section 3.4.2 of the Draft EIR. The project description included in Section 3.0 of the Draft EIR makes no mention of “tiers” of houses.

Response to Comment P1-23

The site plan included as Figure 3-4, project component cross sections included as Figure 3-6, and grading and drainage plan included as Figure 7 in Section 3.4.2 of the Draft EIR provide to appropriate details project components, including entry from Bel Aire Road, to allow for analysis of impacts to environmental resources consistent with CEQA and CEQA *Guidelines*.

Response to Comment P1-24

As the Proposed Project is still in the planning stages, final siting of the proposed houses has yet to be completed. Applicable County General Plan policies and zoning regulations related to slope steepness are listed in Section 4.5.3 of the Draft EIR. As discussed in Section 4.5.4 of the Draft EIR, buildings will be designed and constructed according to guidelines and/or objectives of the California Building Code, including the CALGreen Code; the County General Plan, including County land use and zoning designations. Grading will be completed on individual lots as necessary to comply with appropriate standards and minimize potential impacts associated with steep slopes. A table providing the slope (referred to as “steepness” by the commenter) of each lot is not necessary to evaluate potential environmental impacts. State and local laws, ordinances, and codes cap the slope at which development can occur on.

Response to Comment P1-25

The Geotechnical Report prepared for the Proposed Project (included as Appendix E of the Draft EIR) considered the entire project site, including the northeastern slope along Parrot Drive, and appropriately proposed recommendations to reduce significant impacts associated with soils, slope, and geology of the project site. Mitigation Measure 4.4-2c included in Section 4.4.4 of the Draft EIR ensures all recommendations contained within the site-specific Geotechnical Investigation will be implemented. Specific mention of the slope along the northeastern edge of the project site along Parrot Drive is not necessary to facilitate analysis of potential impacts.

Response to Comment P1-26

Comment noted; text has been updated in **Section 3.4.2 of Volume II** to reflect that no parking would be allowed in the hammerhead cul-de-sac to ensure emergency vehicle access.

Response to Comment P1-27

Comment noted. Except for the access road, no development is planned along Bel Aire Road or Ascension Drive that would constitute a necessity to develop sidewalks along the two roadways.

Response to Comment P1-28

Comment noted. The appropriate information is included within the grading plan to allow an assessment by County Planning staff in determining if the development of the project site meets the appropriate regulations, codes, and associated requirements for site development.

Response to Comment P1-29

The applicant and Lead Agency have been working with California Water Service Company (Cal Water) since receipt of the Cal Water letter dated November 17, 2013 from Cal Water in regards to Item Number 3. Implementation of the Proposed Project would comply with all applicable rules and regulations regarding existing easements on the project site.

Response to Comment P1-30

Refer to **Response to Comment P1-6** regarding analysis of the safety of the proposed intersection.

Response to Comment P1-31

Refer to **Response to Comment P1-6** regarding compliance with County roadway codes and analysis of the safety of the proposed intersection. The commenter's recommendations for other locations of the access roadway are noted. As there are no significant impacts associated with the proposed new roadway and impacts were analyzed consistent with the CEQA *Guidelines*, an alternative location for the proposed roadway was not considered.

Response to Comment P1-32

As stated in Section 3.4.3 of the Draft EIR, the first phase of grading, utility installation, and roadway development is anticipated to occur over a nine month period. The second phase would include construction of all residential structures and is anticipated to occur over an 18 month period. Based on available information to date, the applicant is confident in the proposed timelines for construction phases and providing a range of time is not necessary. The total construction time for the Proposed Project is therefore 27 months *but may not be continuous* (emphasis added). The commenter misunderstands that the 27 months is simply the sum of 9 and 18 months; the entire span of construction of the Proposed Project is not limited to 27 months. However, the analysis of impacts from construction is conservatively limited to 27 months as increasing the length of time of construction would reduce the intensity of impacts. For example, construction of the Proposed Project would emit a finite amount of DPM. The concentration of DPM emissions per day is greater if the timeframe is limited to 27 months as compared to the concentration of DPM emissions that would occur per day if construction were spread across a longer time period. The previous project was likely planned to be developed as needed as residential lots were sold over a four to nine year period; if all residences of the previous project were developed at the same time, the timeframe would have likely been less.

As stated Impact 4.4-1 in Section 4.4.4 of the Draft EIR, earth-moving activities associated with construction of the Proposed Project have the potential to result in soil erosion or the loss of topsoil. Implementation of Mitigation Measures 4.4-1a and 4.4-1b would require construction contractors to install erosion and sediment control measures in accordance with the Clean Water Act (CWA) National Pollutant Discharge Elimination System (NPDES) construction general permit regulations and to implement an Erosion and Sediment Control Plan in accordance with San Mateo County Ordinance Code (Section 8600 et seq.). After implementation of these measures, potential impacts associated with soil erosion, including via stormwater and wind would be reduced to less than significant. Mitigation Measures 4.4-1a and 4.4-1b would be implemented throughout construction, including during any delays. As construction of the Proposed Project would be temporary, the potential aesthetic impacts associated with a graded and bare project site would also be temporary and not constitute a significant impact under CEQA. A penalty bond to cover stabilizing and landscaping the hill during any delays in construction is therefore not necessary.

Response to Comment P1-33

Refer to the **Response to Comment P1-32** regarding the potential for impacts to air, soil, and aesthetics during any delays in construction.

Response to Comment P1-34

Consistent with Mitigation Measure 4.8-1 included in Section 4.8.4 of the Draft EIR, construction activities shall be limited to occur between the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 9:00 A.M. to 5:00 P.M. on Saturdays. Construction activities shall not occur on Sundays, Thanksgiving, or Christmas. **Section 3.4.3 of Volume II** has been updated accordingly.

Response to Comment P1-35

As construction of the Proposed Project would be temporary, the potential aesthetic impacts associated with construction equipment and workers on the project site would also be temporary and not constitute a significant impact under CEQA.

The commenter's recommendations regarding a landscaping plan are noted. The commenter's recommendations are consistent with Mitigation Measure 4.1-1a included in Section 4.1.4 of the Draft EIR, which requires the project applicant submit a landscape plan for review and approval by the San Mateo County Planning Department (County Planning Department). The landscape plan shall include the location, size, and species of any proposed landscaping and shall include, but not be limited to, hedges or other appropriate vegetation that will provide opaque screening between the northeastern edge of the project site and the residences along the southern side of Parrott Drive.

Response to Comment P1-36

The EIR was prepared in accordance with CEQA and the CEQA *Guidelines*, which define a significant impact from a project related to aesthetics as the following (as stated in Section 4.1.4 of the Draft EIR):

- Result in the substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views.

To allow for an objective baseline assessment of the visual environment and subsequent visual impacts of the Proposed Project, the visual experience within each view is comprised of the following constituent elements:

1. Clarity in Line of Sight—the overall visibility of the object within the viewshed, influenced by such factors as trees, buildings, topography or any other potential visual obstruction.
2. Duration of Visibility—the amount of time the object is exposed to viewers within the viewshed. For example, a passing commuter will experience a shorter period of viewing time than a resident within the viewshed.
3. Proximity of the Viewer—the effects of foreshortening due to the distance of the viewer from the object will influence the dominance of the object in the perspective of the viewer.
4. Number of Viewers—the number of viewers anticipated to experience the visual character of the object.

As discussed in Section 4.1.4, the primary views of the project site are experienced by residents along Parrott Drive, Bel Aire Road, Ascension Drive, Los Altos Drive, Polhemus Road, and Bunker Hill Drive. In addition the site is visible from the College of San Mateo, and I-280. Figures 4.1-2a and 4.1-2b in Section 4.1.4 consist of an aerial view of the project site with representative views of the project site from the roadways and neighborhoods directly adjacent to the site and from the College of San Mateo. In addition, visual representations of the likely residential structures that would be developed for the Proposed Project were added to Figures 4.1-2a and 4.1-2b and are shown in pink and blue (refer to the **Response to**

Comment P1-41 regarding updates to Figures 4.1-2a and 4.1-2b). The representative residential structures were assumed to occupy the maximum building footprint shown in Figure 3-4, which assumes 40 percent of the square footage of each lot would be developed with 20-foot setbacks for the front and rear and 5-foot setbacks for the sides of structures. The height of the representative residential structures is conservatively shown as approximately 36 feet tall, does not include any adjustments for grading or fill, and assumes that all of the development footprint would be at the maximum height. Further, landscaping has not been added. This conservative approach was used to display the worst case scenario of potential impacts of the Proposed Project on aesthetic resources. The visual experience is presented in Figures 4.1-2a and 4.1-2b were compared to the visual experience presented in Figures 4.1-1a and 4.1-1b, which displayed the exact same views but without the representative residential structures of the Proposed Project; a detailed discussion of each view is included in Section 4.1.4 of the Draft EIR.

As stated in Impact 4.1-1, the Proposed Project could have a substantial adverse effect on a scenic vista; could substantially damage scenic resources, including trees; and could substantially degrade the existing visual character or quality of the site and its surroundings. While the Proposed Project would convert approximately 40 percent of an area that is currently valued as natural scenery in an urban setting to an urban development and thereby change the amount of open space and associated visual resources, the Proposed Project does not constitute a change in the visual character or quality of the area given that the surrounding area is primarily single-family residential neighborhoods and would be consistent with existing surroundings. However, some of the proposed residences are visible from portions of Parrot Drive, and reducing the vegetation located along the rear of existing residences may increase views of the proposed residences and therefore change the visual character and quality of the project site as viewed from Parrot Drive, which would constitute a significant impact. Construction of the Proposed Project would also result in the removal of approximately 43 of the 78 trees on the project site (approximately 55 percent). However, with the implementation of Mitigation Measures 4.1-1a and 4.1-1b, which require a landscaping plan to develop opaque screening between the northeastern edge of the project site and the residences along the southern side of Parrott Drive and tree replacement plan that includes maintenance of trees, the impact would be reduced to less than significant under CEQA and CEQA *Guidelines*.

Additionally, the potential impact of the Proposed Project related to light and glare were analyzed in Section 4.1.4 of the Draft EIR. As stated therein, the Proposed Project would introduce new sources of light on the property mainly through street lights, exterior lighting at residences, and cars driving along residential streets. The exterior and interior lighting associated with the residences would be designed not to infringe on adjacent properties or people traveling on roadways. These types of light sources that would be introduced as a result of the Proposed Project are frequent in the neighboring residential developments and would not constitute a significant new source of light; therefore, the impact of such lighting on these areas would be negligible. Street lighting would be limited to the proposed new roadway; only exterior residential lighting emanating from the backyards of the proposed residences would be adjacent to the backyards of existing houses on Parrot Drive. The opaque landscape screening between the northeastern edge of the project site and the residences along the southern side of Parrott Drive required by Mitigation Measure 4.1-1a would further shield and reduce the light perceived in the backyards of residences. These light sources are considered common and necessary light sources for residential areas by the County and frequent in the neighboring residential developments and would not constitute a significant new source of light; therefore, the impact of such lighting on these areas would be

negligible and not constitute a significant impact under CEQA and CEQA *Guidelines*. Views of adjoining properties and associated privacy cannot be guaranteed and is not enforceable as a code violation and, because the development would comply with all existing zoning and development requirements, therefore does not constitute a significant impact under CEQA.

Refer to the **Response to Comment P1-5** for further discussion regarding the Proposed Project's compliance with applicable aesthetic regulations and ordinances.

Response to Comment P1-37

Refer to the **Response to Comment P1-36** for the adequacy of analysis of impacts associated with aesthetics. The photos are representative of the sightlines of the project site and not every sightline can be or is required to be analyzed in the EIR. The major sightlines, such as the sightlines from Ascension Drive, Bel Aire Road, and Parrot Drive, are assessed and provide an adequate number of representative sightlines to assess impacts of the Proposed Project in accordance with the significance criteria derived from the CEQA *Guidelines*.

Response to Comment P1-38

Refer to the **Response to Comment P1-36** for the adequacy of analysis of impacts associated with aesthetics in accordance with the CEQA *Guidelines*.

Response to Comment P1-39

Refer to the **Response to Comment P1-36** for the adequacy of analysis of impacts associated with aesthetics in accordance with the CEQA *Guidelines*.

Response to Comment P1-40

Refer to the **Response to Comment P1-36** for the adequacy of analysis of impacts associated with aesthetics. The use of "story poles" is not necessary.

Response to Comment P1-41

Refer to the **Response to Comment P1-36** for the adequacy of analysis of impacts associated with aesthetics. The views included in Figures 4.1-1a, 4.1-1b, 4.1-2a, and 4.1-2b are representative of views in the area. Including a snapshot in the Draft EIR of the project site from every single individual viewpoint that the project site is visible from would not help further or improve the analysis of impacts related to aesthetics and would not be consistent with the goals of CEQA.

Some confusion seems to be arising from the representative structures shown in Figures 4.1-2a and 4.1-2b in the Draft EIR, as evidenced by the commenter's emphasis that "ALL proposed houses on the hill" be shown in the photos. All proposed residences are shown in Figures 4.1-2a and 4.1-2b; however, the different blocks of proposed residences may be difficult to decipher in the representative photos. For clarity, Figures 4.1-2a and 4.1-2b were updated in **Section 4.1.4 of Volume II** to show each block of houses as a separate color.

Response to Comment P1-42

As discussed in Table 4.1-1 in Section 4.1.4 of the Draft EIR, the Proposed Project would be consistent with County Land Use Plan Policy 4.27 because, although the Proposed Project would be partially visible along an existing open ridgeline that is part of a public view, given the topography of the project site, no alternative building sites exist on the project site aside from the areas along the ridgeline (County Land Use Plan Policy 4.27(b)). Refer to the **Response to Comment P1-36** for the appropriateness of analysis of impacts associated with aesthetics within the context of CEQA.

Response to Comments P1-43 and P1-44

Refer to the **Response to Comment P1-36** for the appropriateness of analysis of impacts associated with aesthetics within the context of CEQA. Shadow affects and speculation concerning invasive growth are not required nor typically assessed in CEQA documents.

Response to Comment P1-45

Comment noted. The Proposed Project is consistent with the zoning of the site and therefore complies with the County General Plan which governs land use and growth within the unincorporated areas of the County. Refer to the **Response to Comment P1-36** for the adequacy of analysis of impacts associated with aesthetics.

Response to Comment P1-46

Impact 4.11-1 in Section 4.11.4 of the Draft EIR states that the largest volume and frequency of traffic would result from large trucks transporting excavated soil off site during the grading phase of construction. An estimated 26,510 cubic yards of soil will be removed from the project site, which equates to approximately 40,000 bulk cubic yards of soil. Assuming 30 working days for off haul and an average of 17 bulk cubic yards per truck, the number of truck trips per day to and from the project site would be 156. These truck trips would likely be on Bel Aire Road, to Ascension Drive east of Bel Aire Road to Polhemus Road. Therefore, construction of the Proposed Project would add approximately 176 vehicles per day during the soil hauling phase of construction; this represents the worst case scenario. Given the existing volume of traffic on Bel Aire Road and Ascension Drive, the addition of 176 vehicle trips to these roadways would not result in an increase of greater than 0.1 Traffic Infusion on Residential Environment (TIRE) Index rating, which is defined as a noticeable increase in traffic on the street, for either Bel Aire Road or Ascension Drive

Response to Comment P1-47

Comment noted. The applicant will work with the County to obtain all appropriate and necessary approvals for large truck traffic prior to initiating construction of the Proposed Project. As discussed in Section 4.11.4 of the Draft EIR, environmental impacts associated with construction traffic would be less than significant per the criteria put forth in CEQA and CEQA *Guidelines*.

Response to Comment P1-48

Comment noted. As stated in Section 4.11.4 of the Draft EIR, an *estimated* 26,510 cubic yards of soil will be removed from the project site, which equates to *approximately* 40,000 bulk cubic yards of soil (emphasis added). Given the estimation and approximation of the numbers, using standard methods of rounding down from 78.43 to 78 loaded trucks is acceptable. Even if an additional two truck trips per day were added, construction traffic from the Proposed Project would not result in an increase of greater than 0.1 TIRE Index, which is defined as a noticeable increase in traffic on the street, for either for Bel Aire Road or Ascension Drive and therefore still constitutes a less-than-significant impact.

Response to Comment P1-49

The applicant would strive to use the most efficient and least impactful equipment as feasible and practical when constructing the Proposed Project, including the trucks used to haul excavated soil. Therefore, 20-yard trucks are preferred but 15-yard trucks may be necessary during a portion of the process to navigate the turning angles depending on the location of excavation on the project site. As both trucks may be used, a 17-yard truck was used in the calculation to give a realistic estimate of the overall impact of truck traffic associated with construction. The actual size of the haul truck is unknown at this time as the project has yet to be approved and the availability of a certain size cannot be ascertained.

Response to Comment P1-50

Comment noted. Recommendations regarding limiting truck travel times will be considered by the County outside of the CEQA process as the analysis presented in Section 4.11.4 of the Draft EIR that is prepared consistent with CEQA and CEQA *Guidelines* concludes the construction truck traffic impacts would be less than significant even during peak hours (refer to the **Response to Comment P1-47** for further discussion).

Response to Comment P1-51

Concerns are noted. Construction trucks and equipment would be selected to ensure navigation of local streets is achievable as access to the project site is critical to construction and development; animated modeling of construction equipment entry/exit from the project site is not necessary to assess the environmental impacts in accordance with CEQA guidelines. Further, construction traffic would be temporary in nature and would not constitute a long term effect. Refer to the **Response to Comment P1-47** regarding the appropriateness and adequacy of the analysis of construction traffic impacts presented in the Draft EIR.

Response to Comment P1-52 and 53

The statement that the added truck traffic would not significantly change the TIRE Index ratings on the street segments accurately depicts the potential impact from hauling trucks. No further analysis is required. Because traffic impacts can be perceived differently from person to person, traffic engineers utilize various indexes to quantify impacts. One of those indexes is the TIRE Index, which is a way to determine the impact of a project's traffic on the surrounding street system. This index is based on the idea that increases in traffic volume have a greater impact on the residential environment on a lower

volume street than along a street with a much higher level of baseline traffic. The TIRE index is a representation of the effects of traffic on safety, pedestrians, bicyclists, children playing near the street and the ability to freely maneuver into and out of driveways. A change in the TIRE index of 0.1 or more would be a noticeable increase in traffic on the street, and, therefore, an impact upon the residential environment. Based on the anticipated number of truck trips, the TIRE index indicates that haul traffic would have a less than significant impact on the study roadway network. In addition, the conclusion was substantiated by conducting the additional LOS analysis on the study roadway network as requested by San Mateo County Public Works.

Response to Comment P1-54

The applicant will adhere to all County regulations regarding construction traffic, including as related to special traffic control if necessary. Refer to the **Response to Comment P1-47** regarding the appropriateness and adequacy of the analysis of construction traffic impacts presented in the Draft EIR.

Response to Comment P1-55

Although unlikely, the possibility of equipment malfunction, including break failure, exists during construction of the Proposed Project consistent with the risks associated with construction of other residential projects in hilly terrain. Standard precautions will be taken, such as ensuring all construction equipment is maintained in best working order and all appropriate insurance policies are in place, to minimize such risks. Refer to the **Response to Comment P1-47** regarding the appropriateness and adequacy of the analysis of construction traffic impacts presented in the Draft EIR.

Response to Comment P1-56

Comment noted. Any physical impacts (such as damages) to roadways are not anticipated to occur and would be the responsibility of the developer to fix. The potential for damage is not considered an impact under CEQA; however, the County may address the issue outside of the CEQA process.

Response to Comment P1-57

The TIRE index for existing traffic on Bel Aire Road is 2.88 for 760 vehicle trips per day. The addition of 156 earth-haul truck trips would increase the daily traffic volume to 916 for the one month haul period. That will raise the TIRE Index to 2.96, a change of 0.08. According to the TIRE Index a change of 0.1 would be a noticeable change in traffic. The TIRE Index is for a 24 hour period and cannot be used for time periods of less than 24 hours.

Response to Comment P1-58

Bel Aire Road is 32 feet curb-to-curb and parking on both sides would allow for two 9-ft. travel lanes in each direction. To improve the travel lane width, construction worker vehicles could be directed to park partially off-road as there is no sidewalk along the easterly side of that street. By doing so, the travel lanes could be increased to 10-11 feet wide, sufficient for two large vehicles to pass safely.

Response to Comment P1-59

Refer to the **Responses to Comments P1-51** and **P1-55** regarding construction vehicle access to the site.

Response to Comment P1-60

Refer to the **Response to Comment P1-46** regarding the analysis of construction traffic impacts during peak hours.

Response to Comment P1-61

Refer to the **Responses to Comments P1-06** regarding steepness of proposed residential streets.

Response to Comment P1-62

The project alternatives presented in Section 6.0 of the Draft EIR were developed in accordance with CEQA and CEQA *Guidelines*, Section 15126.6. The level of detail provided on the project alternatives allows for appropriate analysis of potential impacts. For example, Alternative B is described in Section 6.4.2 of the Draft EIR as consisting of the subdivision of 6 parcels into 21 lots, 10 of which would be developed as single-family residences, which is 9 less than the Proposed Project. This description allows for the conclusion that short-term construction impacts resulting from Alternative B associated with traffic, noise, and air quality would be proportionately less (a reduction of approximately 47 percent) than impacts from the Proposed Project because less construction would be required, as stated in Section 6.4.2 of the Draft EIR. Site maps are not necessary to include in the Draft EIR as the purpose of presenting project alternatives is to include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project. Because the alternative were selected, mainly, to reduce impacts associated with air quality and traffic (construction and operational impacts), the descriptions of each alternatives were written to provide enough detail to allow comparison of the impacts of these environmental resources to those of the Proposed Project.

Response to Comment P1-63

Refer to the example provided in the **Response to Comment P1-62** for an example of the specific details of project alternatives provided in the Draft EIR. The analysis of alternatives provides adequate justification for determining that various impacts may be equal or greater than the Proposed Project. For example, under the analysis for Alternative B in Section 6.4.2, impacts to hydrology were determined to have the potential to be greater than the Proposed Project, as no improvements to existing site drainage would occur on the lots that are retained as open space.

Response to Comment P1-64

As discussed in Section 6.2 of the Draft EIR, 13 lots would be developed instead of 19 under the Minimal Grading Alternative. The number of lots selected was based on analysis of the amount of grading that would be required per each lot on the project site. It is acknowledged that the term "minimal" is subjective. As CEQA requires a project alternative to achieve the majority of the project objectives, it was determined that only the steepest lots that required the most grading would be excluded under the

Minimal Grading Alternative therefore still allowing for construction of enough residences (13 residences) to be an economically viable alternative.

Response to Comment P1-65

Refer to the **Response to Comment P1-17** regarding the definition of "reduced intensity." The Reduced Intensity Alternatives analyzed in Section 6.4.2 of the Draft EIR includes only 10 residential lots compared to 19. Text has been updated in **Section 6.3 of Volume II** to clarify that 10 is more than half of 19.

Response to Comment P1-66

The Reduced Intensity Alternative (Alternative B) would result in a similar level of impact to ridgeline and skyline from surrounding views compared to the Proposed Project. As stated in Section 6.4.2 of the Draft EIR, impacts to aesthetic resources would be similar to the Proposed Project, as development of Alternative B would result in construction of new homes on a previously unimproved lot and would inherently change the viewshed.

Response to Comment P1-67

As discussed in Section 4.3.4 of the Draft EIR, implementation of Mitigation Measure 4.3-6 would ensure compliance with the San Mateo County Significant Tree Ordinance and reduce impacts to protected trees to less than significant as the mitigation measure requires a certified arborist or registered professional forester shall conduct an arborist survey that shall specify, at a minimum, that the project proponent shall plant replacement tree species recommended by the County at a 1:1 ratio within the project site. No trees will be removed on the project site without prior approval from the County Planning Department. This will minimize the removal of vegetative resources, ensure protection of vegetation which enhances microclimate to the extent feasible, and ensure protection of historic and scenic trees, as required by Sections 1.10, 1.24, 1.25, and 1.26 of the County General Plan.

Response to Comment P1-68 through P1-70

In accordance with CEQA *Guideline* Section 15004 (a) and (b), the EIR is a planning level document. The specific number of trees to be removed and/or impacted by development of the Proposed Project, including the proposed new roadway and associated off-site infrastructure (e.g. pipelines), is not known at this time, but is estimated to entail removal of approximately 43 trees. The San Mateo County Significant Tree Ordinance requires the applicant notify the County of any significant trees which may be affected (removed or impacted) by the Proposed Project and that all appropriate County permits will be considered by the Planning Commission in conjunction with the request for Subdivision by the applicant. Therefore, the tree removal application will include the number of significant trees that may be affected.

Response to Comment P1-71

Comment noted. Per CEQA and CEQA *Guidelines*, the replacement trees will be sized in compliance with the requirements of the San Mateo County Significant Tree Ordinance and Section 12,000 of the County Ordinance Code and as required by the County Planning Department for the landscape plan

(required by Mitigation measure 4.1-a). The County is available to discuss imposing more stringent requirements on the Proposed Project outside of the CEQA process.

Response to Comment P1-72

The text in **Section 4.3.4 of Volume II** states that replacement significant and/or indigenous tree species shall be planted at a minimum ratio of 1:1, which is required by the County ordinance. Refer to the **Response to Comment P1-71** regarding the size of replacement trees.

Response to Comment P1-73

In accordance with CEQA *Guideline* Section 15004 (a) and (b), the EIR is a planning level document. A landscape plan is required by Mitigation Measure 4.1-1a in Section 4.1.4 of the Draft EIR and will include location, size, and species of any proposed landscaping and shall include, but not be limited to, hedges or other appropriate vegetation that will provide opaque screening between the northeastern edge of the project site and the residences along the southern side of Parrott Drive.

Response to Comment P1-74

Refer to the **Response to Comment P1-4** regarding the Mission blue butterfly.

Response to Comment P1-75

Lupine as a food source for the Mission blue butterfly is discussed in Section 4.3.2 of the Draft EIR. Plant species identified on the project site by qualified biologists are included as Appendix D of the Draft EIR. As no species of lupine are listed as a special status species, lupine was not further discussed in the Draft EIR in accordance with CEQA and CEQA *Guidelines*. Refer to the **Response to Comment P1-4** regarding the discussion of informal observations by the public of lupines (host plants) in the Draft EIR.

Response to Comment P1-76

Refer to the **Response to Comment P1-4** regarding the adequacy and completeness of the biological surveys performed on the project site.

Response to Comment P1-77

Refer to the **Response to Comment P1-4** regarding the adequacy and completeness of the analysis of impacts to migratory birds included in the Draft EIR.

Response to Comment P1-78

The replanting of significant and/or indigenous trees at a 1:1 ratio required by Mitigation Measure 4.3-6 in **Section 4.3.4 of Volume II** will ensure future habitat is available for migratory birds and other birds of prey.

Response to Comment P1-79

As discussed in Impact 4.3-7 of Section 4.3.4 of the Draft EIR, the primary effects of the Proposed Project, when considered with other projects in the region under a cumulative scenario, would be the cumulative direct loss of sensitive or special-status wildlife species and their habitat, loss of migratory birds, and conflicts with local plans or policies protecting biological resources. The conversion of plant and wildlife habitat on a regional level as a result of cumulative development would potentially result in a significant cumulative impact on special-status species and their habitats. Despite that the project site contains ruderal disturbed plant and wildlife habitat and is isolated from many other areas of similar habitat by urban development, the Proposed Project would contribute to a loss of regional biological resources through the conversion of habitat for special-status species to human use and thus limit the availability and accessibility of remaining natural habitats to regional wildlife. Accordingly, Mitigation Measure 4.3-7 requires that Mitigation Measures 4.3-1 through 4.3-6 are implemented to ensure the Proposed Project's contribution to regional impacts to biological resources would not be cumulatively considerable and, with mitigation, impacts of the Proposed Project would be less than significant.

Response to Comment P1-80

The potential impacts to botanical species are assessed in Impact 4.3-1 of the Draft EIR. As discussed there within, impacts would be potentially significant because although a site survey was conducted and no special-status plant species were observed, seven of the plant species could not be assessed during the evident and identifiable bloom period. Accordingly, Mitigation Measure 4.3-1 requires pre-construction surveys to again survey the area for the seven plant species to finalize the significance of the project. Pre-construction surveys are commonly used as mitigation for biological resources due to the difficulty in the identification of the presence of such species and are readily accepted by the California Department of Fish and Wildlife (CDFW) and the U.S. Fish and Wildlife Service (USFWS). Accordingly, the County has accepted pre-construction surveys (to be conducted during the evident and identifiable bloom period for the seven plant species) as appropriate mitigation to ensure impacts are minimized to the extent feasible prior to construction.

Response to Comment P1-81

A passenger car equivalence (PCE) multiplier of eight cars per truck was used in accordance with the Federal Highway Administration, Highway Capacity Manual (2000), which is acceptable under and consistent with CEQA and CEQA *Guidelines* for analysis of impacts associated with large truck traffic noise.

Response to Comment P1-82

Comment noted. Refer to the **Response to Comment P1-7** regarding the adequacy and completeness of the analysis of impacts associated with construction noise contained in Section 4.8 of the Draft EIR. A noise contour map is beyond what is required by CEQA.

Response to Comment P1-83

Mitigation Measure 4.8-1 adequately reduces the potential impact associated with construction noise to a less-than-significant level in accordance with CEQA and CEQA *Guidelines*; refer to the **Response to Comment P1-7** for further discussion. As the potential impact is less than significant with mitigation, a noise reduction plan is not necessary under CEQA.

Response to Comment P1-84

The analysis contained in the Draft EIR presents a worst case scenario so as to analyze the greatest impact. For example, maximum noise values used in the construction noise impact analysis in Section 4.8.4 of the Draft EIR are measured at 50 feet of distance from the source (refer to Table 4.8-6 in Section 4.8.4 of the Draft EIR). Since implementation of Mitigation Measure 4.8-1 would reduce construction noise impacts at the nearest receptor to a less-than-significant level, further analysis of impacts to receptors farther from the project site is not necessary as those impacts would also be less than significant. Emissions associated with construction activities presented in Table 4.2-5 of Section 4.2.4 of the Draft EIR are the maximum amount that would be emitted at the source and therefore depict the maximum amount of air pollutants a receptor could be exposed to due to construction of the Proposed Project. Since implementation of Mitigation Measures 4.2-1a and 4.2-1b would reduce air quality impacts at the nearest receptor to a less-than-significant level, further analysis of impacts to receptors farther from the project site is not necessary as those impacts would also be less than significant. The Proposed Project would not result in significant impacts related to noise and air quality during operation, as discussed in Section 4.8.4 and 4.2.4, respectively. Analysis of impacts associated with aesthetics during operation of the Proposed Project in Section 4.1 of the Draft EIR also took into consideration the worst case scenario. Figures 4.1-2a and 4.1-2b show several near views of the project site; two of the eight views used in the analysis are from Bel Aire Road and three of the eight views are from Parrot Drive. With implementation of Mitigation Measures 4.1-1a and 4.1-1b included in Section 4.1.4 of the Draft EIR, the impact to aesthetics would be less than significant, including for those residents along Parrot Drive and Bel Air Road. Further discussion to characterize the degree of aesthetic impact farther from the project site is not necessary. Construction of the Proposed Project would result in temporary impacts to aesthetics; as these impacts would not be long term, they are not significant.

Response to Comment P1-85

Refer to the **Response to Comments P1-8 and P1-9** regarding use of water during construction.

Response to Comment P1-86

As stated in Section 4.10.4 of the Draft EIR and the Analysis of Water and Sewer Utilities Technical Memorandum prepared for the Proposed Project (Appendix G of the Draft EIR), the water demand for the Proposed Project was determined from the per capita water demand for single-family residences in 2010 in the California Water Service Company (Cal Water) Bayshore District (BSD) and is estimated at 260 gallons per day (gpd) per residence and therefore approximately 4,940 gpd [0.005 million gallons per day (mgd)] for the entire Proposed Project. As discussed in Section 4.10.4 of the Draft EIR, the increase in population due to the Proposed Project is consistent with population projections contained in the 2010 Urban Water Management Plan. Water supply for the BSD is projected to be able to accommodate

existing customers and population projects in normal years but to fall short of water demand in single and multiple dry years. The BSD anticipates meeting water demands in dry years by implementing its Water Shortage Contingency Plan, which is a series of procedures and outreach strategies designed to reduce customer demand. Therefore, Mitigation Measure 4.10-2a was included to ensure the Proposed Project would comply with the Water Shortage Contingency Plan, which would thereby reduce the impact of the Proposed Project to less than significant.

Response to Comment P1-87

As construction activities are limited, at most, to between 7:00 A.M. and 6:00 P.M. per Mitigation Measure 4.8-1, it is unlikely that significant lighting at the project site would be required during construction. At most, lighting may be required during the winter season for the first one hour of construction (7:00 A.M. to 8:00 A.M.) and the last one hour of construction (5:00 P.M. to 6:00 P.M.). As the lighting would be intermittent and short term, it would not constitute a significant impact per CEQA regulations.

Response to Comment P1-88

Refer to the **Response to Comment P1-36** regarding that analysis of lighting impacts associated with the Proposed Project.

Response to Comment P1-89

Refer to the **Response to Comment P1-32** regarding impacts associated with stormwater runoff during construction.

As stated in Impact 4.6-3 in Section 4.6.4 of the Draft EIR, development of the Proposed Project would substantially alter the existing drainage patterns and may cause flows to exceed the capacity of existing stormwater drainage systems, result in substantial pollution on or off site, or result in flooding on or off site. Assuming the maximum allowable development footprint would be developed, the Proposed Project will create approximately 2.1 acres of impervious surfaces through construction of residences, driveways, roads, and sidewalks. As discussed in Section 4.6.4 of the Draft EIR, since the Proposed Project would exceed 10,000 square feet of impervious surface, it must comply with C.3 Provisions of the NPDES general permit. The proposed on-site detention and drainage systems as described in Section 3.4 of the Draft EIR (individual lot retention systems and bioretention treatment system) serves to meet C.3 Provisions and is designed and sized such that runoff from the Proposed Project will be released at pre-development rates. Incorporation of Mitigation Measure 4.6-2a ensures proper installation and maintenance of the detention and drainage systems, all of which will reduce the potential impact of stormwater flows. Implementation of Mitigation Measures 4.6-2b and 4.6-2c, although designed primarily to improve the water quality of stormwater discharge leaving the site, would also serve to reduce the amount and rate of stormwater runoff. Additionally, as discussed in Section 3.4.2 of the Draft EIR, the open space component of the Proposed Project will be landscaped with drought-tolerant native vegetation in order to restore the area to a natural habitat, increase infiltration rates, and decrease stormwater runoff. Accordingly, the stormwater runoff during operation of the Proposed Project would not exacerbate the existing erosion on the hillside or result in any other significant impact related to off-site drainage.

Response to Comment P1-90

As discussed under Impact 4.6-3, the drainage system designed in accordance with the County's Guidelines for Drainage Review utilized the 10-year design storm as the base design criteria. In Order No. 99-059, adopted July 21, 2004, the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB) amended the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) NPDES Permit to incorporate specific new development and redevelopment requirements (SFBWQCB, 2004). The requirements apply to development projects that exceed certain thresholds of impervious surface area. Beginning in August 2006, any project that creates at least 10,000 square feet of impervious surface must comply with C.3 Provisions of the NPDES permit. In 2003, the San Mateo Countywide NPDES Municipal Stormwater Discharge Permit (NPDES Permit No. CAS0029921) was amended to include stricter requirements for post-construction stormwater control measures. New development projects, including the Proposed Project, are required by the NPDES permit to incorporate site design, source control, and treatment measures to the "maximum extent practicable" and to use stormwater control measures that are technically feasible (likely to be effective) and not cost prohibitive, as described in C.3 Provisions of the NPDES permit. Since more than 10,000 square feet of impervious surface would be created by the Proposed Project, the project must comply with C.3 Provisions of the NPDES permit and incorporate various prescribed measures into the project design. The proposed on-site detention and drainage systems as described in **Section 3.4** (individual lot retention systems and bioretention treatment system) serve to meet C.3 Provisions.

Response to Comment P1-91

As stated in Section 4.4.4, all new structures of the Proposed Project would be designed in compliance with the CBC, which specifies that all proposed structures on the project site should be able to: resist minor earthquakes without damage; resist moderate earthquakes without structural damage but with some nonstructural damage; and resist major earthquakes without collapse but with some structural as well as nonstructural damage. These construction standards would minimize the seismic ground shaking effects on developed structures; therefore, impacts related to ground shaking are less than significant and no mitigation is required. Additionally, a detailed Geotechnical Investigation is required to be submitted by the applicant to the County Building Department (County General Plan Policy 15.21) prior to issuance of a building permit. Mitigation Measures 4.4-2a, 4.4-2b, and 4.4-2c ensure the building designs will be consistent with the findings of the geotechnical investigation, the California Code of Regulations, and the CBC, and the Proposed Project will comply with all recommendations contained within the site-specific Geotechnical Investigation conducted by Michelucci & Associates (2013) (Appendix E of the Draft EIR). Further, as discussed in Section 3.4.2 of the Draft EIR, each individual lot will have its own separate stormwater retention system which could be insured under the individual home owner's earthquake insurance should damage occur.

Response to Comment P1-92

The project description included in Section 3.0 of the Draft EIR was developed in accordance with CEQA and CEQA *Guidelines* to provide an adequate level of detail to assess the potentially significant impacts that could result to baseline conditions as a result of the implementation of the Proposed Project. The project description provides the necessary level of detail required to assess the potential environmental impacts and includes such details as a description of the project location and existing setting; the project

objectives; the project components, including a description of the proposed residential development including the proposed roadway and parking, open space, water supply, sewer service and wastewater treatment, utilities, emergency services, grading and drainage, and green building; and the construction schedule, activities, and equipment. Section 3.0 of the EIR also includes details regarding the ancillary development projects that would support the proposed development, such as public safety and fire protection, water and wastewater demands, circulation, grading and drainage, project construction, and best management practices (BMPs) that would be incorporated into project design to reduce the environmental impact of development. Regarding the design of the proposed stormwater detention system, adequate detail is provided to allow for analysis of potential environmental impacts related to water quality; for example, the bioretention treatment system is described as a continuous deflective separation (CDS) hydrodynamic separator runoff treatment device that contains chambers designed to remove as many pollutants as possible in Section 3.4.2 of the Draft EIR.

Response to Comment P1-93

The comment provides case studies from the Washington State Department of Ecology regarding storm water systems on coastal bluffs. The project site geology is different from a coastal bluff and therefore the presented case studies do not apply to the project area. As stated in Section 3.4 and 4.6, drainage features would be designed in accordance with State and County requirements and, given the long retention time of the proposed storm water retention systems per each individual lot, impacts to the existing system during peak flows will be minimized. The systems would not be installed on steep slopes as the individual systems would be installed on the graded lots thereby minimizing the potential issues raised by the commenter. Furthermore, these types of underground detention systems are promoted for use by the United States Environmental Protection Agency (USEPA) at residential sites where detention space is limited (USEPA, 2001). As discussed in the fact sheet, these systems are ideal for highly urbanized areas and ensure that there is no net increase in peak runoff and that receiving waters (which would be the existing municipal collection system) are not adversely impacted by high flows from the site.

Response to Comment P1-94

The Draft EIR adequately addresses the potential grading and drainage issues associated with the implementation of the Proposed Project and the mitigation presented to maintain the system adequately addresses concerns regarding development of the Proposed Project in accordance with CEQA requirements. Requiring proof of annual inspection and cleaning of each of the 19 individual lot storm drainage systems adequately addresses potential impacts from operation of the storm system and can readily be implemented through contractual arrangements between the Home Owners Association (HOA) or equivalent entity and an inspector. Speculation in regards to the ability for the HOA or equivalent entity to maintain the drainage system is outside of the scope of CEQA.

Response to Comment P1-95

As discussed in Section 4.6.2 of the Draft EIR, runoff from the northeastern and eastern portion of the project site currently drains into the yard areas of the houses on Parrott Drive and CSM Drive. The Draft EIR addresses the location of the drainage while the commenter addresses the direction of the flow. The

existing drainage setting described in Section 4.6.2 of the Draft EIR accurately and adequately assessing the existing conditions at enough detail to provide a pre and post-development analysis of impacts.

Response to Comment P1-96

As stated in the Draft EIR, due to the slopes of the existing streets, water would choose the path of least resistance should the regional storm water systems become inundated during a severe storm exceeding that of a 10-year storm and follow the streets past the existing housing lots into Polhemus Creek, south of the project site.

Response to Comment P1-97

Runoff is treated on each individual lot via swales adjacent to each inlet of each individual lot's storm water detention system. The discharge of four lots into the County drainage system would not adversely affect the County's ability to meet the permitting requirements for the County's drainage and associated storm water discharge systems. Additionally, the Proposed Project includes several BMPs to address drainage from the property during construction and long-term operation. BMPs related to storm water drainage during construction are guided by the California C.3 storm water quality program. Other BMPs, such as grassy-lined swales and smart landscaping, will address storm water drainage in the long term.

Response to Comment P1-98

Swales are considered standard BMPs and would be sized and positioned according to the final design of the residential lots. The exact construction methodologies, siting, dimensions, and volume and speed of flow will be determined with the final building plans as these project specific features are typically determined after a project is approved. The Draft EIR contains an adequate level of detail to assess the potential drainage impacts associated with the Proposed Project in accordance with the significance criteria presented in Section 4.6.4 of the Draft EIR.

Response to Comment P1-99

The ditch was delineated by a qualified biologist. The map referenced by the commenter adequately depicts the existing habitats on the project site. As presented in Section 4.6, the drainage runs along the northeast side of the project site, behind a row of houses on the south side of Parrott Drive, and flows west towards Bel Aire Road. This feature is fairly linear and may be man-made, or may have been more thoroughly channelized to facilitate drainage from adjacent housing. The drainage plan for the project does not rely on this ditch to protect nearby residences from the runoff generated by the Proposed Project. As discussed above, storm water runoff generated by the Proposed Project would be diverted to newly installed storm water conveyance facilities that would discharge into the existing County storm water system located beneath Bel Aire Road.

Response to Comment P1-100

Comment noted. Seepage is not anticipated to result in adverse impacts in accordance with the significance criteria presented in Section 4.6.4 of the Draft EIR.

Response to Comment P1-101

Comment noted. Implementation of the Proposed Project would be required to apply for coverage under the State's General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ (CGP). As discussed under Impact 4.6-1 of the Draft EIR, compliance with the permit mandates the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). Mitigation Measure 4.4-1a outlines the BMPs that shall be incorporated, at a minimum, into the SWPPP prepared in accordance with regulatory requirements. Additionally, implementation of the Proposed Project requires obtaining a San Mateo County Grading Permit, which includes the development of a site-specific Erosion and Sediment Control Plan. Mitigation Measure 4.4-1b specifies items and control measures that shall be included, at a minimum, in the Erosion and Sediment Control Plan. The application rate for dust control is minimized to not only reduce the amount of water utilized during construction but also minimizes ponding and would not generate ponding conditions that would encourage mosquito larvae development.

Response to Comment P1-102

In accordance with the CEQA *Guidelines*, the Draft EIR assesses impacts to the noise environment from the Proposed Project; and in particular, if the Proposed Project would result in exposure of persons to or generation of excessive groundborne vibration. Assessment of the construction activities determined that groundborne vibration events at 25 feet (the reference distance for determination of groundborne vibration utilizing peak particle velocity [PPV]) were below the threshold for structures of 0.5 PPV; with the event with the most vibration being 34 percent of the threshold. Accordingly, structures related to the pool are approximately 17 feet from the access road. With a PPV at 25 feet being 34 percent of the threshold for damage to structures, the pool structures at 17 feet would not experience a PPV above the 0.5 PPV threshold.

Response to Comment P1-103

Comment noted. As discussed in the 2013 Supplemental Geotechnical Investigation, records searches and site inspections were conducted to determine if conditions had changed since the 2002 report was compiled. The results indicated that conditions have not changed since the completion of the previous report and many of the previous findings are still relevant to the Proposed Project. Also noted in the report were that the recommendations from the 2002 report were updated to reflect current geotechnical requirements for development that were not required at the time the 2002 report was compiled. New boreholes are not required as the geologic conditions of the site have not changed in accordance with the site inspections conducted by the geotechnical specialist.

Response to Comment P1-104

Comment noted. The commenter presents a comment on County standards; however, the purpose of the Draft EIR is to assess compliance with current County standards. Accordingly, the Proposed Project would comply with all applicable standards concerning development on the project site.

Response to Comment P1-105

Comment noted. Refer to the **Response to Comment P1-6** regarding the analysis of shallow landslide hazards. As stated above, development of the Proposed Project would be required to comply with all County building requirements.

Response to Comment P1-106

Comment noted. Construction of the Proposed Project requires a San Mateo County Grading Permit which includes the requirement of an Erosion and Sediment Control Plan. This Erosion and Sediment Control Plan shall be prepared by a licensed civil engineer or certified professional soil erosion and sediment control specialist. The plan shall show the location of proposed vegetative erosion control measures, including landscaping and hydroseeding, and the location and details of all proposed drainage systems. The plan shall include sufficient engineering analysis to show that the proposed erosion and sediment control measures during preconstruction, construction, and post-construction are capable of controlling surface runoff and erosion, retaining sediment on the project site, and preventing pollution of site runoff in compliance with the CWA.

Response to Comment P1-107

Refer to the **Response to Comment P1-106** regarding soil stability. In addition, requirements of the SWPPP to be prepared in accordance with obtaining coverage under the CGP would further reduce impacts associated with erosion. Tree removal would solely occur in areas where grading, compacting, and development are required. Such development requires erosion control provisions or development (such as streets) would itself create soil stability.

Response to Comment P1-108

As stated above, construction requires a grading permit from the County and SWPPP for coverage under the CGP. A provision of these permits is that uncovered soils must be protected from erosion. Such BMPs as hydroseeding are often used to prevent erosion for soils that would be exposed for a longer period of time. For example, Mitigation Measure 4.6-1 of the Draft EIR requires the SWPPP to revegetate any disturbed areas after the completion of construction activities. Accordingly, no revisions to the Draft EIR are required to assess impact to soils from construction.

Response to Comment P1-109

The commenter is correct: the Health Risk Assessment (HRA) in the EIR does not provide an acute health risk analysis. Due to the size of the project, number of residences being constructed (19), the intermittent nature of construction, and lack of DPM and toxic air contaminants (TAC) sources within 1,500 feet of the project site, in accordance with the BAAQMD CEQA Guidelines, Risk and Hazard Screening Analysis Process Flow Chart, DPM and TAC concentration would not be substantial. Because the area surrounding the project site does not have any significant sources of TAC or DPM emissions (see Impact 4.2-5, Section 4.2 of the EIR), an acute health risk analysis is not warranted as outlined in the BAAQMD CEQA Guidelines, Risk and Hazard Screening Analysis Process Flow Chart.

Response to Comment P1-110

Sensitive receptors are defined in Section 4.2.2 of the EIR. Specific air and noise impact to the unique neighborhood is provided in Section 4.2.3 and 4.8 of the EIR, respectively. The commenter provides a description of their residence and the potential health issues due to construction and operation of the Proposed Project; this comment is noted. Section 3.2.3 of the EIR provides a health risk analysis which includes 400 receptors spread out in a one mile square grid pattern thought-out the project area. The health risk analysis provides an assessment of possible injuries to sensitive receptors from the exposure to construction DPM which is defined by the California Air Resource Board as a TAC. No further analysis is warranted.

Response to Comment P1-111

The commenter is correct: the dispersion modeling analysis was completed for the construction phase of the Proposed Project only. As shown in Impact 3.2.5 in the EIR, the BAAQMD provides specific screening criteria for TACs and DPM. In accordance with the BAAQMD screening criteria operation of the Proposed Project is not considered a significant contributor of TACs or DPM and since the nearest significant source of TACs or DPM is greater than 500 feet from the nearest sensitive receptor no operational dispersion modeling is required. No further dispersion modeling is warranted in accordance with the BAAQMD 2010 CEQA Guidelines.

Response to Comment P1-112

The commenter is correct: the most appropriate and available local meteorology is required to be used in the health risk analysis. The most appropriate and available local meteorology was used to determine dispersion pattern of DPM by the Lakes AERMOD dispersion model. The meteorology used in the Lakes AERMOD dispersion model was chosen in collaboration with the BAAQMD. As noted by the BAAQMD, there is no meteorology data for the immediate area surrounding the project site. Meteorology used in the dispersion model was from the nearest climate station approved by the BAAQMD with the appropriate climate data for the model, which is located at the San Francisco International Airport. No further modeling is warranted.

Response to Comment P1-113

The commenter is correct: the EIR states that construction emissions of DPM are temporary and intermittent and would not create long-term health risk to sensitive receptors. Refer to **Response to Comment P1-7**, which discusses the long-term health risk to sensitive receptors. As shown in Table 4.2-6 of Section 4.2 of the Draft EIR, the neighborhood is not covered by excessively high concentration of DPM, as stated by the commenter. The inhalation EPA Reference Concentration (RfC) is not a project specific significance level and therefore, is not an appropriate significance level to compare project-related DPM concentration. The inhalation RfC considers toxic effects for both the respiratory system (portal-of-entry) and systems peripheral to the respiratory system. In general, the RfC is an estimate (with uncertainty spanning perhaps an order of magnitude) of a daily inhalation exposure of the human population (including sensitive subgroups) that is likely to be without an appreciable risk of deleterious effects during a lifetime (70 years).

Response to Comment P1-114

The commenter is correct: the Draft EIR states that DPM would be reduced with the implementation of Mitigation Measure 4.2-1b. Mitigation Measure 4.2-1b includes the use of DPM filters on all heavy construction equipment. DPM filters were not included in the dispersion modeling; therefore, implementation would further reduce DPM emissions. It should be noted that impacts from project-related DPM emissions were found less than significant (refer to Impact 4.2.2 of the EIR); therefore, no explanation of additional reduction measures is warranted.

Response to Comment P1-115

DPM emissions near sensitive receptors would not occur along truck routes when construction vehicles are not operating along those routes. Construction vehicles would only operate during construction hours; refer to **Response to Comment P1-7** for hours of operation during the construction phase. The dispersion modeling results shows the worst case scenario. As shown in Table 4.2-6 of Section 4.2 of the Draft EIR, the results did not exceed the BAAQMD cancer and chronic HI thresholds; therefore, no additional analysis is warranted.

Response to Comment P1-116

Comparison of dispersion modeling DPM concentrations to the State and federal PM_{2.5} ambient air quality standards is inappropriate. State and federal PM_{2.5} thresholds are ambient air quality standards, which are calculated for the entire region. The commenter calculated the ratio between the dispersion models highest DPM concentration and the 24-hour PM_{2.5} ambient air quality standard. Construction DPM emissions would occur intermittently and in different areas of the construction site or along haul routes, not over the entire San Francisco Bay Area Air Basin. In accordance with the California Air Resource Board, DPM is designated as a TAC; therefore, analyzing the health risk of DPM is in conformance with the BAAQMD CEQA Guidelines. Project related PM₁₀ and PM_{2.5} emissions are estimated in Section 4.2 of the EIR. In accordance with the BAAQMD CEQA Guidelines, if a project's PM₁₀ and/or PM_{2.5} emissions do not exceed the BAAQMD thresholds of 82 pounds per day (lb/day) and 54 lb/day, respectively, the project would not cause an exceedance of the NAAQS or CAAQS. No further analysis is warranted.

Response to Comment P1-117

The Proposed Project would result in the greatest emission of criteria pollutants as well as TACs and DPM. The location of alternatives is the same as that of the Proposed Project; therefore, the meteorology, topography, and other factors would be the same as those provided in the Proposed Project. Since the Proposed Project would emit the greatest TACs and DPM concentrations when compared to the alternatives, dispersion modeling of the Proposed Project provides a worst-case scenario. As shown in Table 4.2-6 of Section 4.2 of the Draft EIR, the cancer and chronic HI do not exceed the BAAQMD thresholds of 10 in one million and 1, respectively. Therefore, no additional alternative analysis is warranted.

Response to Comment P1-118

The commenter is correct: the Draft EIR only analyzes DPM. During the construction phase of the Proposed Project, DPM emissions provides the greatest health risk; therefore, DPM emissions were considered a worst-case-scenario for TACs (DPM is designated by the California Air Resource Board as a TAC). DPM emissions were found to be below the BAAQMD health risk threshold; therefore, no other TAC emitted during construction would be above the BAAQMD health risk threshold. No further analysis is warranted. In accordance with the BAAQMD CEQA Guidelines, Risk and Hazard Screening Analysis Process Flow Chart, the Proposed Project is not a significant emitter of TACs. Therefore, no operational analysis is warranted.

Response to Comment P1-119

The commenter is correct: Appendix G of the CEQA *Guidelines* states impacts to air quality would be significant if the Proposed Project exposed sensitive receptors to substantial pollutant concentrations. As shown in Tables 4.2-5, 4.2-6, and 4.2-7 of Section 4.2 of the Draft EIR, no substantial pollutant concentration in the area of the Proposed Project was identified; refer to **Response to Comment P1-7** for results of air quality analysis. The pollutant concentrations provided in the EIR are those required under the BAAQMD CEQA Guidelines; no further analysis is required. Given this is a California environmental document prepared in compliance with CEQA, USEPA level analysis is not warranted. It should be noted that California significance thresholds are generally more stringent than USEPA thresholds.

Response to Comment P1-120

As shown in Table 4.2- of the Draft EIR, the metrics required for analysis under the BAAQMD CEQA Guidelines are provided. Additional metrics are not warranted to determine if the Proposed Project would impact the area surrounding the project site. Cancer and chronic HI at sensitive receptors on Parrot Drive and CSM Drive would be less than those shown in Table 4.2-6 of the EIR due to the distance of these sensitive receptors to the project site. No additional health risk assessment is needed.

Response to Comment P1-121

Refer to **Response to Comment P1-7** regarding dispersion modeling results. No mitigation measures are warranted given the results of the DPM dispersion modeling were below the BAAQMD cancer and chronic HI thresholds. As shown in Table 4.2-6 of the Draft EIR, the construction phase of the Proposed Project would not produce levels of TACs in exceedance of significance criteria. No additional mitigation is warranted because project-related TAC emissions are below the BAAQMD thresholds.

Response to Comment P1-122

Comment noted. The commenter contends the neighborhood will be unduly hardship for two to four years. Refer to the **Response to Comment P1-32** regarding the timeline and schedule of construction of the Proposed Project. Refer to **Response to Comment P1-7** regarding the analysis of impacts associated with noise and air quality during construction of the Proposed Project.

Response to Comment P1-123

Comment noted. The purpose of a Draft EIR is to present mitigation measures to the Planning Commission that are recommended for incorporation into project approvals. These measures are included in the Final EIR within the required MMRP. Refer to **Section 4.0** of Volume I of the Final EIR.

Response to Comment P1-124

Impacts of construction are adequately addressed throughout Section 4.0 of the Draft EIR as necessary in accordance with the significance criteria established in accordance with the CEQA *Guidelines*.

Response to Comment P1-125

Comment noted. There are no precedents established that residential construction within an existing residential neighborhood of this size (19 units) would result in acute impacts to sensitive receptors. Emissions associated with the construction of the Proposed Project are far less than those from the nearby freeways and from the traffic associated with the College of San Mateo. Furthermore, because the area surrounding the project site does not have any significant sources of TAC or DPM emissions (refer to Impact 4.2-5 in Section 4.2 of the Draft EIR); an acute health risk analysis is not warranted as outlined in the BAAQMD CEQA Guidelines, Risk and Hazard Screening Analysis Process Flow Chart.

Response to Comment P1-126

The Draft EIR assess both long-term and short-term impacts that may result from the implementation of the Proposed Project in accordance with the CEQA *Guidelines* and corresponding significance criteria presented for each resource discussion in Section 4.0 of the Draft EIR. The Draft EIR, and associated Final EIR, adequately meets County requirements as established by CEQA. No further analysis or mitigation beyond what is established by the approval of the Final EIR is required. Outside of the CEQA process, commenters have the opportunity to consult with the County on existing or enhanced systems for resolving complaints related to construction impacts on public or private property.

P2 John Mathon

Response to Comment P2-1

Comment noted. Responses are provided below.

Response to Comment P2-2 through P2-5

Refer to **Response to Comment P1-93** and **P1-94** regarding drainage of the project site.

Response to Comment P2-6 through P2-9

Refer to **Response to Comment P1-06** regarding the slope of the project site.

Response to Comment P2-10 through 17

As stated in Section 3.4.2 of the Draft EIR street grades would range from 11 to 19 percent; any street with a slope greater than 15 percent would be constructed of concrete whereas all other streets would be asphalt. The street design is consistent with County regulations and would not require a variance. Refer to **Response to Comment P1-04** regarding tree removal. Retaining walls will be developed for Common Lot C adjacent to the access roadway and would be developed entirely on the project site and would not interfere with adjacent properties. Refer to the **Response to Comment P1-06** regarding the safety of the intersection of the private roadway with Bel Aire Drive.

Response to Comment P2-18

Impacts to water resources, including impacts to the municipal water supplies is addressed under Impact 4.10-2, which takes into account shortfalls in water supply during dry years. Mitigation Measure 4.10-2a ensures compliance with the Water Shortage Contingency Plan to reduce the impact of the Proposed Project to less than significant.

Response to Comment P2-19

Refer to Response to **Comment P1-108** regarding erosion control. Mitigation Measure 4.6-1 incorporates erosion control measures, including revegetation and minimization of vegetation removal into the required SWPPP. These provisions were included in the SWPPP to comply with existing Federal and State water quality control laws which require post-construction erosion control measures.

Response to Comment P2-20

Impacts to biological resources, including the mission blue butterfly and raptors, are addressed in Section 4.3 f the Draft EIR and are further addressed in **Response to Comment P1-04**.

Response to Comments P2-21 through 23

Air quality and noise impacts of the Proposed Project are assessed in Sections 4.2 and 4.8, respectively. Refer to **Responses to Comment P1-109** through **P1-222** for responses to similar comments concerning air quality and noise impacts of the Proposed Project. There are no indications based on existing information concerning the extent and duration of construction that impacts would result in adverse physical impacts to residents or cause nearby residences to be uninhabitable.

Response to Comments P2-24 through 26

Comment noted. The EIR process provides the Planning Commission with a summary of potential impacts and proposed mitigation measures to reduce identified environmental impacts of the Applicant's Proposed Project. The EIR and associated documentation provides additional information for the Planning Commission to process during the approval or denial process of the Proposed Project. The Applicant's removal of units from the southern portion of the project addresses many of the concerns presented on the previous project (25 residential lots). In addition, the 19 homes and lot arrangements are consistent with existing zoning regulations for the project site (20 foot buffers from property lines and maximum height of residences of 3 stories or 36 feet).

Response to Comments P2-27 through 34

Refer to the **Response to Comment P1-7** regarding the analysis of impacts associated with noise in the Draft EIR.

Response to Comments P2-35 through P2-41

Refer to the **Response to Comment P1-7** regarding the analysis of impacts associated with air quality in the Draft EIR.

Response to Comments P2-42 through 45

Water demands of the Proposed Project are presented in Section 4.10 under impact discussion 4.10-2. Impacts to water supplies are addressed in **Response to Comment P2-18**.

Response to Comment P2-46

Comment noted. The analyses within the Draft EIR are conservative by utilizing the nearest sensitive receptor to evaluate the potential impacts. For example, noise impacts are evaluated using a distance of 50 feet, which is the distance from construction activities to the nearest residence (industry standards indicates that noise assessments utilize the interior of a residence as the receptor and not the property lines). By utilizing the nearest sensitive receptor, impacts to other receptors are assumed to be reduced by comparison.

Response to Comments P2-47 through 53

Impacts associated with the roadway are assessed in accordance with the significance criteria established by the CEQA *Guidelines*. Refer to **Response to Comment P1-6** regarding compliance with County roadway codes and analysis of the safety of the proposed intersection. Refer to the **Response to Comment P1-31** regarding the commenter's recommendations for other locations of the access roadway.

Response to Comments P2-54 through 58

Refer to the **Response to Comment P1-6** concerning impacts related to the topography of the site. There are no anticipated adverse impacts to tax revenue or housing prices associated with the Proposed Project, and these issues are not considered environmental impacts by the CEQA *Guidelines*.

Response to Comments P2-59 through 69

Refer to the **Response to Comment P1-93** regarding the utilization of underground retention for storm water control. Refer to the **Response to Comment P1-90** regarding utilization of the 10-year storm to design the storm water system for the Proposed Project. Refer to the **Response to Comment P1-91** regarding seismic stability of the installed systems. Refer to the **Response to Comment P1-96** regarding impacts from storms with intensities greater than the 10-year design storm. Refer to the **Response to Comment P1-94** regarding the adequacy of the drainage analysis to meet CEQA requirements. All retaining walls would be built to code as required.

Response to Comments P2-70 through 75

Impacts to biological resources and associated mitigation, including the mission blue butterfly and raptors are addressed in Section 4.3 of the Draft EIR and are further addressed in **Response to Comment P1-04**. As discussed in Section 3.4.2 of the Draft EIR, the Proposed Project would include an on-site stormwater drainage system designed and sized such that runoff from the Proposed Project will be released at pre-development rates. Each individual lot will have its own separate storm water retention system that will meter discharge from each individual lot. The new off-site storm drain lines will connect into a common manhole at the intersection of Bel Aire Road and Ascension Drive. The system would then connect into the existing County storm drain system, following Ascension Drive down to Polhemus Road, with the treated runoff ultimately released into Polhemus Creek. Therefore, runoff would not increase erosion on the project site.

Response to Comments P2-76 through 78

The residences would be constructed in accordance with all County zoning guidelines and regulations. This zoning establishes a limit of lot coverage of 40 percent and requires setbacks of 20 feet (front and back yards) and 5 feet (side yards). The maximum height limit for buildings on the project site is 3 stories or 36 feet (refer to the **Response to Comment P1-41** regarding the updated viewshed analysis). Lot sizes range from a minimum of 7,500 sf to a maximum of approximately 16,000 sf. One single-family house would be developed per each lot. House development footprints are no more than 40 percent of the square footage of each lot, leaving at least 60 percent for yard coverage. Setbacks for houses are 20 feet for front and back yards and 5 feet for side yards. Houses do not exceed 36 feet in height or 3 stories. As discussed above, all residential structures would be designed to be consistent with surrounding neighborhoods, to minimize erosion, to maximize soil stability, and to screen existing viewsheds from the new development to the extent feasible. Lack of privacy is not considered an environmental impact in accordance with the CEQA Guidelines and maximum privacy cannot be guaranteed and is not enforceable as a code violation. However, with the incorporation of a landscaping plan and tree replacement plan, impacts to long-term privacy issues would be reduced.

Response to Comments P2-79 through 81

Refer to the **Response to Comment P1-05** regarding project lighting.

Response to Comments P2-82 and 83

Comment noted. The commenter presents a comment on County standards; however, the purpose of the Draft EIR is to assess compliance with current County standards. Accordingly, the Proposed Project would comply with all applicable standards concerning development on the project site.

Response to Comments P2-84 through 86

The commenter provides a list of the comments previously presented. Refer to the **Responses to Comments P2-1 through P2-83**.

Response to Comment P2-87

Comment noted. As disclosed in Section 5.3 of the Draft EIR, mitigation has been identified to reduce identified impacts to less-than-significant levels and no significant and unavoidable impacts were identified. No further mitigation is required.

Response to Comments P2-88 through 98

Refer to **Response to Comment P2-46** regarding the analysis of impact to the nearest sensitive receptor to determine the significance of an impact. Implementation of the mitigation outlined within the EIR, especially those for air quality and noise emissions, would reduce health risks to baseline conditions associated with living within a residential neighborhood. The commenter reiterates comments previously addressed above. Refer to the responses above to each specific comment.

Response to Comments P2-99 through 103

Comment noted. Refer to the **Responses to Comments P2-1** through **P2-98** to specific comments concerning the Proposed Project and subsequent responses addressing the EIR compliance with CEQA requirements.

P3 Donald Munakata

Response to Comment P3-1

Refer to the **Response to Comment P1-2** regarding the content and volume of material discussed in the Draft EIR.

Response to Comment P3-2

Project objectives are discussed in Section 3.4.1 of the Draft EIR. A side-by-side qualitative comparison of the severity of environmental impacts among the Proposed Project and project alternatives is provided in Table 6-1 in Section 6.5 of the Draft EIR. Refer to the **Response to Comment P1-62** regarding the adequacy and completeness of the description and analysis of alternatives.

Response to Comment P3-3

As stated by the commenter, one of the objectives of the Proposed Project is to “Provide sufficient housing supply *jointly with the cities* located in the County that meets San Mateo County’s projected housing needs” (emphasis added). The purpose of the Proposed Project is not to provide all of the housing supply to meet the County’s projected housing needs. Further, another objective of the Proposed Project is to “Provide residential development consistent with economic and social needs and environmental constraints,” as stated in Section 4.1 of the Draft EIR. The size, topography, and geography of the project site as well as the County land use designations and ordinances limit the development potential of the site and in response to those factors, the Applicant has designed the Proposed Project to provide 19 single-family residences.

Response to Comment P3-4

As stated in Section 6.1 of the Draft EIR, the purpose of the alternative analysis, according to the CEQA *Guidelines* Section 15126.6(a), is to describe a range of reasonable alternative projects that could feasibly attain most of the objectives of the Proposed Project and to evaluate the comparative merits of the alternatives. An assessment of the availability of other future housing developments within the County as well reducing the present vacancy rate in the unincorporated area of the County are both beyond the scope of this EIR.

As discussed in Section 6.3, development of the Proposed Project by the project applicant on another site is infeasible as the applicant does not own an alternate site with similar requirements (zoning, acreage, and infrastructure). Thus, alternative site locations were not selected for detailed analysis as a site could not be identified that would reasonably accomplish the stated objectives of the project while reducing the environmental effects. Analysis of the environmental impacts of developing housing on another site by a developer other than the project applicant is beyond the scope of this EIR.

Response to Comment P3-5

Refer to the **Response to Comment P1-62** regarding the adequacy and completeness of the description and analysis of alternatives pursuant to CEQA.

Response to Comment P3-6

As discussed in Section 6.4.3 of the Draft EIR, Alternative C (Alternative [Large Lot] Design) would accomplish some of the project objectives, however to a lesser degree than the Proposed Project. Alternative C would result in the addition of single-family homes. However, the proposed low density construction would not meet the objectives, which require sufficient housing supply to meet County projected housing needs. Maximizing the use of all areas zoned for residential development in the County ensures the County and City of San Mateo will be able to meet the projected housing needs as stated and required by the County General Plan Housing Element.

As discussed in Section 6.4.2 of the Draft EIR, Alternative B (Reduced Intensity) would generally accomplish the project objectives identified by the County and project applicant, however to a lesser extent than the Proposed Project. Development of Alternative B would result in lesser impacts than the Proposed Project in five issue areas, similar impacts to the Proposed Project in four issue areas, and greater impacts than the Proposed Project in two issue areas.

Refer to **Response to Comment P1-62** regarding the purpose of analysis of alternatives in a Draft EIR as required by CEQA.

Response to Comment P3-7

Comment noted. The County Planning Commission (“decision making body”) will consider requiring that the project applicant to incorporate aspects of the project alternatives analyzed in the Draft EIR consistent with County rules and regulations and as the County Planning Commission deems necessary.

Response to Comment P3-8

Comment noted. The request that an alternatives analysis to identify what components of the alternatives presented in the Draft EIR need to be incorporated in to the final selected project is beyond the scope of the EIR. The “decision making body” is the County Planning Commission.

Response to Comment P3-9

Refer to the **Response to Comment P1-62** regarding the adequacy and completeness of the description and analysis of alternatives pursuant to CEQA.

Response to Comment P3-10 and P3-11

Refer to the **Response to Comment P1-13** regarding the MMRP, which is the County’s program to report on and monitor measures adopted as part of the environmental review process to mitigate or avoid significant effects on the environment. As the Lead Agency, the County will ensure mitigation measures are implemented and will serve as a point of contact for the public.

Response to Comment P3-12

Refer to the **Response to Comment P1-13** regarding the MMRP, which is the County’s program to report on and monitor measures adopted as part of the environmental review process to mitigate or avoid significant effects on the environment. As the Lead Agency, the County will ensure mitigation measures are implemented and will serve as a point of contact for the public.

Response to Comment P3-13

Refer to the **Responses to Comments P3-10** through **P3-12** regarding the request for an environmental compliance monitor and point of contact for ensuring incorporation of mitigation measures.

Response to Comment P3-14

Refer to the **Response to Comment P1-32** regarding construction timelines and a discussion as to how increasing the length of time of construction would reduce the intensity of impacts, including impacts related to dust emissions.

Response to Comment P3-15

Comment noted. The County will conduct periodic site inspections to verify compliance with air quality Mitigation Measures 4.2-1a and 4.2-1b during construction, as required by the MMRP included as **Table 4-1** in **Section 4.0**. Mitigation Measures 4.2-1a and 4.2-1b are designed to reduce emissions during construction to a less-than-significant level. Accordingly, real time monitoring of air quality would not be necessary.

Response to Comment P3-16

The Proposed Project will comply with all BAAQMD regulations. As discussed in Section 4.2.4 of the Draft EIR, Mitigation Measure 4.2-1a requires the applicant to ensure, through the enforcement of contractual obligations, that construction contractors implement a fugitive dust abatement program during construction, which shall include elements consistent with the Basic Construction Mitigation Measures recommended by the BAAQMD. No permits from the BAAQMD are required to implement the Proposed Action.

Response to Comment P3-17

Refer to **Response to Comment P3-12** regarding enforcement of mitigation measures. The mitigation measure in question was implemented in accordance with BAAQMD's Feasible Control Measures for Construction Emissions of PM10.

Response to Comment P3-18

The technical reports required by mitigation measures shall be submitted to the County per the MMRP presented in **Table 4-1** of **Section 4.0** of this Final EIR. Although not required by CEQA, the reports may be requested from the County.

Response to Comment P3-19

Michelucci & Associates prepared a Supplemental Geotechnical Investigation (Michelucci, 2013) to the 2002 Geotechnical and Engineering Geologic Investigation, Proposed Ascension Heights Subdivision, San Mateo County, California report, which was included Appendix E of the Draft EIR. Results of Supplemental Geotechnical Investigation indicated that additional borings were not necessary as geotechnical site conditions had not changed since the borings were conducted in 2002. A map of the soil borings taken during the 2002 Michelucci & Associates investigation can be found in the corresponding report, for which the full reference is provide in Section 8.0 of the Draft EIR and shown below:

Michelucci & Associates (Michelucci), 2002. Geotechnical and Engineering Geologic Investigation, Proposed Ascension Heights Subdivision, San Mateo County, California. Prepared by Michelucci & Associates, Inc. December 16, 2002

Refer to the **Response to Comment P1-6** regarding the analysis of potential erosion to residences on Parrot Drive.

Response to Comment P3-20

Refer to the **Response to Comment P1-46** regarding the proposed construction truck traffic route.

Response to Comment P3-21

Traffic counts were conducted during peak hours while the College of San Mateo was in session. Refer to the **Response to Comment P1-47** regarding the appropriateness and adequacy of the analysis of construction traffic impacts presented in the Draft EIR.

Response to Comment P3-22

Refer to the **Response to Comment P3-16** regarding BAAQMD permits. It is unclear why the Commenter believes permits are required from California Department of Transportation (Caltrans) and the California Department of Public Health for the Proposed Project; permits are not required from these State agencies for the Proposed Project.

Response to Comment P3-23

As discussed in Section 3.4.2 of the Draft EIR, the Proposed Project includes an open space component and several permanent BMPs to address drainage existing drainage issues from the property during long-term operation, both of which would protect and enhance the character of the existing single family areas. Additionally, the Proposed Project is consistent with existing single-family land uses. Development of the Proposed Project would protect the existing single-family areas from incompatible land uses which would degrade the environmental quality and economic stability of the area.

Response to Comments P3-24 and P3-25

Comments noted. Refer to the **Responses to Comments P3-1** through **P3-23** regarding historic comments submitted on the previous EIR.

P4 Laurel and Donald Nagle

Response to Comment P4-1

Comment noted.

Response to Comment P4-2

Refer to the **Response to Comment P1-99** regarding the drainage feature along the northeastern edge of the project site.

Response to Comment P4-3

Refer to the **Response to Comment P1-4** regarding the adequacy and completeness of the analysis of potential impacts to biological resources.

Response to Comment P4-4 and P4-5

Refer to the **Response to Comment P1-67** regarding the potential impact to trees and proposed mitigation.

Response to Comment P4-6

Comment noted. The effects of the required vegetation along the northeastern border of the project site will be considered in the required landscaping plan; refer to the **Response to Comment P1-35** for further discussion.

Response to Comment P4-7

Refer to the **Responses to Comments P1-89** and **P1-92** regarding the proposed stormwater drainage system and level of detail provided in the Draft EIR.

Response to Comment P4-8

Mitigation Measures 4.2-1a and 4.2-1b in Section 4.2.4 of the Draft EIR would reduce the emissions of particulate matter and dust to less-than-significant level. In addition, Mitigation Measures 4.2-1a and 4.2-1b would also reduce the off-site movement of these particles, which would in turn prevent settling and adverse impacts to solar panels, swimming pools, water features, etc.

Response to Comment P4-9

As no parking would be allowed in the hammerhead cul-de-sacs (refer to the **Response to Comment P1-26** for further discussion), the only traffic in the cul-de-sacs would be temporary and intermittent. Accordingly, traffic in the cul-de-sacs would not create a new source of substantial light or glare which would adversely affect day or nighttime views, and the aesthetic impact is less-than-significant under the provisions of CEQA. Additional community concerns may be considered by the Planning Commission outside of the CEQA process..

Response to Comment P4-10

Comment noted. As discussed in Section 1.2.2, agencies and members of the public were invited to attend a public scoping meeting and provide input on the scope of the EIR. Comments from agencies and the public provided at the scoping meeting and in written comments submitted in response to the NOP are included within Appendix A of the Draft EIR. All comments were reviewed and considered in development of the Draft EIR. Mitigation Measures 4.4-1a and 4.4-1b in Section 4.4.4 of the Draft EIR were included to reduce the impacts related to soil and erosion to a less-than-significant level.

Response to Comment P4-11

Refer to **Response to Comment P1-6** regarding analysis of the safety as related to traffic and the transportation system.

Response to Comment P4-12

Refer to the **Response to Comment P1-6** regarding the analysis of shallow landslide hazards.

**P5 Frederick Hansson, Commissioner, 2nd District, San Mateo County
Planning and Building Department Planning Commission**

Response to Comment P5-1

Comment noted. The water supply and associated shortages are acknowledged in Section 4.10.2 of the Draft EIR. Accordingly, Mitigation Measure 4.10-2a was included in the Draft EIR to ensure the Proposed Project would comply with California Water Service Company's Water Shortage Contingency Plan and reduce the impact of the Proposed Project to less than significant

Response to Comments P5-2 through P5-4

Comment noted. Limitations established by the Raker Act are acknowledged; however, the water supply analysis includes provisions for water supply shortages and a discrete discussion of the potential reductions of water supply through Raker Act limitations is unnecessary to assess the impact of the Proposed Project on regional water supplies. Refer to **Response to Comment P5-1** regarding impacts to the water supply during years of supply shortages.

P6 David and Laura Ditlevsen

Response to Comment P6-1

Comment noted. Responses to specific comments presented by the commenter are provided below.

Response to Comment P6-2

Comment noted. While completion of the project could take 10 years, construction would be intermittent as the houses would be constructed as lots are purchased. Furthermore, the air quality analysis presented in Section 4.2 of the Draft EIR adequately addresses CEQA requirements as outlined in the CEQA *Guidelines*.

Response to Comment P6-3

Noise impacts are addressed in Section 4.8. Impacts and noise levels are compared to regulatory standards and code requirements as implemented by the County. The Proposed Project is consistent with the zoning of the site and therefore implementation of the Proposed Project does not constitute loss of open space from a CEQA and planning perspective.

Response to Comment P6-4

Traffic impacts are assessed in Section 4.11 of the Draft EIR. As stated therein, implementation of the Proposed Project would adversely impact traffic operations within the neighborhood and traffic impacts are considered less than significant.

Response to Comment P6-5

Refer to the **Response to Comment P1-06** regarding stability of the slopes of the project site and impacts from the implementation of the Proposed Project.

Response to Comment P6-6

Refer to the **Response to Comment P1-36** regarding privacy.

Response to Comment P6-7

Refer to the **Response to Comment P1-05** regarding visual impacts assessed under CEQA

.

Response to Comment P6-8

Comment noted. The County General Plan land use designation for the project site is Medium Low Density Residential (2.4 to 6.0 dwelling units [du]/acre). The project site is zoned R-1/S-8 (single-family residential/7,500 square foot [sf] minimum lot size). This zoning establishes a limit of lot coverage of 40 percent and requires setbacks of 20 feet (front and back yards) and 5 feet (side yards). The maximum height limit for buildings on the project site is 3 stories or 36 feet. The residences would be constructed in accordance with these County zoning guidelines and regulations. Lot sizes would range from a minimum of 7,500 sf to a maximum of approximately 16,000 sf. One single-family house would be developed per lot. House development footprints would be no more than 40 percent of the square footage of each lot, leaving at least 60 percent for yard coverage. Setbacks for houses would be 20 feet for front and back yards and 5 feet for side yards. Houses would not exceed 36 feet in height or 3 stories. As discussed above, all residential structures would be designed to be consistent with surrounding neighborhoods, to minimize erosion, to maximize soil stability, and to screen existing viewsheds from the new development while still minimizing obstruction of solar access per each residence. Therefore, the Proposed Project is consistent with planning rules and regulations.

P7 Dave Kong

Response to Comment P7-1

Comment noted. In accordance with CEQA requirements and corresponding significance criteria, noise and air quality impacts are addressed in Sections 4.8 and 4.2, respectively. While “damage” is a general impact used by the commenter without referencing a specific resource, assessment of potential damage to environmental resources from the implementation of the Proposed Project are addressed throughout Section 4.0 of the Draft EIR.

Response to Comment P7-2

Refer to the **Response to Comment P1-06** concerning the slopes on the project site and subsequent impacts from implementation of the Proposed Project.

P8 Carmen and Ted Glasgow

Response to Comment P8-1

Comment noted. The air quality analysis was conducted in accordance with industry standards to determine the potential to impact human health as required under CEQA. Refer to **Response to Comment P1-7** regarding the methodology utilized to assess air quality impacts.

P9 Anee Pitkin

Response to Comments P9-1 and P9-2

Comment noted. Refer to the **Response to Comment P1-7** regarding the analysis of impacts associated with air quality in the Draft EIR. Impacts associated with air quality during construction of the Proposed Project are addressed in Section 4.2 of the Draft EIR in accordance with CEQA and CEQA *Guidelines*.

P10 – Ashleigh Evans and Dan Hager

Response to Comment P10-1

Comment noted. Refer to the responses to **Comment Letter P1** for a complete discussion of the Baywood HOA's comments referred to in this comment.

Response to Comment P10-2

Refer to the **Response to Comment P1-6** regarding potential impacts associated with steepness of the proposed residential lots and the soil stability on the project site and vicinity, which were addressed in Section 4.4 of the Draft EIR.

Response to Comment P10-3

Refer to the **Response to Comment P1-36** regarding privacy.

Response to Comment P10-4

Comment noted. Refer to the **Response to Comment P2-35** regarding air quality and potential health issues. Impacts associated with air quality during construction of the Proposed Project are addressed in Section 4.2 of the Draft EIR in accordance with CEQA and CEQA *Guidelines*. Refer to the **Response to Comment P1-7** regarding the adequacy and completeness of the analysis of impacts associated with construction noise contained in Section 4.8 of the Draft EIR. Refer to the **Response to Comment P1-47** regarding impacts associated with traffic during construction, which are addressed in Section 4.11 of the Draft EIR in accordance with CEQA and CEQA *Guidelines*.

Response to Comment P10-5

Comment noted. The EIR was prepared in accordance with CEQA and CEQA *Guidelines* and appropriately concludes impacts of the Proposed Project would be less than significant to environmental

resources; refer to the **Response to Comment P1-2** for further discussion. Refer to the **Response to Comment P1-46** regarding the assessment of the construction truck haul routes.

P11 Ronald and Arlene Johnson

Response to Comments P11-1 through P11-2

Refer to the **Response to Comment P1-3** regarding non-substantive comments or statements of opinion.

Response to Comment P11-3

Refer to the **Response to Comment P1-6** regarding potential impacts associated with steepness of the proposed residential lots and the soil stability on the project site and vicinity, which were addressed in Section 4.4 of the Draft EIR.

Response to Comment P11-4

Refer to the **Response to Comment P1-3** regarding non-substantive comments or statements of opinion.

A bond for the unlikely event that project applicant chooses not to finish the development is not a reasonably foreseeable effect and is beyond what is required to be addressed in accordance with CEQA.

Response to Comment P11-5

Refer to the **Response to Comment P1-56** regarding impacts to roadways. Refer to the **Response to Comment P1-06** regarding the steep slopes on the project site.

P12 Ray Razavi

Response to Comment P12-1

As stated in Section 4.11.1 of the Draft EIR, criteria for determining the significance of impacts to traffic and circulation were developed based on Appendix G of the CEQA *Guidelines* and relevant agency guidelines. Concerns related to existing speeding on roads in the vicinity of the project site are beyond the scope of this EIR. Additional “traffic calming” mitigation measures, as requested by the commenter, are beyond what is required to be addressed in accordance with CEQA. Additional provisions to address community concerns may be considered by the Planning Commission outside of the CEQA process..

P13 Ruth Ciranni

Response to Comment P13-1

Comment noted. Refer to the **Response to Comment P1-6** regarding the adequacy and completeness of the analysis of impacts associated with geologic stability contained in Section 4.4 of the Draft EIR.

Response to Comment P13-2

Refer to the **Response to Comment P1-6** regarding potential impacts associated with steepness of the proposed residential lots and the soil stability on the project site and vicinity, which were addressed in Section 4.4 of the Draft EIR. The EIR was prepared in accordance with CEQA and CEQA *Guidelines* and appropriately and accurately addresses impacts associated with steepness and soil stability within the context of applicable federal, State, and local laws, codes, ordinances, and standards. Concerns related to the standards and codes for houses in the vicinity of the project site, as well as retaining walls and other construction methods in the vicinity, is beyond the scope of this EIR.

Response to Comment P13-3

Comment noted. Refer to the **Response to Comment P2-35** regarding air quality and potential health issues. Impacts associated with air quality during construction of the Proposed Project are addressed in Section 4.2 of the Draft EIR in accordance with CEQA and CEQA *Guidelines*. Refer to the **Response to Comment P1-7** regarding the adequacy and completeness of the analysis of impacts associated with construction noise contained in Section 4.8 of the Draft EIR.

P14 Ines Malardino

Response to Comment P14-1

Refer to the **Response to Comment P1-3** regarding non-substantive comments or statements of opinion.

Response to Comment P14-2

Refer to the **Response to Comment P1-36** regarding aesthetics and privacy concerns.

Refer to the **Response to Comment P1-6** regarding the adequacy and completeness of the analysis of impacts associated with geologic stability contained in Section 4.4 of the Draft EIR. As discussed in Section 4.6.2 and Impact 4.6-5 of Section 4.6.4 of the Draft EIR, the hilltop project site does not have a high groundwater table. Due to the slopes and soil types, groundwater moves down-gradient and accumulates at the toe of the hill in the surrounding neighborhood. No free groundwater or underground springs were encountered onsite during test borings. The Proposed Project would be constructed in accordance with all County guidelines and regulations, as well as all CBC requirements. As such, all potential impacts associated with seismic activity and groundwater table are reduced to a less-than-significant level.

P15 Ellen Fisher

Response to Comment P15-1

Comment noted. Refer to the **Response to Comment P1-3** regarding non-substantive comments or statements of opinion.

P16 Bob and Rosemarie Thomas

Response to Comment P16-1

Refer to the **Response to Comment P2-35** regarding air quality and potential health issues. Impacts associated with air quality during construction of the Proposed Project are addressed in Section 4.2 of the Draft EIR in accordance with CEQA and CEQA *Guidelines*.

Comment noted. Refer to the **Response to Comment P1-2** regarding the history of the project site, previously-proposed projects on the property, and how such projects relate to the current Draft EIR and CEQA process.

Response to Comment P16-2

Refer to the **Response to Comment P1-47** regarding impacts associated with traffic during construction, which are addressed in Section 4.11 of the Draft EIR in accordance with CEQA and CEQA *Guidelines*. As discussed in Impact 4.11-1, the Draft EIR uses the following methodology to assess the number of truck trips:

Construction worker vehicles would park on the project site and/or on the east side of Bel Aire Road. It is estimated that workers would generate approximately 20 round trips per day. The largest volume and frequency of traffic would result from large trucks transporting excavated soil off site during the grading phase of construction. An estimated 26,510 cubic yards of soil will be removed from the project site, which equates to approximately 40,000 bulk cubic yards of soil. Assuming 30 working days for off haul and an average of 17 bulk cubic yards per truck, the number of truck trips per day to and from the project site would be 156. These truck trips would likely be on Bel Aire Road, to Ascension Drive east of Bel Aire Road to Polhemus Road. Therefore, construction of the Proposed Project would add approximately 176 vehicles per day during the soil hauling phase of construction; this represents the worst case scenario.

Response to Comment P16-3

Comment noted. Refer to the **Response to Comment P1-6** regarding the adequacy and completeness of the analysis of impacts associated with geologic stability contained in Section 4.4 of the Draft EIR.

Response to Comment P16-4

As discussed in Section 3.4.2 of the Draft EIR, “each roadway would have a hammerhead cul-de-sac with enough space to accommodate turnaround of emergency vehicles and single unit delivery trucks (20 feet wide by 85 feet long).” This exceeds the San Mateo County Fire Marshal’s Office requirements of 20 foot wide roadways for adequate emergency access and turnaround. Refer to the **Response to Comment P1-36** regarding impacts to aesthetics and the adequacy of the EIR analysis of visual impacts.

Response to Comment P16-5

Refer to the **Response to Comment P1-6** regarding potential impacts associated with steepness of the proposed residential lots and the soil stability on the project site and vicinity, which were addressed in Section 4.4 of the Draft EIR. The EIR was prepared in accordance with CEQA and CEQA *Guidelines* and appropriately and accurately addresses impacts associated with steepness and soil stability within the context of applicable federal, State, and local laws, codes, ordinances, and standards. Concerns related to the standards and codes for houses in the vicinity of the project site, as well as retaining walls built in other areas in the vicinity, is beyond the scope of this EIR. Similar to the bond requested in **Comment P11-4**, a contingency plan for the unlikely event that project applicant chooses not to finish the development is not a reasonably foreseeable effect and is beyond what is required to be addressed in accordance with CEQA.

P17 Mary Wales Loomis

Response to Comment P17-1

Comment noted. Refer to the **Response to Comment P1-6** regarding the adequacy and completeness of the analysis of impacts associated with geologic stability contained in Section 4.4 of the Draft EIR. Refer to the **Response to Comment P1-24** regarding the applicability of City, County, and State laws and ordinances. As discussed in Section 4.5.4 of the Draft EIR, buildings will be designed and constructed according to guidelines and/or objectives of the CBC, including the CALGreen Code; the County General Plan, including County land use and zoning designations; the County LAFCO policies; and the City of San Mateo General Plan.

P18 Joe and Niki Manske

Response to Comment P18-1

Comment noted. Refer to the **Response to Comment P1-6** regarding the adequacy and completeness of the analysis of impacts associated with geologic stability contained in Section 4.4 of the Draft EIR. Refer to the **Response to Comment 16-4** regarding emergency vehicle access and fire safety.

Response to Comment P18-2

The applicant's financial considerations for the Proposed Project, and the perceived failure by the applicant to account for low profit margins, are beyond the scope of the EIR.

P19 Craig Nishizaki

Response to Comment P19-1

Refer to the **Response to Comment P1-36** for the adequacy of analysis of impacts associated with aesthetics. The use of "story poles" is not necessary.

Response to Comment P19-2

Refer to the **Response to Comment P2-35** regarding air quality and potential health issues. Impacts associated with air quality during construction of the Proposed Project are addressed in Section 4.2 of the Draft EIR in accordance with CEQA and CEQA *Guidelines*.

Response to Comment P19-3

Refer to the **Responses to Comments P1-46** and **P1-47** regarding impacts associated with traffic during construction of the Proposed Project.

Response to Comment P19-4

Comment noted. All comments are in the administrative record for the project and will be considered by the County in making its decision.

P20 Carl and Lois Pileri**Response to Comment P20-1**

Comment noted.

Response to Comment P20-2

Comment noted. Refer to the **Response to Comment P1-6** regarding the adequacy and completeness of the analysis of impacts associated with geologic stability contained in Section 4.4 of the Draft EIR. Refer to the **Response to Comment P14-2** regarding underground springs

Response to Comment P20-3

Refer to the **Response to Comment P1-6** regarding potential impacts associated with steepness of the proposed residential lots and the soil stability on the project site and vicinity, which were addressed in Section 4.4 of the Draft EIR. The EIR was prepared in accordance with CEQA and CEQA *Guidelines* and appropriately and accurately addresses impacts associated with steepness and soil stability within the context of applicable federal, State, and local laws, codes, ordinances, and standards. Concerns related to the standards and codes for houses in the vicinity of the project site, as well as retaining walls built in other areas in the vicinity, are beyond the scope of this EIR.

Responses to Comment P20-4 and P20-5

Comments noted.

P21 Ian Withrow

Response to Comment P21-1

Refer to the **Response to Comment P1-7** regarding the analysis of impacts associated with air quality in the Draft EIR. Impacts associated with air quality during construction of the Proposed Project are addressed in Section 4.2 of the Draft EIR in accordance with CEQA and CEQA *Guidelines*.

Impacts associated with traffic during construction of the Proposed Project are addressed in Section 4.11 of the Draft EIR in accordance with CEQA and CEQA *Guidelines*. Additional mitigation for large trucks due to safety concerns for small children is beyond what is required to be in accordance with CEQA.

Response to Comment P21-2

Refer to the **Response to Comment P1-2** regarding the history of the project site, previously-proposed projects on the property, and how those projects relate to the current Draft EIR and CEQA process.

P22 Marilyn Haithcox

Response to Comment P22-1

Refer to the **Response to Comment P1-3** regarding non-substantive comments or statements of opinion.

The commenter does not provide explanation or detail as to how the Draft EIR is “inadequate, incorrect in many ways, and lacking in its approach.” The EIR was prepared in accordance with CEQA and CEQA *Guidelines* and appropriately and accurately addresses environmental impacts throughout Section 4.0. A more detailed response cannot be provided.

P23 Suzanne Kennedy

Response to Comments P23-1 and P23-2

Refer to the **Response to Comment P1-7** regarding the analysis of impacts associated with air quality and potential health issues in the Draft EIR. Impacts associated with air quality during construction of the Proposed Project are addressed in Section 4.2 of the Draft EIR in accordance with CEQA and CEQA *Guidelines*.

Response to Comments P23-3 and P23-4

Comment noted. Refer to the **Response to Comment P1-7** regarding air quality and potential health issues. Impacts associated with air quality during construction of the Proposed Project are addressed in Section 4.2 of the Draft EIR in accordance with CEQA and CEQA *Guidelines*. Refer to the **Responses to Comments P1-8** and **P1-9** regarding the short-term use of water for construction dust mitigation.

P24 Andrew Quon, MD and Shelia Shea, PhD

Response to Comment P24-1

Comment noted.

Response to Comment P24-2

Comment noted. Refer to the **Response to Comment P1-6** regarding the adequacy and completeness of the analysis of impacts associated with geologic stability contained in Section 4.4 of the Draft EIR.

Response to Comment P24-3

Comment noted. Refer to the **Response to Comment P1-47** regarding traffic impacts and **Responses to Comments P1-7** and **P1-84** regarding pollution.

T1 Meeting Transcript from May 14, 2014 Planning Commission Meeting

Response to Commissioner Hansson

Comments regarding the mission blue butterfly are noted.

The water demand defined in Section 4.10.4 of the Draft EIR is referring to the amount of water that would be required to service the Proposed Project. Refer to the **Response to Comment P1-86** regarding the amount of the water demand and how this fits within the BSD's projected future service demands including in dry years. This demand is not yet approved by the BSD as the Proposed Project is not yet approved. A water supply analysis for the County and City of San Mateo are beyond the scope of this EIR.

Response to Comment T1-1

Comment noted. Impacts of the Proposed Project associated with erosion are discussed in Section 4.4 of the Draft EIR.

Response to Comments T1-2 through T1-4

Comments noted.

Response to Comment T1-5

Refer to the **Response to Comment P1-7** regarding the analysis of air quality impacts during construction presented in the Draft EIR.

Response to Comment T1-6

Refer to the **Response to Comment P1-3** regarding non-substantive comments or statements of opinion.

Response to Comments T1-7 through T1-14

Refer to the **Response to Comment P1-36** regarding the analysis of impacts to aesthetic resources included within the Draft EIR.

Response to Comment2 T1-15 and T1-16

Refer to the **Response to Comment P1-36** regarding the maintenance of trees required by the landscaping plan within Mitigation Measure 4.1-1b of the Draft EIR. Refer to the **Response to Comment P1-4** regarding the analysis of impacts to biological resources included within the Draft EIR. Refer to the **Response to Comment P1-67** regarding the tree replacement ratio.

Response to Comment T1-17 through T1-21

Refer to the **Response to Comment P1-06** regarding shallow landslide hazards analyzed within the Draft EIR and potential impacts associated with steepness of the proposed residential lots and the soil stability. Refer to the **Response to Comment P1-32** regarding impacts associated with erosion analyzed within the Draft EIR.

Response to Comment T1-22

Refer to **Response to Comment P1-96** regarding impacts from storms with intensities greater than the 10-year design storm.

Response to Comment T1-23

Refer to the **Response to Comment P1-32** regarding impacts associated with stormwater runoff during construction. Swales included as BMPs will be designed so as to prevent standing water.

Response to Comment T1-24

Refer to the **Response to Comment P1-99** regarding the drainage ditch along the northeastern boundary of the project site. Refer to the **Response to Comment P1-4** regarding the date of biological surveys on site. Refer to the **Response to Comment P1-7** regarding the date of noise level measurements on site. Both surveys included general site reconnaissance (e.g. aesthetic resources assessment).

Response to Comment T1-25

Refer to the **Response to Comment P1-89** regarding the analysis of stormwater drainage from the project site during operation in the Draft EIR.

Response to Comment T1-26

Refer to the **Response to Comment P1-32** regarding the construction timeline for the Proposed Project.

Response to Comment T1-27

Refer to the **Response to Comment P1-06** regarding the steepness of the proposed residential lots.

Response to Comment T1-28

Refer to the **Response to Comment P1-46** regarding the proposed construction truck traffic route and volume of construction truck traffic. Refer to the **Response to Comment P1-47** regarding steepness of construction traffic route.

Response to Comments T1-29 through T1-33

Refer to the **Response to Comment P1-7** regarding impacts associated with noise analyzed within the Draft EIR. Refer to the **Response to Comment P1-32** regarding the construction timeline for the Proposed Project.

Response to Comments T1-34 and T1-35

Refer to the **Response to Comment P1-36** regarding loss of privacy concerns.

Response to Comment T1-36

Refer to the **Response to Comment P1-7** regarding the analysis of impacts associated with air quality included within the Draft EIR.

Response to Comment T1-37

Refer to the **Response to Comment P1-36** regarding the analysis of impacts associated with lighting included within the Draft EIR.

Response to Comment T1-38

Refer to the **Response to Comment P1-7** regarding the analysis of impacts associated with air quality included within the Draft EIR. Refer to the **Response to Comment P1-32** regarding the construction timeline for the Proposed Project.

Response to Comments T1-39 through T1-41

Refer to the **Response to Comment P1-32** regarding the construction timeline for the Proposed Project. Impacts associated with geotechnical issues and erosion were analyzed within Section 4.4 of the Draft EIR. Refer to the **Response to Comment P1-06** regarding shallow landslide hazards analyzed within the Draft EIR.

Response to Comment T1-42

Refer to the **Response to Comment P1-06** regarding shallow landslide hazards analyzed within the Draft EIR.

Response to Comment T1-43

Refer to the **Response to Comment P1-4** regarding the analysis of impacts to biological resources included within the Draft EIR.

Response to Comment T1-44

Refer to the **Response to Comment P1-67** regarding impacts to trees analyzed within the Draft EIR.

Response to Comment T1-45

Refer to the **Response to Comment P4-8** regarding analysis of potential impacts to solar panels and pools. **Response to Comment P4-9** regarding the hammerhead cul-de-sacs.

Response to Comment T1-46

Refer to the **Response to Comment P1-4** regarding the analysis of impacts to biological resources included within the Draft EIR.

Response to Comment T1-47

Refer to the **Response to Comment P1-99** regarding the drainage ditch along the northeastern boundary of the project site.

Response to Comment T1-48

Impacts associated with geotechnical issues and erosion were analyzed within Section 4.4 of the Draft EIR. Refer to the **Response to Comment P1-06** regarding shallow landslide hazards analyzed within the Draft EIR.

Response to Comment T1-49

Comment noted.

Response to Comments T1-50 and T1-51

Impacts associated with geotechnical issues and erosion were analyzed within Section 4.4 of the Draft EIR; refer to the **Response to Comment P1-06** for further discussion regarding deep-seated landslides.

Response to Comments T1-52 and T1-53

Impacts associated with traffic during operation of the Proposed Project were analyzed in Section 4.11 of the Draft EIR. As stated therein, impacts to the existing transportation network would be considered significant if the Proposed Project would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation

system including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;

In addition, a change in the TIRE index of 0.1 or more would be a noticeable increase in traffic on the street and would therefore result in a significant impact upon the residential environment.

As stated in Impact 4.11-2, operation of the Proposed Project would not increase traffic on roadway segments in the vicinity of the project site beyond acceptable capacities and therefore would not conflict with any applicable plan, ordinance, or policy establishing measures of effectiveness and would not conflict with an applicable congestion management program. The background traffic conditions are those that would occur immediately prior to the completion and occupancy of the Proposed Project; the background traffic conditions are based on existing traffic conditions and include an assumed 1.5 percent per year increase in traffic until Proposed Project completion in 2017. With the addition of traffic from operation of the Proposed Project, no roadway segment would experience an increase in the TIRE Index greater than 0.1, as shown in Table 4.11-5 of Section 4.11.4 of the Draft EIR. The impact of traffic during operation of the Proposed Project would be less than significant. Refer to the **Response to Comment P1-6** regarding analysis related to traffic safety in the Draft EIR.

Response to Comment T1-54

Comment noted.

Response to Comments T1-55 through T1-59

Refer to the **Response to Comment P1-7** regarding the analysis of air quality and noise impacts during construction presented in the Draft EIR. Refer to the **Response to Comment P1-46** regarding traffic during construction of the Proposed Project, and refer to the **Response to Comments T1-52** and **T1-53** regarding traffic during operation of the Proposed Project. Impacts associated with geotechnical issues and erosion were analyzed within Section 4.4 of the Draft EIR; refer to the **Response to Comment P1-06** for further discussion regarding landslides and soil stability.

Response to Comment T1-60

Comment noted. The safety concerns associated with accidental downhill movement of debris from the Proposed Project is noted but is very unlikely and does not constitute a significant impact within the provisions of CEQA. Additional concerns from the community may be considered by the Planning Commission outside of the CEQA process.

Response to Comment T1-61

Comment noted.

Response to Comments T1-62 and T1-63

Refer to the **Response to Comment P1-36** regarding the analysis of impacts to aesthetic resources included within the Draft EIR.

Response to Comment T1-64

Refer to the **Response to Comments P1-43 and P1-44** regarding shading and shadow effects.

Response to Comment T1-65

Refer to the **Response to Comment P1-46** regarding the proposed construction truck traffic route.

Response to Comment T1-66

Refer to the **Response to Comment P1-4** regarding the analysis of impacts to biological resources included within the Draft EIR.

Response to Comment T1-67

Refer to the **Response to Comment P1-06** regarding shallow landslide hazards analyzed within the Draft EIR.

Response to Comment T1-68

Refer to the **Response to Comments P1-19 through P1-21** regarding plans for the designated open space discussed in the Draft EIR.

Response to Comments T1-69 through T1-72

Impacts associated with geotechnical issues and erosion were analyzed within Section 4.4 of the Draft EIR; refer to the **Response to Comment P1-06** for further discussion regarding deep-seated landslides. Refer to the **Response to Comment P1-89** regarding impacts associated with stormwater drainage from the project site during operation.

Response to Comment T1-73

Refer to the **Response to Comment P1-7** regarding the analysis of air quality impacts during construction presented in the Draft EIR. Refer to the **Response to Comment P1-32** regarding the construction timeline for the Proposed Project.

Response to Comment T1-74

Refer to **Response to Comment P1-51**, **Response to Comments P1-52 and P1-53**, and **Response to Comment P1-54** regarding concerns related to construction truck traffic safety.

Response to Comment T1-75

Comment noted.

Response to Comment T1-76

Potential impacts of the Proposed Project to public utilities, including public sewer, were analyzed in Section 4.10 of the Draft EIR. With incorporation of Mitigation Measure 4.10-3 included in Section 4.10.4 of the Draft EIR, which requires applicant shall offset the increase in sewer flow generated by the Proposed Project by reducing the amount of existing I&I into the CSCSD sewer system, the impact of the Proposed Project to the sewer system would be less than significant.

Response to Comments T1-77 and T1-78

Comment noted.

Response to Comment T1-79

Refer to **Response to Comment P1-6** regarding analysis of the safety of the proposed intersection. The potential for a northwest-bound vehicle on the proposed private roadway to lose control and crash into residences located along the western edge of Bel Aire Road is very low and does not constitute a significant impact under CEQA.

Response to Comment T1-80

Refer to the **Response to Comment P1-36** for the adequacy of analysis of impacts associated with aesthetics, including lighting.

Response to Comment T1-81

Refer to the **Response to Comment T1-79** regarding safety concerns of the vehicles on the proposed private roadway.

Response to Comment T1-82

Comment noted.

Response to Comments T1-83 and T1-84

Refer to the **Response to Comment P1-7** regarding the analysis of air quality impacts during construction presented in the Draft EIR. Refer to the **Response to Comment P1-32** regarding the construction timeline for the Proposed Project. Refer to the **Response to Comment P1-06** regarding landslide hazards analyzed within the Draft EIR.

Response to Comment T1-85

Comment noted. Refer to the **Response to Comment P1-32** regarding the construction timeline for the Proposed Project.

Response to Comment T1-86

Refer to the **Response to Comment P1-10** regarding the analysis of impacts related to seismicity included in the Draft EIR. Refer to the **Response to Comment P1-06** regarding erosion and soil stability concerns during construction of the Proposed Project, and refer to the **Response to Comment P1-89** regarding erosion concerns during the operation of the Proposed Project. Refer to the **Response to Comment P1-2** regarding the open space to be preserved as part of the Proposed Project.

Response to Comment T1-87

Refer to the **Response to Commissioner Hansson P5** regarding water concerns.

Response to Comment T1-88

Refer to the **Response to Comment P1-46** regarding the analysis of construction traffic impacts related to the volume of construction traffic, including construction worker vehicles.

References

California Department of Resources Recycling and Recovery (Calrecycle), 1997. History of California Solid Waste Law, 1985-1989. Updated January 1, 1997. Available online at: <http://www.calrecycle.ca.gov/Laws/Legislation/CalHist/1985to1989.htm>. Accessed September 24, 2014.

United States Environmental Protection Agency (USEPA), 2001. Storm Water Technology Fact Sheet: On-Site Underground Retention/Detention, September 2001. Available online at: http://water.epa.gov/scitech/wastetech/upload/2002_06_28_mtb_runoff.pdf. Accessed November 18, 2014.

4.0 MITIGATION MONITORING AND REPORTING PLAN

4.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that a Lead Agency establish a program to report on and monitor measures adopted as part of the environmental review process to mitigate or avoid significant effects on the environment. The Mitigation Monitoring and Reporting Plan (MMRP) put forth in this chapter is designed to ensure that the mitigation measures identified in the Environmental Impact Report (EIR) for the Ascension Heights Subdivision Project (Proposed Project) are fully implemented. The MMRP, as presented **Table 4-1**, describes the timing/frequency of mitigation implementation responsibilities and standards and verification of compliance for the mitigation measures identified in the Proposed Project EIR.

Table 4-1 presents all recommended mitigation measures and is organized in the same order as the contents of the EIR: by topic. A number of entities have been assigned monitoring responsibilities under this MMRP. All monitoring actions, once completed, would be reported (in writing) to the County of San Mateo Planning and Building Department, which would maintain mitigation monitoring records for the Proposed Project. The MMRP will be considered by the Planning Commission, County, and/or staff in conjunction with review and approval of the Proposed Project and each subsequent approval related to future project phases and will be adopted as a condition of project approval for each action and future action.

The components of this table are addressed below:

Mitigation Measure: The mitigation measures are taken verbatim from the Draft EIR or, when a revision has been made, from the Final EIR. Mitigation measures are assigned the same number they have in the EIR.

Timing/Frequency of Action: Identifies the timing for the implementation of each action.

Responsibility for Implementation: Identifies the authority responsible for implementing the mitigation measures.

Responsibility for Monitoring: Identifies the authority responsible for monitoring implementation of the mitigation measure.

Standards for Compliance: Identifies the action that must be completed in order for the mitigation measure to be considered implemented.

Verification of Compliance: Identifies verification of compliance with each identified mitigation measure.

TABLE 4-1. Mitigation Monitoring and Reporting Plan

	Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
4.1 AESTHETICS						
4.1-1a	Prior to recordation of the Final Map, the project applicant shall submit a landscape plan for review and approval by the San Mateo County Planning Department (County Planning Department). The landscape plan shall include the location, size, and species of any proposed landscaping and shall include, but not be limited to, hedges or other appropriate vegetation that will provide opaque screening between the northeastern edge of the project site and the residences along the southern side of Parrott Drive. In addition, all proposed landscaping shall be of native, non-invasive species. Areas used for the storage of landscape maintenance or other equipment, supplies, or debris shall be shielded from view by fencing, landscaping or other means. Prior to final approval of the Final Map, a site inspection shall be required by the County Planning Department to verify that all approved landscaping has been implemented or bonds posted for performance and maintenance. All perimeter landscaping shall serve to screen and/or enhance views of the project site from surrounding roadways and neighborhoods.	Prior to the approval of each phase of the Final Map	Applicant	PBD	Site inspection to verify compliance with mitigation measure	
4.1-1b	<p>The project Applicant shall submit an application for a permit to remove trees consistent with Section 12,000 of the County Ordinance Code. The application shall include a tree replacement plan that shall not exceed the following specifications:</p> <ul style="list-style-type: none"> For each loss of a significant indigenous tree, there shall be a replacement with three or more trees, as determined by the Planning Director, of the same species using at least five gallon size stock. For each loss of a significant exotic tree there shall be a replacement with three or more trees, as determined by the Planning Director that the substitute tree can survive and flourish in the regional climatic conditions. 	Prior and during construction	Applicant	PBD/CDFW	Site inspection to verify compliance with mitigation measures during construction; and subsequent monitoring as stipulated in the measure	

PBD = County of San Mateo Planning and Building Department CDFW = California Department of Fish and Wildlife USFWS = United State Fish and Wildlife Service SWRCB = State Water Resources Control Board EHSD = County of San Mateo Office of Environmental Health Services Division OES = County of San Mateo Office of Emergency Services Cal Water BSD = California Water Service Company Bayshore District CSCSD = Crystal Springs County Sanitation District BALD = Bel Aire Lighting District County Fire = County of San Mateo Fire Department CAL FIRE = California Department of Forestry and Fire Protection BAAQMD = Bay Area Air Quality Management District HOA = Home Owners Association

Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
<ul style="list-style-type: none"> Replacement trees for trees shall require a surety deposit for both performance (installation of tree, staking, and providing an irrigation system) and maintenance. Maintenance shall be required for no less than two and no more than five years as determined by the Planning Director. 					
4.2 AIR QUALITY AND GHG					
4.2-1a The Applicant shall ensure through the enforcement of contractual obligations that construction contractors implement a fugitive dust abatement program during construction, which shall include the following elements consistent with the Basic Construction Mitigation Measures recommended by the BAAQMD: <ul style="list-style-type: none"> Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard. Cover all exposed stockpiles. Water all exposed roadway and construction areas two times a day. Sweep paved streets three times daily (with water sweepers) if visible soil material is carried onto adjacent streets. Limit traffic speeds on unpaved roads to 15 miles per hour (mph). After grading is complete, construction of paved surfaces (e.g. roadways, driveways, sidewalks, building pads) should be completed as soon as possible unless protected by seeding, soil binders, or other similar measures. Limit idling time to a maximum of five minutes and turn off equipment when not in use; clear signage indicating this shall be displayed at the project site access point. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications and shall be checked by a certified 	During construction	Applicant	PBD/Construction Contractors/ BAAQMD	Site inspection to verify compliance with mitigation measures during construction; applicable forms submitted to BAAQMD	

PBD = County of San Mateo Planning and Building Department CDFW = California Department of Fish and Wildlife USFWS = United State Fish and Wildlife Service SWRCB = State Water Resources Control Board EHSD = County of San Mateo Office of Environmental Health Services Division OES = County of San Mateo Office of Emergency Services Cal Water BSD = California Water Service Company Bayshore District CSCSD = Crystal Springs County Sanitation District BALD = Bel Aire Lighting District County Fire = County of San Mateo Fire Department CAL FIRE = California Department of Forestry and Fire Protection BAAQMD = Bay Area Air Quality Management District HOA = Home Owners Association

Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
<ul style="list-style-type: none"> visible emissions evaluator. Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph. Any burning of cleared vegetation shall be conducted according to the rules and regulations of the BAAQMD's Regulation 5 (BAAQMD, 2008). Prior notification to BAAQMD shall be made by submitting an Open Burning Prior Notification Form to BAAQMD's office in San Francisco. A publicly visible sign shall be posted with the telephone number and person to contact at the County regarding dust complaints. A response and corrective action shall occur within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations. 					
4.2-1b The Applicant shall ensure through contractual obligations with construction contractors that the following Best Management Practices (BMPs) shall be implemented during all stages of construction: <ul style="list-style-type: none"> All heavy duty construction equipment be equipped with a diesel particulate matter filters. Only low ROG coatings shall be utilized. The applicant shall use only Tier 2 or better heavy duty construction equipment. 	During construction	Applicant	PBD/Construction Contractors	Site inspection to verify compliance with mitigation measures during construction	
4.4 BIOLOGICAL RESOURCES					
4.3-1 To address potential impacts associated with special status plant species, the following measures will be implemented prior to construction of the Proposed Project: <ul style="list-style-type: none"> A qualified biologist/botanist shall conduct a focused botanical survey during the month of May, which corresponds to the overlapping evident and identifiable bloom periods for the remaining seven species, and prior to commencement of construction. Should no special status plant species be observed, then no additional mitigation is required. Should one or more of these special status plants be 	Prior to the commencement of construction	Applicant/PBD	PBD/CDFW	Verify completion of surveys and additional stipulated mitigation if necessary	

PBD = County of San Mateo Planning and Building Department CDFW = California Department of Fish and Wildlife USFWS = United State Fish and Wildlife Service SWRCB = State Water Resources Control Board EHSD = County of San Mateo Office of Environmental Health Services Division OES = County of San Mateo Office of Emergency Services Cal Water BSD = California Water Service Company Bayshore District CSCSD = Crystal Springs County Sanitation District BALD = Bel Aire Lighting District
 County Fire = County of San Mateo Fire Department CAL FIRE = California Department of Forestry and Fire Protection BAAQMD = Bay Area Air Quality Management District
 HOA = Home Owners Association

Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
<p>found during the focused botanical survey on the project site, the qualified biologist/botanist shall contact CDFW within one day following the focused botanical survey to report the findings. If feasible, a 10-foot buffer shall be established around the species using construction flagging prior to commencement of construction activities.</p> <ul style="list-style-type: none"> Should avoidance of special status plant species be infeasible, the qualified botanist would salvage and relocate the individuals in an area comprised of suitable habitat in the vicinity of the project site that would not be impacted by the Proposed Project. Prior to the attempted relocation, seeds shall be gathered from the identified plants for use in the area identified for relocation. 					
<p>4.3-2 To address potential impacts associated with the Mission blue butterfly, the following measures will be implemented prior to construction of the Proposed Project:</p> <ul style="list-style-type: none"> A qualified biologist shall conduct a focused survey within the nonnative grassland on the project site for the Mission blue butterfly during the appropriate identification periods for adults (March-July) or juveniles (wet season) prior to commencement of construction activities. Should no species be observed, then no additional mitigation is required. Should the Mission blue butterfly be observed during the focused survey on the project site, the qualified biologist shall contact CDFW within one day following the focused botanical survey to report the findings. If feasible, a 10-foot buffer shall be established around the species' host plants using construction flagging prior to commencement of construction activities. Should avoidance of the Mission blue butterfly be infeasible, the qualified biologist would allow the butterfly to exit the property on its own, or will establish an alternately approved appropriate action 	Prior to construction	PBD/CDFW	PBD/CDFW	Verify completion of surveys and additional stipulated mitigation if necessary	

PBD = County of San Mateo Planning and Building Department CDFW = California Department of Fish and Wildlife USFWS = United State Fish and Wildlife Service SWRCB = State Water Resources Control Board EHSD = County of San Mateo Office of Environmental Health Services Division OES = County of San Mateo Office of Emergency Services Cal Water BSD = California Water Service Company Bayshore District CSCSD = Crystal Springs County Sanitation District BALD = Bel Aire Lighting District County Fire = County of San Mateo Fire Department CAL FIRE = California Department of Forestry and Fire Protection BAAQMD = Bay Area Air Quality Management District HOA = Home Owners Association

	Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
	following contact with CDFW.					
4.3-3a	<p>Prior to the commencement of construction activities on the project site during the nesting season, a qualified biologist shall conduct a minimum of two protocol level preconstruction surveys for listed bird species during the recommended survey periods for the nesting season that coincides with the commencement of construction activities:</p> <ul style="list-style-type: none"> Northern harrier: Present year-round, breeds March through August; Burrowing owl: Present year-round, breeds primarily March through August, but can be February-December; and White-tailed kite: Present year-round, breeding occurs in autumn. Nesting season begins in February and ends in August. <p>These surveys will occur in accordance with the USFWS Division of Migratory Bird Management <i>Guidelines for Raptor Conservation in the United States</i> (2008). The qualified biologist shall conduct surveys within 14 days of commencement for Northern harrier, burrowing owl, and white-tailed kite in the project site and within 0.25 miles of construction activities where legally permitted. The biologist will use binoculars to visually determine whether nests occur beyond the 0.25-mile survey area if access is denied on adjacent properties. If no active nests are identified on or within 0.25 miles of construction activities within the recommended survey periods, a letter report summarizing the survey results shall be submitted to the County and the CDFW within 30 days following the survey, and no further mitigation for nesting habitat is required. Evidence, in the form of a letter report documenting the results of the survey, shall be submitted to the County prior to the issuance of any grading or building permits within the project site.</p>	Prior to issuance of grading building permits	PBD/CDFW	PBD/CDFW	Verify completion of surveys and submittal of letter reports	
4.3-3b	If active listed bird nests are found within 0.25 mile of	Prior to construction	PBD/CDFW	PBD/CDFW	Verify completion of	

PBD = County of San Mateo Planning and Building Department CDFW = California Department of Fish and Wildlife USFWS = United State Fish and Wildlife Service SWRCB = State Water Resources Control Board EHSD = County of San Mateo Office of Environmental Health Services Division OES = County of San Mateo Office of Emergency Services Cal Water BSD = California Water Service Company Bayshore District CSCSD = Crystal Springs County Sanitation District BALD = Bel Aire Lighting District County Fire = County of San Mateo Fire Department CAL FIRE = California Department of Forestry and Fire Protection BAAQMD = Bay Area Air Quality Management District HOA = Home Owners Association

Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
construction activities, the biologist shall contact the County and CDFW within one day following the pre-construction survey to report the findings. For purposes of this mitigation requirement, construction activities are defined to include heavy equipment operation associated with construction (use of cranes or draglines, new rock crushing activities) or other project-related activities that could cause nest abandonment or forced fledging within 0.25 mile of a nest site during the identified nesting period. Should an active nest be present within 0.25 mile of construction areas, then CDFW shall be consulted to establish an appropriate noise buffer, develop take avoidance measures, and implement a monitoring and reporting program prior to any construction activities occurring within 0.25 mile of the nest/burrow. The monitoring program would require that a qualified biologist shall monitor all activities that occur within the established buffer zone to ensure that disruption of the nest/burrow or forced fledging does not occur. Should the biologist determine that the construction activities are disturbing the nest/burrow, the biologist shall halt construction activities until CDFW is consulted. The construction activities shall not commence until the CDFW determines that construction activities would not result in abandonment of the nest/burrow site. If the CDFW determines that take may occur, the applicant would be required to obtain a CESA take permit. Should the biologist determine that the nest/burrow has not been disturbed during construction activities within the buffer zone, then a letter report summarizing the survey results will be submitted to the County and CDFW and no further mitigation for nesting habitat is required.				surveys and additional stipulated mitigation if necessary	
4.3-4a A qualified biologist shall conduct a pre-construction bird survey for nesting within 14 days prior to commencement of construction activities if anticipated to commence during the appropriate nesting season (between February 1 and August 31). The qualified biologist shall document	Prior to construction	PBD/CDFW	PBD/CDFW	Verify completion of surveys and submittal of letter reports	

PBD = County of San Mateo Planning and Building Department CDFW = California Department of Fish and Wildlife USFWS = United State Fish and Wildlife Service SWRCB = State Water Resources Control Board EHSD = County of San Mateo Office of Environmental Health Services Division OES = County of San Mateo Office of Emergency Services Cal Water BSD = California Water Service Company Bayshore District CSCSD = Crystal Springs County Sanitation District BALD = Bel Aire Lighting District County Fire = County of San Mateo Fire Department CAL FIRE = California Department of Forestry and Fire Protection BAAQMD = Bay Area Air Quality Management District HOA = Home Owners Association

Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
and submit the results of the pre-construction survey in a letter to CDFW and the County within 30 days following the survey. The letter shall include: a description of the methodology including dates of field visits, the names of survey personnel, a list of references cited and persons contacted, and a map showing the location(s) of any bird nests observed on the project site. If no active nests are identified during the pre-construction survey, then no further mitigation is required. Evidence, in the form of a letter report documenting the results of the survey, shall be submitted to the County Planning Department prior to the issuance of any grading or building permits within the project site.					
4.3-4b If any active nests are identified during the pre-construction survey within the project site, a buffer zone will be established around the nests. A qualified biologist will monitor nests weekly during construction to evaluate potential nesting disturbance by construction activities. The biologist will delimit the buffer zone with construction tape or pin flags within 250 feet of the active nest and maintain the buffer zone until the end of the breeding season or until the young have fledged. Guidance from CDFW will be requested if establishing a 250-foot buffer zone is impractical. Guidance from CDFW will be requested if the nestlings within the active nest appear disturbed.	Prior and during construction	PBD/CDFW	PBD/CDFW	Verify completion of weekly surveys contingent on results of survey detailed in Mitigation Measure 4.3-4a	
4.3-4c Trees anticipated for removal should be removed outside of the nesting season (February 1 and August 31). If trees are anticipated to be removed during the nesting season, a pre-construction survey shall be conducted by a qualified biologist. If the survey shows that there is no evidence of active nests, then the tree shall be removed within ten days following the survey. If active nests are located within trees identified for removal, a 250-foot buffer shall be installed around the tree. Guidance from CDFW will be requested if the 250-foot buffer is infeasible.	Prior to construction	PBD/CDFW	PBD/CDFW	Verify completion of survey	
4.3-6 Prior to the issuance of grading permits and removal of	Prior to issuance of grading	Applicant/PBD	PBD	Verify completion of	

PBD = County of San Mateo Planning and Building Department CDFW = California Department of Fish and Wildlife USFWS = United State Fish and Wildlife Service SWRCB = State Water Resources Control Board EHSD = County of San Mateo Office of Environmental Health Services Division OES = County of San Mateo Office of Emergency Services Cal Water BSD = California Water Service Company Bayshore District CSCSD = Crystal Springs County Sanitation District BALD = Bel Aire Lighting District County Fire = County of San Mateo Fire Department CAL FIRE = California Department of Forestry and Fire Protection BAAQMD = Bay Area Air Quality Management District HOA = Home Owners Association

Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
<p>any trees, a certified arborist or registered professional forester shall conduct an arborist survey documenting all trees with trunk circumferences of 38 inches or greater and their location, as well as any Tree Communities or Indigenous Trees regardless of size. The report shall be submitted to the County Planning Department. The applicant shall not remove any trees without prior approval from the County Planning Department. All recommendations of the arborist report shall be implemented prior to the issuance of building permits for development on the project site. The arborist report shall specify measures including, but not limited to the following:</p> <ul style="list-style-type: none"> To the extent feasible, trees anticipated for removal shall be removed outside of the nesting season for birds. Taking into account the nesting season for the white tailed kite, the nesting season shall be defined as February 1 to August 31. The project proponent shall plant replacement significant and/or indigenous tree species recommended by the County at a 3:1 ratio within the project site. 	permits			surveys and submittal of letter reports	

4.4 GEOLOGY AND SOILS

4.4-1a	Implement Mitigation Measure 4.6-1 (Section 4.6; Hydrology and Water Quality) to identify and implement erosion control BMPs within the SWPPP prepared for construction activities in accordance with the State's Clean Water Act NPDES general permit for construction activities. Implementation of these BMPs would ensure that temporary and short-term construction-related erosion impacts under the Proposed Project would be reduced to a less-than-significant level.	See Mitigation Measure 4.6-1
---------------	---	-------------------------------------

PBD = County of San Mateo Planning and Building Department CDFW = California Department of Fish and Wildlife USFWS = United State Fish and Wildlife Service SWRCB = State Water Resources Control Board EHSD = County of San Mateo Office of Environmental Health Services Division OES = County of San Mateo Office of Emergency Services Cal Water BSD = California Water Service Company Bayshore District CSCSD = Crystal Springs County Sanitation District BALD = Bel Aire Lighting District County Fire = County of San Mateo Fire Department CAL FIRE = California Department of Forestry and Fire Protection BAAQMD = Bay Area Air Quality Management District HOA = Home Owners Association

	Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
4.4-1b	The applicant shall obtain a San Mateo County Grading Permit which includes the requirement of an Erosion and Sediment Control Plan. This Erosion and Sediment Control Plan shall be prepared by a licensed civil engineer or certified professional soil erosion and sediment control specialist. The plan shall show the location of proposed vegetative erosion control measures, including landscaping and hydroseeding, and the location and details of all proposed drainage systems. The plan shall include sufficient engineering analysis to show that the proposed erosion and sediment control measures during preconstruction, construction, and post-construction are capable of controlling surface runoff and erosion, retaining sediment on the project site, and preventing pollution of site runoff in compliance with the Clean Water Act.	Prior to issuance of a grading permit	Applicant/PBD	PBD	Verify that site-specific erosion control and sediment plans and post construction plans have been prepared and implemented	
4.4-2a	Grading and building designs, including foundation requirements, shall be consistent with the findings of the geotechnical investigation, the California Code of Regulations, and the California Building Code.	Prior to issuance of grading and building permits	Applicant/PBD	PBD	Project design review/grading and building standards	
4.4-2b	The project applicant shall comply with all recommendations contained within the site-specific Geotechnical Investigation conducted by Michelucci & Associates (2013) (FEIS; Appendix E).	Prior to issuance of grading and building permits	Applicant/PBD	PBD	Project design review/grading and building standards	
4.4-2c	The applicant shall retain a qualified engineering geologist. All grading and installation of fill shall be performed under the observation of the qualified engineering geologist.	During grading/construction	Applicant/PBD	PBD	Verify site-specific grading standards	
4.4-3a	Implement Mitigation Measure 4.6-2 (Section 4.6; Hydrology and Water Quality) to ensure that the site storm water drainage system (including individual systems for each residence) shall not allow discharge of uncontrolled runoff onto the site slopes. Concentrated runoff shall not be allowed to flow over graded slopes or areas of thick soil, colluviums, or fill.	See Mitigation Measure 4.6-2				
4.4-3b	Implement Mitigation Measure 4.4-2c to ensure the recommendations of the Geotechnical Investigation	See Mitigation Measure 4.4-2c				

PBD = County of San Mateo Planning and Building Department CDFW = California Department of Fish and Wildlife USFWS = United State Fish and Wildlife Service SWRCB = State Water Resources Control Board EHSD = County of San Mateo Office of Environmental Health Services Division OES = County of San Mateo Office of Emergency Services Cal Water BSD = California Water Service Company Bayshore District CSCSD = Crystal Springs County Sanitation District BALD = Bel Aire Lighting District County Fire = County of San Mateo Fire Department CAL FIRE = California Department of Forestry and Fire Protection BAAQMD = Bay Area Air Quality Management District HOA = Home Owners Association

	Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
	regarding subdrains and surface drainage are included in the project design.					
4.6 WATER						
4.6-1	<p>The applicant shall comply with the SWRCB NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Permit). The SWRCB requires that all construction sites have adequate control measures to reduce the discharge of sediment and other pollutants to streams to ensure compliance with Section 303 of the Clean Water Act. To comply with the NPDES permit, the applicant will file a Notice of Intent with the SWRCB and prepare a SWPPP prior to construction, which includes a detailed, site-specific listing of the potential sources of stormwater pollution; pollution prevention measures (erosion and sediment control measures and measures to control non-stormwater discharges and hazardous spills) to include a description of the type and location of erosion and sediment control BMPs to be implemented at the project site, and a BMP monitoring and maintenance schedule to determine the amount of pollutants leaving the Proposed Project site. A copy of the SWPPP must be current and remain on the project site. Control measures are required prior to and throughout the rainy season. Water quality BMPs identified in the SWPPP shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Temporary erosion control measures (such as silt fences, staked straw bales, and temporary revegetation) shall be employed for disturbed areas. No disturbed surfaces will be left without erosion control measures in place during the winter and spring months. • Sediment shall be retained onsite by detention basins, onsite sediment traps, or other appropriate measures. • A spill prevention and countermeasure plan shall be 	Prior to and during Construction	Applicant	Applicant/SWRCB	Submit NOI to SWRCB. Verify that a SWPPP has been prepared and implemented	

PBD = County of San Mateo Planning and Building Department CDFW = California Department of Fish and Wildlife USFWS = United State Fish and Wildlife Service SWRCB = State Water Resources Control Board EHSD = County of San Mateo Office of Environmental Health Services Division OES = County of San Mateo Office of Emergency Services Cal Water BSD = California Water Service Company Bayshore District CSCSD = Crystal Springs County Sanitation District BALD = Bel Aire Lighting District County Fire = County of San Mateo Fire Department CAL FIRE = California Department of Forestry and Fire Protection BAAQMD = Bay Area Air Quality Management District HOA = Home Owners Association

Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
<p>developed which would identify proper storage, collection, and disposal measures for potential pollutants (such as fuel, fertilizers, pesticides, etc.) used onsite. The plan would also require the proper storage, handling, use, and disposal of petroleum products.</p> <ul style="list-style-type: none"> Construction activities shall be scheduled to minimize land disturbance during peak runoff periods and to the immediate area required for construction. Soil conservation practices shall be completed during the fall or late winter to reduce erosion during spring runoff. Existing vegetation will be retained where possible. To the extent feasible, grading activities shall be limited to the immediate area required for construction. Surface water runoff shall be controlled by directing flowing water away from critical areas and by reducing runoff velocity. Diversion structures such as terraces, dikes, and ditches shall collect and direct runoff water around vulnerable areas to prepared drainage outlets. Surface roughening, berms, check dams, hay bales, or similar devices shall be used to reduce runoff velocity and erosion. Sediment shall be contained when conditions are too extreme for treatment by surface protection. Temporary sediment traps, filter fabric fences, inlet protectors, vegetative filters and buffers, or settling basins shall be used to detain runoff water long enough for sediment particles to settle out. Construction materials, including topsoil and chemicals, shall be stored, covered, and isolated to prevent runoff losses and contamination of groundwater. Topsoil removed during construction shall be carefully stored and treated as an important resource. Berms shall be placed around topsoil stockpiles to 					

PBD = County of San Mateo Planning and Building Department CDFW = California Department of Fish and Wildlife USFWS = United State Fish and Wildlife Service SWRCB = State Water Resources Control Board EHSD = County of San Mateo Office of Environmental Health Services Division OES = County of San Mateo Office of Emergency Services Cal Water BSD = California Water Service Company Bayshore District CSCSD = Crystal Springs County Sanitation District BALD = Bel Aire Lighting District County Fire = County of San Mateo Fire Department CAL FIRE = California Department of Forestry and Fire Protection BAAQMD = Bay Area Air Quality Management District HOA = Home Owners Association

	Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
	prevent runoff during storm events. <ul style="list-style-type: none"> Establish fuel and vehicle maintenance areas away from all drainage courses and design these areas to control runoff. Disturbed areas shall be revegetated after completion of construction activities. All necessary permits and approvals shall be obtained. Provide sanitary facilities for construction workers. 					
4.6-2a	Upon acceptance of the design concept, a maintenance agreement shall be developed between the County and the Homeowners Association (HOA) or equivalent entity requiring the HOA or equivalent entity to complete the following tasks and provide the following information on a routine basis. These requirements apply only to the bioretention treatment system area of the project site and are as follows: <ul style="list-style-type: none"> Maintenance of soils and plantings, including routine pruning, mowing, irrigation, replenishment of mulch, weeding, and fertilizing with a slow-release fertilizer with trace elements; Removal of obstructions and trash from bioretention areas; Use of only pesticides and fertilizers that are accepted within the integrated pest management approach for use in the bioretention areas; Repair of erosion at inflow points; Monthly review and inspection of bioretention areas for the following: <ul style="list-style-type: none"> Obstruction of trash, If ponded water is observed, the surface soils shall be removed and replaced and subdrain systems inspected, and Condition of grasses; Distribution of the following: 	During Project operations	PBD/HOA	PBD/HOA	Project design review/Project operations	

PBD = County of San Mateo Planning and Building Department CDFW = California Department of Fish and Wildlife USFWS = United State Fish and Wildlife Service SWRCB = State Water Resources Control Board EHSD = County of San Mateo Office of Environmental Health Services Division OES = County of San Mateo Office of Emergency Services Cal Water BSD = California Water Service Company Bayshore District CSCSD = Crystal Springs County Sanitation District BALD = Bel Aire Lighting District County Fire = County of San Mateo Fire Department CAL FIRE = California Department of Forestry and Fire Protection BAAQMD = Bay Area Air Quality Management District HOA = Home Owners Association

	Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
	<ul style="list-style-type: none"> ○ A copy of the storm water management plans shall be made available to personnel in charge of facility maintenance and shall be distributed to the subcontractor representative engaged in the maintenance or installation of the bioretention system, and ○ Material presented in the integrated pest management program will be made available to personnel in charge of facility maintenance and shall be distributed to the subcontractor representative engaged in the maintenance or installation of the bioretention system. 					
4.6-2b	<p>Upon acceptance of the design concept, a maintenance agreement shall be developed between the County and the HOA or equivalent entity requiring the HOA or equivalent entity to complete the following tasks and provide the following information on a routine basis. These requirements apply to all common areas of the project site and are as follows:</p> <ul style="list-style-type: none"> • Drainage inlets shall be inspected monthly and kept clean of any trash that may have accumulated. It is the responsibility of the property manager/owner to have those inspections performed, documented, and any repairs made. • Landscape areas shall be covered with plants or some type of ground cover to minimize erosion. No areas are to be left as bare dirt that could erode. Mounding slopes shall not exceed two horizontal to one vertical. • Pesticides and fertilizers shall be stored as hazardous materials and in appropriate packaging, over spraying onto paved areas shall be avoided when applying fertilizers and pesticides. Pesticides and fertilizers shall be prohibited from storage outside. • Landscape areas shall be inspected and all trash 	During Project operations	PBD/HOA	PBD/HOA	Project design review/Project operations	

PBD = County of San Mateo Planning and Building Department CDFW = California Department of Fish and Wildlife USFWS = United State Fish and Wildlife Service SWRCB = State Water Resources Control Board EHSD = County of San Mateo Office of Environmental Health Services Division OES = County of San Mateo Office of Emergency Services Cal Water BSD = California Water Service Company Bayshore District CSCSD = Crystal Springs County Sanitation District BALD = Bel Aire Lighting District County Fire = County of San Mateo Fire Department CAL FIRE = California Department of Forestry and Fire Protection BAAQMD = Bay Area Air Quality Management District HOA = Home Owners Association

	Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
	<p>picked up and obstruction to the drainage flow removed on a monthly basis minimum. The project site shall be designed with efficient irrigation and drainage to reduce pesticide use. Plants shall be selected based on size and situation to reduce maintenance and routine pruning.</p> <ul style="list-style-type: none"> Integrated pest management information shall be provided to the building management. 					
4.6-2c	<p>Infiltration systems shall be designed in accordance with the following procedures outlined in the California Storm Water Best Management Practice Handbooks to reduce runoff and restore natural flows to groundwater:</p> <ul style="list-style-type: none"> Biofilters and/or vegetative swale drainage systems will be installed at roof downspouts for all buildings on the project site, allowing sediments and particulates to filter and degrade biologically. Structural source controls, such as covers, impermeable surfaces, secondary containment facilities, runoff diversion berms, sediment, and grease traps in parking areas will be installed. Designated trash storage areas will be covered to protect bins from rainfall. 	During Project design phase and during construction activities	Applicant/PBD	PBD	Verify that infiltration systems are designed accordingly and that construction BMPs are implemented	
4.6-3a	<p>Upon acceptance of the design concept, a maintenance agreement shall be developed between the County and the HOA or equivalent entity requiring the HOA or equivalent entity to complete and provide the documentation of annual inspection and cleaning of each of the 19 individual lot storm drainage systems. The inspection shall be performed during the dry season and shall include removal of all trash and obstructions from area drains, cleanouts, and catch basins.</p>	During Project operations	PBD/HOA	CDD/HOA	Project design review/Project operations	
4.6-3b	<p>The 15-inch diameter stormwater drain pipe flowing at 2 percent that crosses Ascension Drive at Enchanted Way shall be replaced with a 21-inch diameter pipe. The 30-inch diameter stormwater drain pipe flowing at 1.3 percent shall be replaced with a 36-inch diameter pipe sloped at 2</p>	During construction	Applicant/PBD	PBD	Site inspection to verify compliance	

PBD = County of San Mateo Planning and Building Department CDFW = California Department of Fish and Wildlife USFWS = United State Fish and Wildlife Service SWRCB = State Water Resources Control Board EHSD = County of San Mateo Office of Environmental Health Services Division OES = County of San Mateo Office of Emergency Services Cal Water BSD = California Water Service Company Bayshore District CSCSD = Crystal Springs County Sanitation District BALD = Bel Aire Lighting District County Fire = County of San Mateo Fire Department CAL FIRE = California Department of Forestry and Fire Protection BAAQMD = Bay Area Air Quality Management District HOA = Home Owners Association

	Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
	percent. Stormwater drain pipe infrastructure improvements shall adhere to all applicable regulations and ordinances.					
4.7 HAZARDS AND HAZARDOUS MATERIALS						
4.7-1	The project applicant shall ensure through the enforcement of contractual obligations that all contractors transport, store, and handle construction-required hazardous materials in a manner consistent with relevant regulations and guidelines, including those recommended and enforced by the San Mateo County Planning and Building Department, Office of Environmental Health Services Division, and Office of Emergency Services. Recommendations may include, but are not limited to, transporting and storing materials in appropriate and approved containers, maintaining required clearances, and handling materials using approved protocols.	During construction	Applicant/PBD/OEHSD/OES	Applicant/PBD/OEHSD/OES	Site inspection to verify compliance with mitigation measures during construction	
4.7-3a	The applicant shall ensure through the enforcement of contractual obligations that the following measures are implemented by contractors during project construction: <ul style="list-style-type: none"> Staging areas, welding areas, or areas slated for development using spark-producing equipment shall be cleared of dried vegetation or other materials that could serve as fire fuel. To the extent feasible, the contractor shall keep these areas clear of combustible materials in order to maintain a fire break. Any construction equipment that normally includes a spark arrester shall be equipped with an arrester in good working order. This includes, but is not limited to, vehicles, heavy equipment, and chainsaws. 	During construction	PBD	PBD	Site inspection to verify compliance with mitigation measure during construction	
4.7-3b	The building plans of the Proposed Project shall be reviewed by a representative from County Fire/CAL FIRE to ensure that regulations in the County's Fire Ordinance are met and the project complies with County Fire/CAL FIRE requirements. The development of the Proposed Project shall be in compliance with Chapter 15 of the	Prior to issuance of building permits	Applicant/PBD/County Fire/CAL FIRE	Applicant/PBD/County Fire/CAL FIRE	Project design review/Chapter 15 County General Plan	

PBD = County of San Mateo Planning and Building Department CDFW = California Department of Fish and Wildlife USFWS = United State Fish and Wildlife Service SWRCB = State Water Resources Control Board EHSD = County of San Mateo Office of Environmental Health Services Division OES = County of San Mateo Office of Emergency Services Cal Water BSD = California Water Service Company Bayshore District CSCSD = Crystal Springs County Sanitation District BALD = Bel Aire Lighting District
County Fire = County of San Mateo Fire Department CAL FIRE = California Department of Forestry and Fire Protection BAAQMD = Bay Area Air Quality Management District
HOA = Home Owners Association

	Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
	County General Plan with respect to residential uses adjacent to open space areas where wildfire is a threat.					
4.8 NOISE						
4.8-1	<p>The project applicant shall ensure through contractual agreements that the following measures are implemented during construction:</p> <ul style="list-style-type: none">Construction activities shall be limited to occur between the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 9:00 A.M. to 5:00 P.M. on Saturdays. Construction activities shall not occur on Sundays, Thanksgiving, or Christmas. The intent of this measure is to prevent construction activities during the more sensitive time period and minimize the potential for effects.Stationary equipment and staging areas shall be located as far as practical from noise-sensitive receptors.All construction vehicles or equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and acoustical shields or shrouds, in accordance with manufacturers' recommendations.Construction activities shall conform to the following standards: (a) there shall be no start-up of machines or equipment, no delivery of materials or equipment, no cleaning of machines or equipment and no servicing of equipment except during the permitted hours of construction; (b) radios played at high volume, loud talking and other forms of communication constituting a nuisance shall not be permitted.The general contractors for all construction activities shall provide a contact number for citizen complaints and a methodology for dealing with such complaints such as designating a noise disturbance coordinator. This noise disturbance coordinator shall receive all	During construction	Applicant	PBD	Site inspection to verify compliance with mitigation measures during construction	

PBD = County of San Mateo Planning and Building Department CDFW = California Department of Fish and Wildlife USFWS = United State Fish and Wildlife Service SWRCB = State Water Resources Control Board EHSD = County of San Mateo Office of Environmental Health Services Division OES = County of San Mateo Office of Emergency Services Cal Water BSD = California Water Service Company Bayshore District CSCSD = Crystal Springs County Sanitation District BALD = Bel Aire Lighting District County Fire = County of San Mateo Fire Department CAL FIRE = California Department of Forestry and Fire Protection BAAQMD = Bay Area Air Quality Management District HOA = Home Owners Association

Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
public complaints about construction-related noise and vibration, shall be responsible for determining the cause of the complaint, and shall implement any feasible measures to be taken to alleviate the problem. All complaints and resolution of complaints shall be reported to the County weekly.					
4.10 PUBLIC SERVICES, UTILITIES, AND RECREATION					
4.10-2a Residents of the Proposed Project shall comply with all requirements of Cal Water's Water Shortage Contingency Plan as mandated by Cal Water and BSD. These requirements may include, but are not limited to the following: <ul style="list-style-type: none"> Voluntarily reduce water consumption at single-family residences; Adhere to the minimum allocation given to single-family residential customers or pay penalty rate applied to service bill for use that is in excess of customer's allocation; and/or Comply with orders prohibiting the use of water for specific activities, such as a prohibition of potable water use for landscape irrigation. 	Project operations	Cal Water BSD	Cal Water BSD	Cal Water Shortage Contingency Plan	
4.10-2b Pumping facilities shall be installed at the existing water tank owned by Cal Water to provide adequate water pressure for residential and fire protection uses. Cal Water shall be contacted to review pumping facilities design and ensure compliance with applicable standards. The project applicant shall fund the development of these facilities.	During construction	Applicant/Cal Water BSD	Cal Water BSD	Site inspection to verify compliance with mitigation measures during construction	

PBD = County of San Mateo Planning and Building Department CDFW = California Department of Fish and Wildlife USFWS = United State Fish and Wildlife Service SWRCB = State Water Resources Control Board EHSD = County of San Mateo Office of Environmental Health Services Division OES = County of San Mateo Office of Emergency Services Cal Water BSD = California Water Service Company Bayshore District CSCSD = Crystal Springs County Sanitation District BALD = Bel Aire Lighting District
County Fire = County of San Mateo Fire Department CAL FIRE = California Department of Forestry and Fire Protection BAAQMD = Bay Area Air Quality Management District
HOA = Home Owners Association

Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
4.10-2c Two existing water mains shall be relocated such that they are within the right-of-way of the proposed private street or at the property boundary so as to allow ease of maintenance of the water mains. New Cal Water easements shall be established on the project site to replace the existing Cal Water easements. The two water mains include an 8-inch diameter water main connecting the water tank to the water main located on Parrot Drive and a 10-inch diameter water main connecting the water tank to the water main located on Bel Aire Drive.	During construction	Applicant/Cal Water BSD	Cal Water BSD	Site inspection to verify compliance with mitigation measures during construction	
4.10-3 The applicant shall offset the increase in sewer flow generated by the Proposed Project by reducing the amount of existing I&I into the CSCSD sewer system. The offset amount shall achieve a zero net increase in flow during wet weather events with implementation of the Proposed Project. This shall be achieved through the construction of improvements to impacted areas of the sewer system, with construction plans subject to CSCSD approval and required to be in compliance with applicable regulatory requirements. Construction of improvements, as approved by the CSCSD, shall be completed prior to the start of the construction of the residences.	Prior to construction	Applicant/CSCSD	CSCSD	Approval of sewer system construction improvements	
4.10-5 The applicant shall ensure that fire sprinklers with appropriate flow rates are installed for all structures that would be developed as a part of the Proposed Project, per County Fire/CAL FIRE's alternate materials and methods request.	During construction	County Fire/CAL FIRE	County Fire/CAL Fire	Site inspection to verify compliance with mitigation measures during construction	
4.11 TRANSPORTATION AND CIRCULATION					
4.11-3 Either provide street lighting on the private streets to a level of 0.4 minimum maintained average foot-candles with a uniformity ratio of 6:1, average to minimum or ensure street lighting is consistent with safety standards of the County-governed Bel Aire Lighting District.	During construction	Applicant/BALD	BALD	Site inspection to verify compliance with mitigation measures during construction	
4.11-4 Within the corner sight triangles at the new street intersection there should be no walls, fencing, or signs that would obstruct visibility. Trees should be planted so	During construction	Applicant	PBD	Project design review	

PBD = County of San Mateo Planning and Building Department CDFW = California Department of Fish and Wildlife USFWS = United State Fish and Wildlife Service SWRCB = State Water Resources Control Board EHSD = County of San Mateo Office of Environmental Health Services Division OES = County of San Mateo Office of Emergency Services Cal Water BSD = California Water Service Company Bayshore District CSCSD = Crystal Springs County Sanitation District BALD = Bel Aire Lighting District County Fire = County of San Mateo Fire Department CAL FIRE = California Department of Forestry and Fire Protection BAAQMD = Bay Area Air Quality Management District HOA = Home Owners Association

Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
as to not create a “wall” effect when viewed at a shallow angle. The type of shrubbery planted within the triangles should be such that it will grow no higher than three feet above the adjacent roadway surface. Trees planted within the sight triangle areas should be large enough that the lowest limbs are at least seven feet above the surface of the adjacent roadway. Street parking should be prohibited within the bounds of the sight triangle.					

PBD = County of San Mateo Planning and Building Department CDFW = California Department of Fish and Wildlife USFWS = United State Fish and Wildlife Service SWRCB = State Water Resources Control Board EHSD = County of San Mateo Office of Environmental Health Services Division OES = County of San Mateo Office of Emergency Services Cal Water BSD = California Water Service Company Bayshore District CSCSD = Crystal Springs County Sanitation District BALD = Bel Aire Lighting District
County Fire = County of San Mateo Fire Department CAL FIRE = California Department of Forestry and Fire Protection BAAQMD = Bay Area Air Quality Management District
HOA = Home Owners Association