
Final Addendum to the Big Wave Wellness Center and Office Park Project EIR

North Parcel Alternative

State Clearinghouse #2008102109



November 2014
Addendum Released in July 2014



San Mateo County
Planning and Building Department

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FINAL ADDENDUM TO THE 2010 BIG WAVE EIR

Per California Environmental Quality Act (CEQA) Guideline §15164, an addendum need not be circulated for public review. However, on July 31, 2014, the County voluntarily circulated the Addendum to the certified Big Wave Wellness Center and Office Park Project EIR (Addendum) and received several comments. The following contains a description of minor changes to the Big Wave North Parcel Alternative Project (Big Wave NPA Project, PLN2013-00451), a description of public comment received on the Addendum, responses to comment received, and Addendum errata. The County has evaluated the comments and prepared a written response, provided here in a topical format, describing the disposition of the main environmental issues raised.

1.0 MINOR PROJECT CHANGES TO INCREASE PROJECT COMPLIANCE WITH COUNTY DESIGN REVIEW STANDARDS

1.1 Project Review by the Coastside Design Review Committee

After the release of the Addendum, the project was reviewed by the Coastside Design Review Committee (CDRC), in compliance with the Local Coastal Program (LCP). Over 3 meetings (July 10, 2014, September 11, 2014, and October 9, 2014), the CDRC requested that the applicant make changes to bring the project further into compliance with applicable design review criteria of the County's Community Design Manual, specifically those regarding view preservation, landscaping, paved areas, building scale, and compatibility with existing community character.

1.2 Project Changes

1.2.1 Changes Incorporating Coastside Design Review Committee Recommendations

To respond to the CDRC's requests, the applicant has incorporated the following changes into a Revised Big Wave NPA Project:

Consolidation of Project Buildings

- a) The 4 Wellness Center buildings and Building A of the Office Park (owned by the Wellness Center) have been combined into one Wellness Center building of 97,500 sq. ft. The building includes 70,500 sq. ft. of affordable housing and associated uses and 27,000 sq. ft. of business uses. The Wellness Center pool will be located on the first story but will not be covered.
- b) Buildings B, C, D, and E of the Office Park have been combined into three buildings, the Northeast Business Building (69,300 sq. ft.), Southeast Business Building (62,700 sq. ft.), and the West Business Building (30,000 sq. ft.), in order to preserve on-site views of Pillar Point Bluff to the west and the beach to the southwest and to create more usable courtyard spaces.
- c) The phasing plan has been modified to be consistent with the revised site plan and include Office Park development in each of the building phases. Landscaping to provide visual screening of buildings would coincide with site development phases.

New Building Design to increase Compatibility with Existing Architecture in the Area

- d) Facades of the Wellness Center and Office Park buildings were revised to incorporate architectural concepts from the Princeton community.

New Landscaping Design to Increase Compatibility with Surrounding Vegetation

- e) The landscaping plan was revised to provide a smoother transition from surrounding areas to the site, break up large paved areas of parking, and include drought-tolerant native plant species both along Airport Street and within the parking lot landscape islands.

Revised Parking Lot Design to Improve Pedestrian Access and Break Up Large Parking Areas

- f) The site plan was revised to add pedestrian walkways and 3 traffic circles to further ease on-site vehicle and pedestrian traffic. Parking located at the base of Office Park buildings has been eliminated.

1.2.2 Changes Made by the Applicant in Response to Comments:

Due to changes described above and comments received on the Addendum, the Revised Big Wave NPA Project incorporates the following changes:

- a) Reduction of Building Heights and Stories: The Big Wave NPA Project has been further revised such that the maximum building height from existing grade is reduced from 38-feet to 36.5-feet. Three-story buildings have been reduced to two stories and the unfinished basements of the Wellness Center were removed.
- b) Increased Water and Wastewater Demand Estimate: The project water demand estimate has increased from 9,765 gallons per day (gpd) to 15,500 gpd. Revised water estimates by use are provided in Errata (Section 4).
- c) Consolidation of Beach User Parking to the South Parcel
To accommodate additional landscaping and pedestrian pathways on the north parcel, the coastal access public parking formerly proposed on the north parcel has been consolidated with coastal access public parking on the south parcel, resulting in all 92 coastal access public parking spaces being clustered on the south parcel. The boat storage area has been reduced in size to accommodate this additional beach user parking on the south parcel. The development footprint on the south parcel remains materially the same. Consolidation of public parking will facilitate public use as the spaces will be easier for the property owner(s) to mark and the public to identify.
- d) Reduction of Wetland Buffer on North Parcel and Increase of Wetland Buffer on South Parcel
Changes above have resulted in a reduction of the width of wetland buffer zones on the north parcel to a minimum of 150-feet and an increase in the minimum buffer zone on the south parcel from 100-feet to 150-feet.
- e) Reduced Boat Storage and Associated Parking
Development of a portion of the boat storage area in the northwest corner of the south parcel has been removed from the proposal and would maintain a 150-foot wetland buffer zone. Boat storage spaces have been reduced from 26 to 21 and vehicle parking spaces have been reduced from 27 to 14.
- f) Expansion of Organic Farming into Wetland Buffer Areas
The applicant has added farmed areas within the 150 feet wetland buffer zones on the north and south parcels, as permitted by LCP Policy 7.19, which allows agricultural uses

that produce no impact on the adjacent wetlands. The applicant proposes only organic farming in buffer areas and would not plow these areas.

Creation of Business Condominiums: The applicant proposes up to 108 business condominiums within the 162,000 sq. ft. of Office Park space, with an average size of 1,500 sq. ft. per condominium unit. The units would share common kitchens and bathrooms; no unit would have its own bathroom or kitchen.

These changes have been incorporated into the revised project drawings which include a site plan, floor plan, building elevations, phasing plan, and landscaping plan. These revised project drawings are presented in Attachment A.

1.3 Impact Analysis of Project Changes

1.3.1 Aesthetics

As described in Section 1.2, buildings have been consolidated, building facades have been re-designed, and buildings heights have been lowered resulting in increased conformance with design review standards. As a result, the Revised Big Wave NPA Project achieves increased view preservation, a reduction in the size of paved areas, and increased compatibility of buildings and landscaping with existing buildings and surrounding vegetation in the existing community.

Under the Revised Big Wave NPA Project, the project buildings and parking lot generally remain within the same development footprint as described in the Addendum, except that the wetland buffer zone along the drainage on the north parcel has been reduced from 250-feet to 150-feet to allow parking lot expansion to accommodate pedestrian pathways, vehicle turn-arounds, and additional landscaping, as requested by the CDRC, while maintaining the same number of parking spaces. The addition of these features break up the parking lot into smaller areas as indicated by the Community Design Manual. The parking lot expansion would result in a 100-foot wide strip of additional parking lot and landscaping to the south of where parking lot and landscaping ended in Viewpoint 3 (Capistrano Road). Also, in Viewpoint 4 (Radio Tower), the parking lot expansion would result in a 100-foot wide strip of additional parking lot and landscaping to the south of where parking lot and landscaping ended.

Under the Revised Big Wave NPA Project, the Wellness Center buildings have been consolidated along with Building A and are situated approximately 120-feet closer to Airport Street. In Viewpoint 1 (Airport Street), the front of the Wellness Center building would be visible on the right side, alongside consolidated Office Park buildings with re-designed building façades reflecting the existing Princeton community architecture.

The landscape plan has been revised as shown in Attachment A.5. Fewer trees are proposed in the parking lot and species would be ornamental to provide aesthetic interest. The proposed tree species are smaller and offer lower visual screening values. However, buildings on the project site have been massed more tightly together and building height has been reduced which reduces the need for visual screening. The analysis of project impacts in the area of aesthetics, including visual simulations, remain adequate for a general characterization of project scale and view impacts from viewing locations of the Revised Big Wave NPA Project. Mitigation Measure AES-4 (Light Impacts to Day or Nighttime View in the Area) remains adequate in mitigating potential project impacts in the area of aesthetics to a less than significant level. No additional mitigation measures are necessary.

1.3.2 Agricultural and Forest Resources

The Revised Big Wave NPA Project results in a slight increase in proposed areas of organic farming from 4.37 acres to 5.18 acres, as shown in Revised Table 4 and the revised landscaping plan (Attachment A.5). While proposed farmed areas along the drainage would

decrease on the north parcel to accommodate more parking and landscaping, the applicant has added farmed areas within the 150 feet wetland buffer zones on the north and south parcels, as permitted by LCP Policy 7.19. The potential project impacts of the Revised Big Wave NPA Project to agricultural and forest resources are adequately described in the Addendum and remain at a less than significant level. No additional mitigation measures are necessary.

1.3.3 Air Quality

The Revised Big Wave NPA Project does not change proposed uses of the project or estimated project traffic. The potential project impacts of the Revised Big Wave NPA Project to air quality are adequately described in the Addendum. Mitigation Measure AQ-2 (Construction Emissions) remains adequate in mitigating potential project impacts to air quality to a less than significant level. No additional mitigation measures are necessary.

1.3.4 Biological Resources

Under the Revised Big Wave NPA Project, the project buildings and parking lot generally remain within the same development footprint as described in the Addendum, except that the wetland buffer along the drainage on the north parcel has been reduced from 250-feet to 150-feet to allow parking lot expansion to accommodate pedestrian pathways, vehicle turn-arounds, and additional landscaping, while maintaining the same number of parking spaces. While the wetland buffer along the drainage of the north parcel has decreased by 100-feet, the wetland buffer along the drainage of the south parcel has increased by 50-feet. On both parcels, the applicant proposes to maintain a minimum wetland buffer of 150-feet, as requested by the California Coastal Commission.

The applicant has added farmed areas within the 150 feet wetland buffer zones on the north and south parcels, as permitted by LCP Policy 7.19, which allows agricultural uses that produce no impact on the adjacent wetlands. The applicant proposes only organic farming in buffer areas and would not plow these areas.

While decreased buffers and decreased wetland planting within those buffer areas on the north parcel reduces the level of beneficial impact to the wetlands and associated biological resources offered by the Big Wave NPA Project, the Revised Big Wave NPA Project does not increase project impacts to wetlands and associated biological resources from levels described in the 2010 EIR (where the original project included a 100-foot wetland buffer). Therefore, the potential project impacts of the Revised Big Wave NPA Project to biological resources are adequately described in the Addendum. Mitigation Measures BIO-1a (Special Status Species), BIO-1b (Special Status Species), BIO-1c (Special Status Species), BIO-1d (Special Status Species), and BIO-4a (Wild Life Movement and Habitat Connectivity) remain adequate in mitigating potential project impacts to biological resources to a less than significant level. No additional mitigation measures are necessary.

1.3.5 Cultural Resources

Under the Revised Big Wave NPA Project, there will be no change in project impact to the existing cultural site. While overall land disturbance increases slightly due to an expansion of the parking lot toward the drainage by 100-feet, potential project impacts of the Revised Big Wave NPA Project to cultural resources are adequately described in the Addendum. Mitigation Measure CULT-2a (Archeological Resources), CULT-2b (Archeological Resources), CULT-2c (Archeological Resources), and CULT-3 (Paleontological Resources) remain adequate in mitigating potential project impacts to cultural resources to a less than significant level. No additional mitigation measures are necessary.

1.3.6 Geology and Soils

Under the Revised Big Wave NPA Project, project buildings have been consolidated from 9 buildings to 4 buildings within a slight increase in building footprint. Areas to be covered with

pervious pavement decrease slightly, and overall land disturbance increases slightly due to an expansion of the parking lot toward the drainage by 100-feet. Changes to site coverage are shown in Table 3 of Errata (Section 4).

All buildings, pervious pavement, and soils disturbing activities would be subject to Mitigation Measures GEO-3a (Seismic Ground Failure), GEO-3b (Seismic Ground Failure), GEO-4 (total and Differential Settlement), GEO-6 (Expansive Soil), GEO-7 (Pervious Pavements), and GEO-8 (Review and Approval of Final Grading, Drainage, and Foundation Plans and Specifications), which remain adequate in mitigating potential project impacts to geology and soils in the area to a less than significant level. No additional mitigation measures are necessary.

1.3.7 Climate Change

The Revised Big Wave NPA Project does not change factors affecting climate change, such as overall building area to be constructed, proposed uses of the project, or estimated project traffic. The potential project impacts of the Revised Big Wave NPA Project to climate change are adequately described in the Addendum as less than significant. No additional mitigation measures are necessary.

1.3.8 Hazards and Hazardous Materials

The Revised Big Wave NPA Project does not change the anticipated level of project impact associated with tsunami hazard, as there is no change in the residential floor elevations of the Wellness Center (which remain at 34 feet NGVD or above). Residential bedrooms of the Wellness Center are located approximately 120-feet closer to the Half Moon Bay Airport. However, the building remains outside of the Airport Overlay (AO) Zoning District. After the publication of the Addendum, the Revised Half Moon Bay Airport Land Use Compatibility Plan (ALUCP) was adopted by City/County Association of Governments (C/CAG) on October 9, 2014. The updated ALUCP includes a provision recognizing that projects with applications deemed complete prior to the adoption of the revised ALUCP remain subject to the ALUCP adopted in 1996. The project was found consistent and continues to be consistent with the 1996 ALUCP.

Under the Revised Big Wave NPA Project, the Wellness Center Building includes 27,000 sq. ft. of general office, research and development, light manufacturing, and/or storage uses. The applicant has indicated that business operations located within the Wellness Center would not involve hazardous materials or a high-level of noise-generation. Mitigation Measures HAZ-2 (Accidental Release of Hazardous Materials) and HAZ-3 (Hazards Associated with Airport Operations) remain adequate in mitigating potential project impacts associated with hazards and hazardous materials to a less than significant level. Therefore, the potential project impacts of the Revised Big Wave NPA project associated with hazards and hazardous materials are adequately described in the Addendum. No additional mitigation measures are necessary.

1.3.9 Hydrology and Water Quality

Under the Revised Big Wave NPA Project, areas of pervious pavement, parking lot landscaping and overall land disturbance increase slightly due to an expansion of the parking lot toward the drainage by 100-feet. While the overall project footprint increases by approximately 3,500 sq. ft., areas covered by pavement decrease slightly as shown in Table 3 of Errata (Section 4). All surface runoff would continue to be treated on-site. Building design and elevations remain the same with regard to minimizing impacts associated with tsunami and seiche (Wellness Center residential floor elevations remain at 34 feet NGVD or above). Therefore, the potential project impacts of the Revised Big Wave NPA project associated with hydrology and water quality are adequately described in the Addendum. Mitigation Measures HYDRO-3 (Drainage, Erosion, and Siltation), HYDRO-4 (Alteration of Drainage Patterns Resulting in Increased Flooding), HYDRO-5 (Surface Water Runoff Quality), HYDRO-6 (Groundwater Quality), and HYDRO-9 (Exposure to Tsunami and Seiche) remain adequate in mitigating potential project impacts associated with

hydrology and water quality to a less than significant level. No additional mitigation measures are necessary.

1.3.10 Land Use and Planning

The Revised Big Wave NPA Project does not change factors affecting land use and planning, such as overall building area to be constructed, proposed uses of the project, or provision of utilities to the area. The creation of up to 108 business condominium units at the Office Park does not increase project size or density but simply allows for portions of the buildings (approximately 1,500 sq. ft. portions) to be sold individually. Design and siting changes made under the Revised Big Wave NPA Project further conform the project to the County's design review standards, in compliance with Mitigation Measure LU-4 (Recommendations of the Coastside Design Review Officer). The potential project impacts of the Revised Big Wave NPA Project associated with land use and planning are adequately described in the Addendum. Mitigation Measures LU-2 (California Coastal Commission Jurisdiction) and LU-3 (Federal Aviation Administration Requirements) remain adequate in mitigating potential project impacts associated with land use and planning to a less than significant level. No additional mitigation measures are necessary.

1.3.11 Mineral Resources

The 2010 EIR found no impact to mineral resources. As the project site remains the same, with comparable development related grading, the potential project impacts of the Revised Big Wave NPA project to mineral resources are adequately described in the Addendum. No additional mitigation measures are necessary.

1.3.12 Noise

The Revised Big Wave NPA Project does not change proposed land uses or estimated project traffic. However, under the Revised Big Wave NPA Project, residential bedrooms of the Wellness Center would be situated approximately 120-feet closer to the Half Moon Bay Airport. The proposed location of residential uses of the Wellness Center are comparable to the location of residential uses from the project evaluated in the 2010 DEIR, in that residential uses would be located immediately outside of the AO Zone, albeit located on the north parcel instead of the south parcel. As discussed in the 2010 EIR and the Addendum, the Wellness Center would be located in an area where noise levels are dominated by vehicular traffic on Airport Street and aircraft activity at Half Moon Bay Airport. The 2010 EIR states that new residential projects generally provide an exterior-to-interior noise reduction of more than 30 dBA, thereby reducing estimated future exterior noise levels (approximately 58.8 dBA CNEL) to estimated interior noise levels that are lower than the County Interior Noise Standard of 45 dBA CNEL. Also, the applicant would be required to comply with General Plan Policy 16.5, which requires implementation of design and construction techniques intended to achieve noise reduction along the path and at the receiver, including, but not limited to (1) grouping rooms for noise sensitive residents together separated from noise sources, (2) placing openable windows, vents and other openings away from noise sources, and (3) avoidance of structural features which direct noise toward interior spaces. Implementation of such techniques are not likely to significantly change the design of the project. Based on the above, the potential project noise impacts of the Revised Big Wave NPA Project to sensitive receptors are adequately described in the Addendum. No additional mitigation measures are necessary.

1.3.13 Population and Housing

The Revised Big Wave NPA Project does not change the factors which impact population and housing, such as the proposed uses of the project or proposed infrastructure improvements. The potential project impacts of the Revised Big Wave NPA Project to population and housing are adequately described in the Addendum as less than significant. No additional mitigation measures are necessary.

1.3.14 Public Services

The Revised Big Wave NPA Project does not change project density (total number of Wellness Center residents and estimated number Office Park employees), the main factor in determining project impact to public services such as school, recreation, and parks, police and fire protection services. The Coastside Fire Protection District reviewed the revised site plan at the CDRC meeting of October 9, 2014, and has preliminarily approved the plan. The potential project impacts of the Revised Big Wave NPA Project to public services are adequately described in the Addendum. Mitigation Measures PS-1 (Police Services) and PS-2a (Fire Protection Services) remain adequate in mitigating potential project impacts to public services to a less than significant level. No additional mitigation measures are necessary.

1.3.15 Recreation

The Revised Big Wave NPA Project does not change project density (total number of Wellness Center residents and estimated number Office Park employees), the main factor in determining project impact to recreation services. The public access parking spaces have been separated from parking spaces serving the Office Park and Wellness Center and have been consolidated on the project's south parcel, making identification of public parking spaces easier for the public. In response to comments, the proposed trail along Airport Street has been revised to run in a straight line along the site frontages, where formerly the trail was inset behind public parking spaces on the south parcel, thereby facilitating possible future connection of the proposed trail to trail systems to the south. Recreational amenities of the Wellness Center are unchanged although all Wellness Center buildings have been consolidated. As the level of recreational amenities proposed in the Addendum have not changed, the potential project impacts of the Revised Big Wave NPA project associated with recreational services are adequately described in the Addendum as less than significant. No additional mitigation measures are necessary.

1.3.16 Transportation/Traffic

Under the Revised Big Wave NPA Project, pedestrian pathways, vehicle turn-arounds, and additional landscaping have been added to the parking lot layout, while maintaining the same number of parking spaces. Locations of driveways have changed slightly to accommodate these features. Added pedestrian pathways and vehicle turn-arounds further ease pedestrian and traffic movements on-site. The project traffic consultant, Hexagon Transportation Consultants, Inc. (Hexagon), has reviewed the revised site plan and has identified no hazards.¹ The Revised Big Wave NPA Project does not change factors affecting project traffic, such as overall building area to be constructed and proposed uses of the project. The potential project impacts of the Revised Big Wave NPA Project to transportation and traffic in the area are adequately described in the Addendum. Mitigation Measures TRANS-1 (Intersection Level of Service and Capacity) and TRANS-8 (Construction) remain adequate in mitigating potential project impacts to transportation and traffic to a less than significant level. As shown in Errata (Section 4), Mitigation Measure TRANS-1 has been strengthened to require the property owner(s) to obtain approvals for installation of a signal/roundabout at Cypress Avenue and Highway 1 prior to the issuance of any building permit for the Office Park and to install the signal/roundabout when signal warrants are met at Cypress Avenue and Highway 1, reducing the potential for project impacts at this intersection to continue unmitigated during the time it takes for the applicant to secure permits for implementation of the mitigation measure. Also, the mitigation measure has been revised to require integration of pedestrian crossing(s), should the Midcoast Pedestrian Crossing and Turn Lane Improvement Project include recommendation(s) for a pedestrian crossing(s) at this intersection.

¹ Email from Hexagon, dated October 8, 2014, identified a potential hazard with what appeared to be parking spaces at the throat of the driveway. However, no parking spaces were located at the throat of the driveway, only a landscape island.

The Traffic Impact Analysis report prepared by Hexagon Transportation Consultants was revised to address comments by the Department of Public Works. Changes do not affect trip generation estimates. Intersection Level of Service did change for SR1 and Cypress Avenue under Cumulative plus Project conditions, from an average delay of 50.3 seconds (Level of Service (LOS) F) to 61.0 seconds (LOS F). The changes do not identify new significant impacts or present changes in project mitigation measures. The updated traffic report is presented in Attachment B.

1.3.17 Utilities and Service Systems

The Revised Big Wave NPA Project does not change factors affecting well water demand. While the Revised Big Wave NPA Project does not increase factors affecting water and wastewater supply, such as project density (total number of Wellness Center residents and estimated number Office Park employees), water and wastewater demand estimates were re-analyzed based on comments suggesting that the estimates should be adjusted upwards. Water and wastewater demand estimates have been increased from 9,765 gpd to 15,500 gpd as shown in Table 6 of Errata (Section 4).

Planning staff has provided the new demand estimates to Montara Water and Sanitary District (MWSD) and Granada Sanitary District (GSD) for their review. MWSD staff has confirmed adequate capacity to serve the project (see letters in Attachments D and E). Based on capacity, flow, and assessment data provided by GSD, Planning staff has determined that GSD has adequate capacity to serve the updated wastewater generation estimate of 15,500 gpd. Pursuant to the joint powers agreement creating the Sewer Authority Mid-Coastside (SAM) and subsequent amendments thereto, the current plant capacity for GSD is 1.20 million gpd, or 32.5% of total SAM capacity.² Monthly flow data for September 2014 shows an average total flow volume of 0.333 million gpd, where remaining capacity for the month is approximately 0.867 million gpd. Based on this average, the updated wastewater generation estimate of 15,500 gpd is less than 2% of total remaining plant capacity allocated to GSD. Therefore, wastewater service to the project would not result in significant impacts to GSD system capacity.

The necessary improvements to utility infrastructure and potential project impacts of the Revised Big Wave NPA project to utilities and service systems are adequately described in the Addendum and 2010 EIR and Final EIR. Specifically, the potential lack of adequate capacity for project wastewater flows in the existing GSD sewage collection system and potential impact regarding project contribution to cumulative impacts on the SAM collection system is adequately discussed in in the 2010 EIR and Final EIR. As described in the 2010 Final EIR, planned system improvements have resulted in further expansion of SAM collection system capacity. Mitigation Measures UTIL-2 (Wastewater Collection System Capacity) and UTIL-11 (Solid Waste Disposal) remain adequate in mitigating potential project impacts to utilities and service systems to a less than significant level. No additional mitigation measures are necessary.

1.3.18 Mandatory Findings of Significance

The Revised Big Wave NPA Project would not result in any new environmental impacts not discussed in the Addendum nor would it increase the severity of impacts discussed in the Addendum. Design and siting changes made under the Revised Big Wave NPA Project further conform the project to the County's design review standards, in compliance with Mitigation Measure LU-4 (Recommendations of the Coastside Design Review Officer). While the wetland buffer on the north parcel was reduced from 250-feet in one area to a minimum of 150-feet for the parcel, thereby reducing the level of beneficial impact to the wetlands and associated biological resources offered by a larger buffer area and restored wetlands within that area, the

² The Sewer Authority Mid-Coastside (SAM) is a joint powers agency the member agencies of which are the City of Half Moon Bay, the Granada Sanitary District and the Montara Sanitary District. Source: MWSD bond document, dated July 31, 2003, and provided by GSD staff to Planning staff on November 4, 2014.

Revised Big Wave NPA Project does not increase project impacts to wetlands and associated biological resources from levels described in the 2010 EIR (where the original project included a 100-foot wetland buffer). Water and wastewater demand estimates have increased from 9,765 gpd to 15,500 gpd. Planning staff has determined that MWSD and GSD have adequate capacity to serve the project (see letters in Attachments D and E and discussion in Section 1.3.17). The discussion of Mandatory Findings of Significance as they pertain to the Revised Big Wave NPA project are adequate in the Addendum, where mitigation measures included in Attachment C adequately mitigate potential project impacts to a less than significant level.

2.0 COMMENTS RECEIVED

Copies of the comment letters and email communications received on the Addendum during the 30-day public review period from July 31 through September 2, 2014 are presented in Appendix A. A list of those who commented is provided in Table 1. A summary of the oral comments made during public meetings held by the San Mateo County Planning Commission and by the Midcoast Community Council, both on August 13, 2014 is presented in Appendix B.

Table 1. Comment Received on the Draft EIR		
Comment Letter No.	Commenter	Comment Source
<i>Public Agencies</i>		
1	California Coastal Commission (CCC)	Letter, September 2, 2014 Email, September 30, 2014
2	City/County Association of Governments of San Mateo County	Letter, September 2, 2014
3	San Mateo County Parks	Email, August 18, 2014
<i>Organizations</i>		
4	MidCoast Community Council (MCC)	Letter, August 27, 2014
5	Granada Parks Committee	Email, September 2, 2014
<i>Individuals</i>		
6A,B	Richard Newman, C/CAG Airport LUC Chair	Email, July 31, 2014 Letter, August 11, 2014
7	Lisa Ketcham, MidCoast Community Council Chair, Resident	Email, August 14, 2014 Email, August 20, 2014
8A,B	Gael Erickson, Resident, El Granada	Email, August 14, 2014 Email, September 2, 2014
9	Laslo Vespremi, Resident, Moss Beach	Letter, August 15, 2014
10	David Vespremi, Resident, Moss Beach	Email, August 21, 2014
11A,B	Elizabeth Vespremi, Resident, Moss Beach	Letter, August 25, 2014 Letter, September 2, 2014
12	Barbara Kossy, Resident, Moss Beach	Email, August 29, 2014
13	Iris Rogers, Resident, Pillar Ridge MHC	Email, August 30, 2014
14	Dorothy Norris, Resident, Pillar Ridge MHC	Email, September 1, 2014
15	Carlisle Young, Resident, Moss Beach	Letter, September 2, 2014
16	Kent Roberts, Resident, Moss Beach	Letter, September 2, 2014
17	Harald Herrmann, Resident, Moss Beach	Email, September 2, 2014
18	Judy Taylor, Realtor, Half Moon Bay	Email, September 2, 2014
19	Nancy Struck	Email, September 3, 2014*
20	Denise Phillips	Email, September 10, 2014*
21	Cynthia Giovannoni	Email, September 18, 2014*
<i>Oral Comment</i>		
	MCC Meeting	Oral, public hearing, March 16, 2013
	PC Meeting	Oral, public hearing, August 13, 2014

* Received after close of courtesy 30-day public review period.

3.0 TOPICAL RESPONSES TO COMMENT

Each comment received on the Addendum is organized into groups of topical responses, as listed in Table 2. The majority of comments received is addressed through these topical responses, and remaining individual comments not covered by the topical responses are addressed separately following citation to the relevant topical responses. Comments merely expressing opinion which do not call into question factual analysis contained in the Addendum are acknowledged but are not further addressed as responses to such comments are not required.

Topical Response Section	Topics
1.	Project Phasing and Economic Demand
2.	M-1 Zoning/Sanitarium Use
3.	Water Demand and Supply
4.	Traffic
5.	Parking
6.	Public Views
7.	Coastal Hazard
8.	Airport Hazard
9.	Sensitive Habitats/Wetlands
10.	Project Alternatives
11.	Project Scale
12.	Landscape Plan
13.	Agricultural Lands
14.	Development Agreement
15.	Other

3.1 Project Phasing and Economic Demand

Comment 1: The Addendum states, “Phasing timeframes for the Office Park buildings are approximate and based on demand.” What does this mean for the future maximum potential development of the site? And over what time frames? Without a clearly defined project description and timeline, it is difficult to fully evaluate the individual and cumulative impacts of the project, including in regards to public service (water, sewer, and traffic) availability and infrastructure, sensitive resource impacts, coastal hazards, and public views discussed further in the sections below. Please ensure that there is clear information on all aspects of project phasing, and that information showing the overall impacts of the project at its completion are clearly described, evaluated, avoided, and mitigated.

- **Response:** A revised phasing plan is presented in Attachment A.6. Development of Office Park buildings would occur in all three phases of the project based on market demand.

Comment 2: Building A is currently proposed to be constructed during Phase 3 which is proposed to occur in 8 to 15 years. If Building A contributes to the affordable housing component

of the project, please explain how this meets the objectives and intents of the LCP for affordable housing in regard to the overall project, and whether such phasing needs to be adjusted to meet such LCP criteria.

- **Response:** The phasing plan for the Revised Big Wave NPA Project (Attachment A.6) shows that the rear half of the Wellness Building (approximately 25 bedrooms) would be built in Phase 1 (3-8 years), along with the 30,000 sq. ft. West Business Building.

Comment 3: The stated purpose of the restoration component to the proposed project landscape plan is in part to help minimize the visibility of buildings and associated development for consistency with the visual resources policies of the LCP. Why is the actual landscape planting being delayed until Phase 3 and 4, when portions of the building construction would occur and be completed on the North Parcel during Phase 1? Please provide information showing how proposed phasing and screening interact in such a way as to avoid and mitigate impacts as they occur.

- **Response:** As shown in the phasing plan for the Revised Big Wave NPA project, completion of perimeter landscaping and restoration of wetlands and wetland buffer zones would occur in Phase 1 (3-8 years). Parking lot landscaping would be tied to associated building construction for each development phase.

Comment 4: Speculative development of the Office Park is not planned, and no interested buyers or tenants have come forward since the project was introduced to the public in 2006. The building plans are just ciphers for what some future tenant might want. Even the Wellness Center plans are only conceptual, as actual configuration would depend on demand.

- **Response:** The construction of the Office Park would need to be in substantial conformance with the County-approved site plan and facades. Minor deviations are expected in order to meet tenant operational requirements (e.g., introduction of a roll-up door where plans show a window and door) and can be approved by the County using an administrative process. Substantial changes to the approved plan (e.g., increase in the number of stories or substantial change in height or size), as determined by the Community Development Director, would require a major amendment to the Design Review Permit and would be subject to separate permitting. All uses must be permitted in the M-1 Zoning District and any intensification of use would be subject to separate permitting. It is anticipated that the Wellness Center will be built as proposed as demand for affordable housing for developmentally disabled (DD) adults is high. However, permitting requirements for any changes to the plans would follow the above outlined procedure.

Comment 5: No prospective renters for the Office Park have been identified. What if there is no demand for the Office Park?

- **Response:** As proposed, the Office Park could accommodate large and small businesses of varying intensities of use (e.g., light industrial or office use). While it is unlikely that the project would be built without the economic incentive of willing purchasers/renters, the applicant has stated that the Wellness Center would rely on private funding and boat storage and farming business proceeds if the Office Park were not built. Agriculture would continue to be a permitted use on the property.

Comment 6: What is being approved by this use permit, coastal permit for development and subdivision, and other approvals, and for how long? If all the development is not undertaken in the timeframe of any of the permits or approvals what happens? Will the subdivision remain in perpetuity? Will utilities stay allocated to the subdivided parcels in perpetuity? How will this be kept in check through special conditions?

- **Response:** If a development agreement is approved for this project, the applicant would have the term of the development agreement to initiate development. Any buildings not initiated within the term of the development agreement would not get built.

If there is no development agreement and the property owner(s) satisfy the subdivision map recordation requirements within the 2 year time frame (plus any requested extensions) then the subdivision remains in perpetuity. If the subdivision is recorded but no construction or grading is initiated within the CDP permit expiration date of 2 years and the CDP is not extended, then the CDP expires and project grading and construction authorized by the permit could not take place. If the project (e.g., grading/construction) is initiated but proven to not have been "diligently pursued", then permits expire at the time of this determination by the County or CCC. Project conditions of approval will state this clearly. Also see topical response for Development Agreement.

The affordable housing of the Wellness Center is a priority land use for water from MWSD, per LCP Table 2.17. Water for the Wellness Center and associated uses (excludes non-supportive business uses) would be included in MWSD's total set-asides for LCP priority land uses. The total amount of the set-aside is dictated by the LCP and does not change with the determination of the Wellness Center as a priority land use.

For the Office Park, MWSD staff indicate that water for the project can be set-aside during the 15-year development term, subject to appropriate MWSD fees. A project condition of approval will require the property owner(s) to set aside adequate water supply for the project until full build-out. Should the property owner(s) determine to build only a portion of the project, the property owner(s) are required to maintain water set-asides for that portion, subject to applicable MSD requirements.

3.2 M-1 Zoning/Sanitarium Use

Comment 1: The Wellness Center is proposed to be located on a parcel that is zoned M-1 (Light Industrial District), which does not allow residential uses. The County granted a Use Permit for the project, allowing the Wellness Center as a sanitarium, which is allowed pursuant to County Zoning Regulations Section 6500(d) within any district within the Urban Areas of the Coastal Zone, when found to be necessary for the public health, safety, convenience or welfare. It is the CCC's understanding that the County intends to allow the Wellness Center use as affordable housing. As defined by LCP Section 6102.48.6, affordable housing is "housing with a contract rent or price which is affordable by low and moderate income households." Please provide a clear description of the way the project meets the LCP's affordable housing tests, including in relation to project phasing (see also above).

- **Response:** The northern parcel of the project site is located within the Light Industrial District (M-1) Zoning District. The primary use of the Wellness Center is housing for disabled adults, as allowed per Chapter 24 (Use Permits) of the Zoning Regulations. This chapter lists "sanitarium" as a permitted use with issuance of a Use Permit in any district within the urban areas of the Coastal Zone.

The term "sanitarium" (or sanatorium) is not defined in the Zoning Regulations, although it has a number of accepted definitions in other sources. Some existing definitions and their sources are the following:

- An institution for the promotion of health (Dorland's Medical Dictionary for Health Consumers, 2007).
- A facility for the treatment of patients suffering from chronic mental or physical diseases, or the recuperation of convalescent patients (Mosby's Medical Dictionary, 8th Edition, 2009).

While the Wellness Center would not provide medical treatment on-site for its intellectually or developmentally disabled (DD) adult residents, it is intended to promote the long-term health of DD adults in a holistic manner. The Wellness Center would offer DD adults social and employment opportunities, an opportunity for semi-independent living apart from their parents, and connections to medical and other support services.

Because the term is not specifically defined in the Zoning Regulations, and is defined in other sources in a manner that reasonably encompasses the Wellness Center concept, the County concludes that the Wellness Center proposal falls within the meaning of “sanitarium,” a use permitted with the issuance of a use permit under Section 6500.d of the Zoning Regulations.

In order to approve the Use Permit for the sanitarium use, the decision-making body must make a finding that the use is “found to be necessary for the public health, safety, convenience or welfare.” There exists a basis to allow such a finding. As discussed above with regard to LCP Policy 3.5 (Regional Fair Share), the project helps to meet the need within the unincorporated areas of the County for affordable housing, as allocated by the Association of Bay Area Governments (ABAG). For 2014 to 2022, ABAG allocates a need for 913 affordable housing units in the unincorporated area of the County. Further, based on the 2000 U.S. Census, approximately 15.8% of the County population between the ages of 21 and 64 (or 68,045 persons) have some form of disability.³

As proposed and conditioned, the project would provide bedrooms for 50 DD adults as affordable housing, thereby helping to bridge the gap between the need for affordable housing and the supply of affordable housing in the County unincorporated area. Section 6102.48.6. of the County Zoning Regulations defines Affordable Housing as “Housing with a contract rent or price which is affordable by low and moderate income households.” In order to ensure that the proposed DD housing meets this definition and is maintained as affordable for the life of the project, the applicant would be required by project conditions of approval to enter into a contract with the County to maintain the rates for bedrooms of the Wellness Center as affordable, such that all residents shall be limited to those of Extremely Low Income, Very Low Income, and Low Income, for the life of the project. For rental housing, the County does not consider housing priced for moderate income households to meet the definition of affordable housing.

Comment 2: Will the permit conditions also require that the low income housing be for the specific use as a sanitarium? Given the new phasing plan showing the Wellness Center to be developed first, and uncertainty about tenants for the Office Park, what assurance is there that a significant portion of the 50 residents will be from the local area and will indeed be able to afford to live there on their SSI income as the project promises?

- **Response:** The Wellness Center must obtain and comply with the Use Permit allowing for residential uses at the site for the sanitarium purpose. As the applicant proposes the Wellness Center as affordable housing, the owner would be required to enter into a contract with the County for the maintenance of rates for DD housing at the Wellness Center as affordable housing for the life of the project, prior to the final certificate of occupancy for the residential component of the Wellness Center. The project conditions of approval would require the applicant to implement the project as proposed, including requiring the establishment of a priority system for the assignment of housing for residents from the San Mateo County coastside.

Comment 3: Residential use in the M-1 zoning district is not permitted and inappropriate. DD adults deserve a better location near amenities.

³ Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices P18, P19, P21, P22, P24, P36, P37, P39, P42, PCT8, PCT16, PCT17, and PCT19

- **Response:** The County has determined that DD housing is consistent with a sanitarium use allowed in all zoning districts. Alternate project locations were considered during the environmental review process in the analysis of project alternatives (Section VI of the 2010 DEIR). The alternatives of removing the Wellness Center component of the project to an offsite location or removing the entire project to an alternate location were rejected as economically infeasible. Also see topical response for Project Alternatives.

Comment 4: The Wellness Center is located next to propane facility.

- **Response:** The propane gas facility is located on Airport Street north of the project site and adjacent to residences in the Pillar Ridge Manufactured Home Community. The facility is in the Hazardous Materials Business Plan program and permitted and monitored by the County Environmental Health Division for public safety purposes. Sites within the program are inspected every 2 years.⁴ As such, the proximity of the propane facility does not represent a material safety threat to the Office Park buildings or the Wellness Center residences.

3.3 Water Demand and Supply

Comment 1: A San Mateo County Local Agency Formation Commission (LAFCo) letter, dated February 10, 2014, to Dave Byers, a Big Wave Group representative, indicated that the Applicants would need to apply for a sphere of influence amendment removing their property from the Coastside County Water District (CCWD) sphere, place it in the Montara Water and Sanitary District (MWSD) sphere, and apply for and receive approval from LAFCo for extension of water service outside MWSD boundaries. Regarding MWSD's application to LAFCo for the amendment, the Addendum states "The application would include a Plan for Providing Service pursuant to Government Code Section 56653 detailing how water service would be provided, the capital improvements needed, and how the service would be funded." This plan should be included in the Addendum so that it can be adequately evaluated.

- **Response:** MWSD has not yet submitted an application to LAFCo and, therefore, County action on the CDP will precede the required LAFCo action on such an application. While a Plan for Services has not yet been prepared by MWSD, specific details such as enumeration of the water service to be provided, availability of capacity to meet the demand, the proposed upgrades to utility infrastructure, and affected locations within the sphere boundary change are addressed in the Addendum. These details, consistent with the Addendum, are also provided below. LAFCo has reviewed these service plan details in its review of the Addendum and found them to be adequate for CEQA purposes.

Service Plan Details

- a) *Enumerate and describe the level of water service to be extended to the affected territory.*

Water Service: Domestic and fire water supply to the Office Park and Wellness Center would be provided by the MWSD subject to LAFCo action.

Water demand for the project development is estimated at 15,500 gallons per day (gpd) as shown in Table 6 of Errata (Section 4).

Water consumption for each Wellness Center resident is estimated at 60 gpd based on one 30-gallon low flow shower per day, five gallons of shared kitchen use, 10 gallons of shared laundry, and 15 gallons of bathroom use (five low-flow toilet flushes and hand washing). The basketball court would have showers of 1,200 gpd and peak

⁴ Per Email from Dan Rompf, M.S., Hazardous Materials Specialist, County Environmental Health Division, dated October 22, 2014.

toilet use of 300 gallons per day. This translates to a total recreational use of water to about 1,500 gallons per day. The outdoor pool has an estimated evaporation rate of 200 gallons per day.

Table 6. Project Water Demand, Daily and Peak Flows						
Facility	# of Persons	Flow per Person (gpd)	Total Flow (gpd)	Equalized Flow (gpm)	Equalized Flow (mgd)	Peak Flow Factor = 6
<i>Domestic Water Demand (MWSD)</i>						
Wellness Center Residential	50	44 <u>60</u>	2,200 <u>3000</u>	4.5 <u>2.0</u>	0.003 <u>0.022</u>	912 gpm = 0.0204 mgd
Wellness Center Employees	20	44	880	0.6	0.0009	3.6 gpm = 0.005 mgd
Wellness Center Recreation Facilities	200	1.5	300 <u>1500</u>	0.21 <u>0</u>	0.0015 <u>0.003</u>	1.26 gpm = 0.0018 <u>0.01</u> mgd
<u>Wellness Center Pool Evaporation</u>	<u>N/A</u>	<u>N/A</u>	<u>200</u>	<u>0.14</u>	<u>0.0002</u>	<u>0.84</u> gpm = <u>0.0012</u>
<u>Wellness Center Catering, Cleaning and Laundry</u>	<u>50</u>	<u>9</u>	<u>435</u>	<u>0.3</u>	<u>0.00043</u>	<u>1.8</u> gpm = <u>0.0003</u> mgd
<u>Fire Tank Re-fill</u>	<u>N/A</u>	<u>N/A</u>	<u>100</u>	<u>0.07</u>	<u>0.0001</u>	<u>0.42</u> gpm = <u>0.0006</u> mgd
Office Park Business <u>(Toilet Flushing and Hand Washing)</u>	420	15	6,300	4.4	0.0063	26 gpm = 0.04 mgd
Office Park Business <u>Average Operational Water Use</u>	<u>420</u>	<u>2.4</u>	<u>1000</u>	<u>0.7</u>	<u>0.001</u>	<u>4.2</u> gpm = <u>0.006</u> mgd
Office Park Business <u>Common Kitchens</u>	<u>420</u>	<u>2.4</u>	<u>1000</u>	<u>0.7</u>	<u>0.001</u>	<u>4.2</u> gpm = <u>0.006</u> mgd
Boat Storage Restroom	1.3	65	85	0.06	0.00009	0.4 gpm = 0.0005 mgd
<u>Showers for Bicycle Transportation</u>	100	10	<u>1000</u>	<u>2.0</u>	<u>.003</u>	<u>12</u> gpm = <u>.02</u> mgd
Total	491		9,765 <u>15,500</u>	6.8	0.010 <u>0.16</u>	4063.6 gpm = 0.060 <u>0.095</u> mgd
<i>Non-Potable Water Demand (On-site Well)</i>						
Organic Garden and Landscaping			10,500			

Water consumption for the Office Park buildings is estimated at 15 gpd per person based on five low-flow toilet flushes and hand washing per day. Urinals would be no flush water savers. Water consumption for the boat storage is estimated at a total of 85 gpd based on 5% (1.3 out of 26) of the boat owners using their boats on any particular day using 65 gpd, including 30 gallons used to fill the boats, 30 gallons to dust off the boats prior to use, and five gallons for toilet and hand washing at the restroom.

MWSD confirms that it has available sources and supply of water to meet the project anticipated domestic water demand of 15,500 gpd. MWSD also indicates it has sufficient capacity to fill an onsite 200,000 gallon tank for fire storage and refill the tank whenever needed (MWSD email July 16, 2014 to Camille Leung).

The affordable housing of the Wellness Center is a priority land use for water from MWSD, per LCP Table 2.17. Total water demand estimates for residential and supportive uses (administrative, recreational) of the Wellness Center is approximately 6,015 gpd.

In a letter dated October 24, 2014 included as Attachment D, MWSD states that its average annual daily demand is 305,013 gpd and current set aside for Local Coastal Program Priorities is approximately 81,000 gpd. The capacity for priority uses is sufficient to supply the Wellness Center project demand. The capacity for non-priority uses, 60,428 gpd, is sufficient to supply the remaining Big Wave NPA project demand of 9,485 gpd.

MWSD has updated the analysis provided in previous correspondences with the CCC to provide the most accurate data available regarding the supply, demand, and usage for the MWSD water system. Since the approval of the MWSD Public Works Plan (PWP) Amendment, MWSD has updated the demand values based on additional data available, and therefore warranting an update of the supply and demand analysis for the water system. To date, MWSD has collected ten (10) full years of data on water source production and customer consumption, allowing for a comprehensive evaluation of water use and system efficiency. Water consumption and production data were used to determine the trends in water use and system efficiency over the ten-year time period (2004-2013). Results of this analysis demonstrated a continued reduction in water demands coupled with unchanged water source production capacity. A supply and demand analysis established the available water surplus. For further discussion of the adequacy of MWSD domestic water supplies to serve the project, please refer to Attachment D.

b) Describe the level and range of those services.

Anticipated project water and wastewater demand usage is 15,500 gpd, as described in Table 6 of Errata (Section 4). The applicant proposes that each lot of the subdivision will have a water and sewer connection, with the exception of Lot 2 of the south parcel, which would remain undeveloped and without such connections. A water meter would be installed for each lot. As stated in the Section 2.3.1.2 of the Addendum, BW Water would provide maintenance of on-site water distribution lines from the MWSD main line. All private meters would be monitored for subdivided parcels by BW Water. Public meters would be monitored by MWSD.

c) Indicate when those services can feasibly be extended to the affected territory.

Water services would be extended to the project parcels in Phase 1 (3-8 years)⁵ of the project, for the construction of the Phase 1 portion of the Wellness Center building including residential uses (approximately 25 bedrooms) and accessory uses, the 30,000 sq. ft. West Business Building which would include office or light industrial uses, and the boat storage restroom building.

- d) *Indicate any improvements or upgrading of structures, roads, sewer or water facilities, or other conditions to be imposed or required within the affected territory.*

An 8-inch water main terminates on Airport Road at the Pillar Ridge Manufactured Home Community approximately 1,210 feet north of the project's north parcel. The Big Wave NPA project would install an 8-inch water main extension to the project property along the Airport Street right-of-way to provide domestic and fire water service. A fire hydrant installed on the property would provide access to fire flow. A dual meter for fire and domestic service would be established on the project site per MWSD standard detail requirements.

An 8-inch looped pipe would be installed around the north parcel building envelope to provide adequate water pressure. Domestic water supply would be distributed throughout the north parcel using 2-inch lateral supply lines. A 2-inch line would be extended to the south parcel along Airport Street.

An existing 4-inch well water irrigation line provides non-potable water to the south parcel from the agricultural well located on the north parcel. This water is stored in two existing water tanks located adjacent to the proposed restroom. Each water tank is nine feet tall and has a capacity of 6,000 gallons. This water would supply water demand for landscaping, gardening, and agricultural uses.

- e) *In as much detail as required to give a clear explanation, explain why this proposal is necessary at this time.*

San Mateo County LAFCo has jurisdiction over the boundaries of cities and special districts and the extension of services outside jurisdictional boundaries. LAFCo adopted spheres of influence for Coastside agencies place the Big Wave Project site in the sphere of influence of the CCWD based on the adjacency to CCWD boundaries and infrastructure. The site is not within the district boundaries of a domestic water supplier, which would require annexation via LAFCo if the project was to receive water service from a public water district.

As proposed, the Revised Big Wave NPA Project would obtain water for domestic use and fire suppression from MWSD. Because the project is outside the boundaries and sphere of influence of MWSD and within the boundaries and sphere of GSD and sphere of CCWD, MWSD must apply to LAFCo for a sphere of influence amendment and application to extend water service pursuant to Government Code Section 56133. The application to LAFCo is required to have a Plan for Providing Service (LAFCo, March 2014 letter).

The project applicant does not seek water service at this this time from CCWD. In addition to review and approval by LAFCo, annexation to CCWD would require approval of amendments to the Coastal Development Permits for the El Granada Pipeline replacement project. In its review of the 2010 Project, which included a proposal to annex to CCWD for domestic water supply, the California Coastal Commission appears to encourage the applicant to seek water service from MWSD based on service area boundaries.⁶

⁵ Year estimates for each phase are from date of project final approval.

⁶ Page 10 of July 27, 2012 California Coastal Commission Staff Report for the 2010 Project.

Additional information to be provided in a Plan for Service, such as how those services would be financed, are not issues affecting the CEQA evaluation of the project's potential to create physical environmental impacts. LAFCo will review the plan and the Addendum to determine if the Addendum adequately evaluates the water demand impacts and the effects of the sphere boundary change and make CEQA findings as a responsible agency.

Comment 2: As required by the certified MSWD Public Works Plan (PWP), when proposed development has a projected daily demand of over 200 gallons per day (gpd), as does the proposed project, the applicant must "provide additional analysis regarding the projected demand and potential for future growth and associated increased water demand. MWSD will determine, based on its existing supply and demand, whether the District has adequate capacity to serve the development."

- **Response:** MWSD has informed the County that it has reviewed the Revised Big Wave NPA Project as a "large development" under PWP Article 2, PWP Objective, Section 1. B (Large Service Connections) and has concluded that MWSD has sufficient supply capacity to serve the Revised Big Wave NPA Project as stated in the District's letter dated October 24, 2014 to Camille Leung, Project Planner. The review essentially provided for a demand comparison because it took into consideration current and other projected demands corresponding to the LCP projected growth.

Comment 3: MWSD should also provide an estimate of the actual amount of water consumption by land use currently used and the growth rate of development as they are required to monitor pursuant to LCP Policy 2.21, and evaluate how the proposed development and subdivision may affect the water consumption estimates outlined in the LCP. It will also be important for the MWSD to conduct this evaluation in light of any conditions that may have changed due to the recent drought.

- **Response:** LCP Policy 2.21 (Water Monitoring) reads, "Require that the water service providers, presently CCWD and the MWSD, monitor: (1) the actual amount of water consumption by land use, and (2) the rate of growth of new development. Require them to submit an annual data report to the County summarizing the results of this monitoring."

MWSD has prepared estimates of the actual amount of water consumption by land use currently provided by the District's sources based on the metered usage records for 2013 as presented in Attachment D, Table 2.

No new development has been served by MWSD in 2013, as the PWP Amendment allowing for new connections to the MWSD water system was recently approved in December 2013. Therefore, the rate of growth of new development is not relevant for 2013.

MWSD has concluded the proposed development and subdivision would not affect the water consumption estimates outlined in the LCP. The water consumption estimates are values associated with buildout that do not have a direct impact on the current state of development within the MWSD service area. Since MWSD has water surplus available to serve the project, taking into account priority use reservations, the District has a legal obligation to provide the available water to the applicant.

Comment 4: The CCC would prefer that the proposed project resolve LAFCo and related water issues prior to the County taking a final coastal development permit (CDP) action. The Addendum does not provide an adequate basis from which to make a CDP decision in this respect, and also in terms of the sequencing and timing for the LAFCo determination, including in terms of ensuring that such changes are finalized when the CDP for the project is ultimately decided upon by the County. The Addendum does not currently provide sufficient detail to

demonstrate that a change in sphere of influence and extension of a new water source to serve the proposed project is consistent with LCP requirements and the MWSD PWP, including but not limited to, by illustrating adequate capacity reserved for priority land uses consistent with LCP Policy 2.8, and substantial evidence that there is adequacy of water to serve the proposed project. Please ensure that adequate information is provided to allow the County to conclude on these points in its CDP decision. Can you provide better clarification on the sequencing of LAFCo's determination and the potential appeal action by the CCC?

- **Response:** As discussed in Response to Comments 1 through 3 above, the Addendum identifies and assesses the infrastructure requirements for water service, project water demand, and availability of water supply. MWSD has confirmed its ability to serve the project's revised water estimate (Table 6) in a letter to the San Mateo County Planning and Building Department dated October 24, 2014. See Attachment D. This analysis is adequate to provide a CEQA analysis supporting a LAFCo determination.

Comment 5: The estimates of project water demand appear to be low in comparison to estimates used for similar projects. Please ensure that the origin of these estimates is explained, and that a comparative analysis of water usage for other similar development within the Midcoast Area is provided. The water demand estimate should include water used by proposed business uses of the Office Park (e.g. general office, research and development, light manufacturing, and storage uses), as the Addendum only considers water for toilet flushing and hand washing at the Office Park.

Response: In an email dated October 1, 2014, Clemens Heldmaier, General Manager, MWSD, states that, as the proposal is unique, MWSD has no comparative uses at this time. Water demand for the Office Park has been revised to include common kitchens, operational water uses, and showers for bicycle commuters. Total daily project water demand has increased from 9,765 gpd to 15,500 gpd. As future uses at the Office Park are based on demand and cannot be determined at this time, an average total business operational water use of 1,000 gpd is used, based on consumption of 2.4 gpd for each of 420 business employees. Also, see Response to Comment 1.

Comment 6: The water estimate for the Wellness Center recreational facilities is based on toilet flushing, pool evaporation, and washdown but does not include the water required to fill the pool. These details should be included and added to the project water demand estimate. Please clarify whether the pool, water storage tank, or both are being proposed and evaluated in the Addendum. Please also specify the water tank estimates in the project water demand table so it can be adequately evaluated. The daily flow analysis assumes significantly below average water use by the residents. The Wellness Center has no allocation for janitorial uses or business operations, such as drop-off commercial laundry services for Office Park workers, or the expanded use of the cafeteria for the Office Park. The Office Park has no allocation for lunchrooms, research and manufacturing uses, or shower facilities for bicycle commuters (a condition of the 2010 project).

- **Response:** The estimated total daily project water demand has increased from 9,765 gpd to 15,500 gpd, including an increase of Wellness Center recreational water demand from 300 gpd to 1,500 gpd, Wellness Center Catering and Cleaning demand of 435 gpd, pool evaporation and re-filling demand of 200 gpd, and tank re-filling demand of 100 gpd. The Wellness Center pool requires a one-time filling of 90,000 gallons and the fire tank requires a one-time filling of 200,000 gallons, which are not considered in daily water demand.

The water demand estimate for the Office Park has increased by 3,000 gpd, to include common kitchens, operational water uses, and showers for bicycle commuters. The Wellness Center water demand estimate has increased by approximately 2,600 gpd to accommodate a higher flow per DD resident, higher recreational water use, and pool

evaporation, and use of water by Big Wave businesses. Details are provided in Table 6 of Errata (Section 4). Also, see Response to Comment 1.

Comment 7: The water demand table suggests that the on-site well would only support organic gardening and landscaping, as required by Mitigation Measure HYDRO-6. The description on page 4 states “the on-site well would be used for irrigation purposes and to fill a storage tank (up to 200,000 gallons) for fire protection.” The Revised Big Wave NPA Project would also use water for required landscape screening, and these estimates need to be a part of the water supply and demand analysis.

- **Response:** The text regarding use of on-site well for fire supply storage is incorrect and is included in Errata (Section 4). Domestic water supply from MWSD would be used to fill the fire storage tank. Also see Response to Comment 8. The on-site well would be used for landscape and gardening irrigation only. Landscape and garden water demand from the well is identified in Table 6. The estimated well water use of 10,500 gpd for the project is consistent with historical water use on the property for agriculture irrigation.

Comment 8: It is not clear from the information provided how the water demand for the organic gardening and landscaping was estimated. Please include these details and a basis for these estimates. Since the water for the organic gardening and landscaping would be supported by the well, the Addendum should include an evaluation of the well capacity and its ability to support the proposed uses, consistent with the continuation of the adjacent sensitive habitats (consistency with LCP Policy 2.28). If as a result, increased well use would be needed for the proposed project, then this increased use should be evaluated for consistency with LCP Policy 2.27. In addition, since the proposed project would connect to a public water supply, the continued use of the well for new development should be evaluated for consistency with LCP Policy 1.19(f).

- **Response:** The landscaping water demand is estimated at 10,500 gpd according to the Riparian & Waters/Wetland Ecosystem Restoration Final Basis of Design Report (Addendum Attachment B, Table 1). Water use was estimated based on a dry season irrigation application rate of 0.25 to 0.5 inches per week on 8.8 acres (385,000 s.f.) of organic farming, landscaping, and wetland restoration. Under the Revised Big Wave NPA Project, uses requiring irrigation cover 11.84 acres.

While the Revised Big Wave NPA Project site plan increases the areas of organic gardening from the 2010 Project, landscaping water demand will not increase. Under the Revised Big Wave NPA Project, the landscaping plan included as Attachment A.5 has been revised and incorporates drought tolerant and native landscaping. Irrigation water demand rates would drop based on the current planting plan. Nonetheless, irrigation water demand would be limited to an average of 10,500 gpd over a year and annual monitoring would be required by the County.

The existing on-site well serves two 6,000 gallon storage tanks on the south parcel used for agriculture operations on the parcel. Water from these tanks would be used for landscape irrigation purposes. Historically, the on-site well has supported agricultural operations requiring 12 acre-feet per year (10,700 gpd; DEIR p. IV.N-24). Estimated project irrigation demand of 10,500 gpd is consistent with historical irrigation demand for on-site agricultural use. No increase in well use is needed or proposed for the project.

In an email dated October 1, 2014, Clemens Heldmaier, General Manager, MWSD, states that, MWSD has no jurisdiction over private wells and the use of those on private property for non-potable uses. This jurisdiction belongs to the County of San Mateo. The well was installed in 1986 and is not required by LCP Policy 1.19.f to be abandoned once public water supply becomes available.

Comment 9: Wastewater capacity is based on the water demand estimates. If the water demand estimates are updated/modified as discussed above, the wastewater estimates should also be updated/modified and the Addendum should explain how the proposed development and provision of services by GSD would accommodate the new proposed flows. Please also ensure that the Regional Water Quality Control Board is consulted regarding wastewater issues, and their concerns addressed. Finally, signed agreements from GSD demonstrating adequate wastewater arrangements should be provided prior to the County taking a final CDP action.

- **Response:** Water and wastewater demand estimates have increased from 9,765 gpd to 15,500 gpd as shown in Table 6. Planning staff have determined that MWSD and GSD have adequate capacity to serve the project (see letters in Attachments D and E and discussion in Section 1.3.17). Final wastewater requirements will be reviewed by GSD prior to permitting. While consultation with RWQCB is not required for wastewater service, the RWQCB was notified of the release of the Addendum and did not provide comments on the project.

Comment 10: At its meeting of August 13, 2014, Planning Commissioner Zoe Kersteen-Tucker encouraged the applicant to incorporate a grey water system into the project in order to conserve water, considering the current drought.

- **Response:** Grey water can be used for toilet flushing alone or for toilet flushing and irrigation uses. Per the County's Environmental Health Division, if grey water would be used for toilet flushing only, no permit from the Environmental Health Division is required as grey water is not released into the environment (e.g., air, water, soil). If grey water is used for irrigation, a permit from the Environmental Health Division is required. A permit from GSD would also be required.

In the staff report outlining CCC staff's recommendation for denial of the 2010 Project, the CCC identified concerns regarding the use of treated recycled water for onsite irrigation as the use would result in excess runoff to the wetland system, especially during the rainy season, which may result in impacts on biological resources, inconsistent with the LCP.

Based on permitting requirements and potential impacts to the biological resources of adjoining wetlands, the applicant has stated that use of grey water is not feasible for the project at this time. He also stated that the design and construction of a grey water system for toilet flushing uses only would not be financially feasible (Holmes email to Staff, 8/16/14). The applicant states that low flow toilets use very little water and the grey water system would require a significant amount of plumbing and expense to accomplish a minor level of water conservation.

Comment 11: What is the explanation for the reduction in water use estimates from 26,000 gpd in the prior project to the current 9,765 gpd? What if project water use exceeds the 9,765 GPD, which appears to be a low estimate?

- **Response:** The estimated total daily project water demand has increased from 9,765 gpd in the original Big Wave NPA proposal to 15,500 gpd. Water demand for the 2010 Project is shown in Table IV.N-2 of the 2010 DEIR. The 2010 DEIR estimated 26,000 gpd under average conditions and 21,000 gpd under drought conditions. Water demand for the Office Park was estimated at 20,000 gpd and for the Wellness Center at 6,000 gpd for the 2010 Project.

The 2010 Wellness Center estimate included 500 gpd for a dog grooming business, which is not part of the current proposal. Therefore, the remaining 5,500 gpd estimate in 2010 is comparable to the 6,015 gpd estimated for the Wellness Center under the current proposal.

The 2010 Office Park estimate was 20,000 gpd. These estimates considered water use for 225,000 sq. ft. of business use with 780 employees, where the current proposal includes 189,000 sq. ft. of business use with 420 employees. The current proposal represents a 46% reduction in the total number of Office Park employees. An equivalent reduction in the water use from 20,000 gpd is 10,800 gpd, where the current proposal for the Office Park estimates 9,300 gpd. The current proposal incorporates low-flow toilets and no flush urinals, while the 2010 project utilized water recycled on-site for flushing conventional toilets and urinals.

3.4 Traffic

Comment 1: The Big Wave North Parcel Alternative Drafted Transportation Impact Analysis (Traffic Report) prepared by Hexagon Transportation Consultants, Inc. (Hexagon), July 17, 2014 included in the Addendum assumed that the Office Park would include “64,505 s.f. of office use, 40,316 s.f. of research and development (R&D) use, 32,253 s.f. of light manufacturing use, and 24,189 s.f. of storage space” but provided no basis for these estimates. Please include an explanation of how these estimates were derived. Since the Addendum states that usage and square footage would be determined by the prospective tenants, it is unclear whether the proposed development potential is accurately evaluated through the traffic study. LCP Policy 2.52 requires, “Calculation of new vehicle trips generated shall assume maximum occupancy/use of any approved development.” The project trip generation estimates are based on average rates for different land uses. The highest usage rate reflected in these calculations is for office buildings. It would seem more appropriate to use the highest land use rate and square footage possible for any potential use that could be developed for the proposed Office Park as there seems to be some uncertainty as to the final mix of uses in the proposed development. This would ensure that the maximum potential traffic impacts, cumulative and otherwise, of the proposed project can be evaluated and mitigated for appropriately.

- **Response:** The highest traffic producing land use allowed by the M-1 zoning district is general office space. However, as discussed in the traffic report (Attachment B, Page 20), Office Park buildings cannot be fully occupied by such office uses due to parking constraints, as office uses also generate the highest parking demand of the proposed land uses. Under an all office use scenario, fewer Office Park buildings than those proposed would be constructed, as construction would cease when the parking capacity is reached. For the traffic analysis to reflect the full proposal, full square footage of the Office Park and proposed parking, the applicant provided a range of commercial/light industrial space uses, as presented in the traffic report, that could feasibly accommodate both the full square footage of the Office Park, such that required parking would not exceed the proposed parking. Given that building uses would be capped based on parking requirements not to exceed 435 spaces, a traffic analysis showing higher intensity office space uses within all Office Park buildings with higher traffic generation rates is unwarranted.

Comment 2: Assuming maximum occupancy for the development consistent with the LCP, it is not clear why the AM and PM trip estimates in and out only total 199 and 192 considering that the parking proposed is 525 spaces on the North Parcel (420 spaces for the Office Park, 42 for the Wellness Center, and 63 spaces for coastal access) and 56 for the South Parcel (29 for coastal access and 27 for boat use and storage).

- **Response:** In an email sent to Planning staff dated September 9, 2014, Hexagon staff state that, the 199 and 192 trips are estimated project trips generated during the highest one hour in the morning and highest one hour in the evening. Trips would arrive throughout the morning up until around 11 AM. At that time the maximum parking occupancy would occur. The proposed number of parking spaces is based on the

maximum occupancy of the development. The estimated number of peak hour trips is not directly related to the total proposed parking spaces.

Comment 3: Please clarify if the weekend estimates in the traffic study reflect summertime data, and if not, please supplement the figures to ensure that peak summertime visitor use periods are accounted for in the analysis.

- **Response:** Project contribution to weekend traffic levels is presented in Traffic Report Tables 6 and 7 (Attachment B). Existing traffic conditions used in the analysis were based on hourly counts obtained from Caltrans as well as manual turning-movement counts conducted by Hexagon on the Saturday of Memorial Day weekend. In an email dated October 22, 2014, Hexagon staff stated that Memorial Day weekend counts do not need to be supplemented as counts are likely to be equal or higher than summertime counts due the Monday holiday and clear, warm weather during the weekend.⁷

Comment 4: The potential for many new high-paying local jobs at the BW Office Park is touted as helping to address the Coastside housing/jobs imbalance. San Mateo County has a jobs/housing imbalance, which leads to long commute distances from outlying bedroom communities of which the Coastside is an example. A useful solution is more housing near Bayside jobs and transit corridors to reduce vehicle miles traveled (VMT) and greenhouse gas emissions. The reverse housing/jobs imbalance of the Coastside (particularly for high paying jobs) is a symptom of the countywide problem. To add non-coastal-related jobs on the Coastside would not help the county's jobs/housing imbalance, nor reduce VMT and greenhouse gas emissions. It would only increase pressure for more Coastside housing, infrastructure expansion, and traffic congestion from sources unrelated to Coastal Act priority uses.

- **Response:** As stated by the commenter, many residents of the Coastside are employed on the Bayside. The construction of business space on the Coastside would increase work opportunities for Coastside residents to work on the coast and reduce the number of commuters to the Bayside. As discussed in Impact POP-1 of the 2010 EIR, project impacts related to population growth in the area is considered less than significant.

Comment 5: The Transportation Impact Analysis proposes that the project's "reverse commute" would not impact peak hour traffic on Highway 1, but does not consider all unsignalized intersections up and down the highway where vehicles must wait for a break in traffic to turn onto the highway. The project would flood narrow secondary marine industrial, residential, and visitor-serving streets with through traffic totally unrelated to Coastal Act priority uses. LOS degradation acceptable at other locations could be a matter of life and death at two choke points, Cypress Avenue in the north and Prospect Way in the south. One section of multi-modal trail fronting the project would not adequately mitigate the increased pedestrian and bicycle hazards of dramatically increased traffic on the rest of Airport Street and Cypress Avenue and through Princeton.

- **Response:** The Traffic Report prepared by Hexagon (updated version included as Attachment B) analyzes impacts of project traffic to signalized and unsignalized intersections along Highway 1, impacts to secondary streets, and pedestrian and bicycle access. Per revised Mitigation Measure TRANS-1, the property owner(s) would be required to fund and install a signal or roundabout at Highway 1 and Cypress Avenue when signal warrants are met at Cypress Avenue and Highway 1. Also, the mitigation measure has been revised to require integration of pedestrian crossing(s), should the Midcoast Pedestrian Crossing and Turn Lane Improvement Project include recommendation(s) for a pedestrian crossing(s) at this intersection. Project impact to emergency vehicle access is discussed in Impact TRANS-4, DEIR p. IV.M-38 where

⁷ Email from G. Black, Hexagon, dated October 23, 2014, to C.Leung.

emergency access impacts were found to be less than significant. As proposed and mitigated, the project would result in a less-than-significant level of impact in these areas.

Comment 6: It is unrealistic to expect ongoing compliance with the admittedly arbitrary allotment of business park uses, or effective County oversight of business park uses and resulting traffic impacts, which may therefore be drastically underestimated for the actual built-out project. Currently undesignated uses of the ground floors of all buildings except #1 and #4 could be additional parking, which would then allow more intensive building occupancy and increased traffic.

- **Response:** The intensity of Office Park uses would be regulated by the County Planning and Building Department through the application and issuance of building permits for tenant space improvements and changes of use. A zoning conformance, including review of tenant compliance with parking and use restrictions of the site, is completed by the Current Planning Section for all building permits. After permit issuance, the Building Inspection Section conducts inspections to ensure compliance with the approved plans. Unpermitted uses and construction unassociated with a building permit are reviewed by the Code Compliance Section, on a complaint basis. Under the Revised Big Wave NPA Project, all project buildings would be two stories, where uses on each floor are designated as shown on the revised floor plans (Attachment A.2 and A.3).

Comment 7: Project plans show the addition of K-rail and rows of yellow crash attenuator barrels on both sides of Airport St. at the narrow culvert section between the project north and south parcels. Rather than adding traffic hazards and visual blight to accommodate the multi-modal trail, it would be preferable to install an 8-foot-wide bridge across the small stream similar to the ones recently used for crossings of environmentally sensitive habitat areas on the Naomi Patridge Trail in Half Moon Bay.

- **Response:** While the bridge suggested by the commenter is not necessary for project impact mitigation, the County Park Department is also interested in a bridge for this purpose. County Parks Department staff and the applicant are in communication regarding the potential for a bridge at this location. The approvals for any such bridge would be processed separately from this application.

Comment 8: Mitigation measure(s) required by Mitigation Measure TRANS-1 should be installed at project occupancy as permitting and construction of the mitigation measure could take years.

- **Response:** As shown in Errata section of this report, Mitigation Measure TRANS-1 has been revised to require the property owner(s) to obtain approvals for installation of a signal/roundabout at Cypress Avenue and Highway 1 prior to the issuance of any building permit for the Office Park and install the signal/roundabout when signal warrants are met at Cypress Avenue and Highway 1, reducing the potential for project impacts at this intersection to continue unmitigated during the time it takes for the applicant to secure permits for implementation of the mitigation measure.

Comment 9: The 2010 Big Wave EIR funneled traffic away from north-bound Airport Street through North Capistrano Road to reduce impacts to Cypress Avenue/Highway 1 intersection. Why the change to allow traffic in both directions of Airport Street?

- **Response:** The applicant considered the installation of traffic barriers on Airport Street to prohibit exiting project traffic to travel north on Airport Street to Cypress Avenue. However, in consultation with the Hexagon and County Department of Public Works staff, such traffic barriers were determined to be a hazard that could promote illegal

vehicle maneuvers (e.g., u-turns) by drivers to side step the traffic barriers in order to save travel time.

Comment 10: 1. What are actual signal warrants at Cypress Avenue and Highway 1? Can you put this in layman's terms regarding how far the intersection currently is from meeting the signal warrant.

- **Response:** In an email sent to Planning staff dated September 9, 2014, Hexagon staff state that, per Appendix D of the traffic study for the Signal Warrant Check at Cypress Avenue and Highway 1, under existing conditions, the AM peak hour vehicle volume for north/south traffic on SR 1 is 1,048 vehicles, and the PM peak hour volume is 1,369 vehicles. The traffic volume on Cypress Avenue is 84 vehicles during the AM peak hour and 69 vehicles during the PM peak hour. Based on Signal Warrant Part B, the volume on Cypress Avenue needs to reach 188 vehicles during the AM peak hour or 119 vehicles during the PM peak hour in order to meet the Signal Warrant Part B.

Comment 11: How was the rate for the Wellness Center estimated in the traffic study? Should 50 Wellness Center residents be factored into trips as they would have guests and visitors?

- **Response:** As shown in the Traffic Report (updated report included as Attachment B), peak hour trips were assigned to the 20 aides that would reside at the Wellness Center (22 trips for AM and PM) and storage uses (17 trips for AM and PM) owned by the Wellness Center. The 50 DD adults residing at the Wellness Center would not drive. In an email sent to Planning staff dated September 9, 2014, Hexagon staff state that, the traffic impact analysis focuses on traffic conditions during the peak commute hours only. Guests or visitors during those peak hours are expected to be minimal.

Comment 12: Please clarify why the project trip assignment anticipated project traffic going farther north to utilize the Highway 1/Cypress Ave. intersection rather than the Highway 1/North Capistrano Rd. intersection which is closer to the project location. Mitigation measures for the Highway 1/North Capistrano Rd. intersection should be considered to accommodate traffic under Cumulative conditions in case traffic shifted to this intersection.

- **Response:** In an email sent to Planning staff dated September 9, 2014, Hexagon staff state that, in determining the trip distribution patterns for vehicles traveling from the project site to northbound Highway 1, Hexagon conducted travel time runs from the proposed project site to northbound Highway 1 using two different routes: 1) the first route was northbound Airport Street to eastbound Cypress Avenue to northbound Highway 1; 2) the second route was southbound Airport Street to eastbound Cornell Avenue to eastbound Prospect Way to northbound Capistrano Road to northbound Highway 1. The travel time runs showed that the northbound Airport Street route took half the time of the southbound Airport Street route which would be used to access N. Capistrano (three minutes as opposed to six minutes). As a result, Hexagon assumed that vehicular traffic traveling from the project site to northbound Highway 1 would proceed north on Airport Street to Cypress Avenue and turn left onto Highway 1.

Comment 13: Does the traffic analysis take into account that due to constraints of deep roadside drainage ditches, no more than two vehicles can queue at Cypress Avenue before the right turn space is blocked?

- **Response:** In an email sent to Planning staff dated September 9, 2014, Hexagon Transportation Consultants, Inc., staff confirms that the traffic analysis does take into account that no more than two vehicles can queue at Cypress Avenue before the right turn space is blocked.

Comment 14: Assuming the signal warrant is met for the Highway 1/Cypress Ave. intersection, please provide the anticipated geometric diagram and expected turning movements based on the Cumulative plus Project conditions.

- **Response:** In an email sent to Planning staff dated September 9, 2014, Hexagon staff state that a geometric diagram for the signal (or roundabout) installation would be developed at the project implementation stage. The turning movement volume at Highway 1/Cypress Avenue under Cumulative Plus Project Conditions is shown on Figure 13 on Page 41 in the Traffic Report (updated report included as Attachment B).

Comment 15: The report should provide the geometric diagram, turning movement and analysis of the proposed project access driveway to Airport Street and its impact to the nearby Stanford Ave/Cornell Avenue (Intersection 3).

- **Response:** In an email sent to Planning staff dated September 9, 2014, Hexagon Transportation Consultants, Inc., staff state that the total project trips would be 199 (163 inbound and 36 outbound) during the AM peak hour and 192 (42 inbound and 150 outbound) during the PM peak hour. Based on the updated site plan, there would be two full access driveways and one entrance only driveway on the north parcel development site. Each driveway is estimated to serve 66 vehicles during the AM peak hour and 64 vehicles during the PM peak hour under project conditions. That is an average of about one car per minute. The existing traffic volume along Airport Street in the vicinity of the project site is relatively low with a total of 207 vehicles during the AM peak hour and 225 vehicles during the PM peak hour. The addition of project traffic would be accommodated without adverse impacts. The nearest project driveway is at least 900 feet from the intersection of Stanford Ave/Cornell Ave and Airport Street, so there would be no interaction between the driveway and the intersection. Based on the intersection LOS calculation, the intersection would continue to operate at LOS B with the project so there would be no significant project impact.

Comment 16: With the added traffic trips from the Cumulative plus Project, please verify why the average delay shown on Table ES-2 of the Transportation Impact Analysis with 50.3 seconds was improved when compared to Background plus Project with 60.9 seconds.

- **Response:** In an email sent to Planning staff dated September 9, 2014, Hexagon Transportation Consultants, Inc., staff state that the commenter refers to an older version of the traffic report dated July 17, 2014. An updated Traffic Report was prepared dated August 28, 2014 and is included as Attachment B. The average delay at the SR1 and Cypress Avenue intersection is shown to be 60.9 seconds under Background Plus Project conditions and 61.0 seconds under Cumulative Plus Project conditions. Please refer to Table ES 2 in Attachment B for the updated results.

Comment 17: The Transportation Impact Analysis should address where the construction traffic comes from and its roadway impact if SR-92, north SR-1 or south SR-1 are used.

- **Response:** In an email sent to Planning staff dated September 9, 2014, Hexagon Transportation Consultants, Inc., staff state that the construction traffic would be expected to use SR -1. Currently, Hexagon does not have information about which direction on SR-1 the construction traffic would use. Since the construction traffic would be much less than the project traffic when the project is built and occupied, the impact of the construction traffic on SR-1 is expected to be minimal. Conditions of project approval will require construction vehicles carrying extra wide and/or long loads (including scrapers, excavators, cat crawlers and extended lift trucks) to access the site using the following route to and from the project sites: Capistrano Road-Prospect Way-Broadway-California Avenue-Cornell Avenue-

Airport Street.⁸

Comment 18: On Page 118, the Addendum states, “The revised project would add more than 100 trips to Highway 1 which is a Congestion Management Program (CMP) facility and the property owner(s) must prepare a trip reduction plan in accordance with the C/CAG’s CMP guidelines.” Has this trip reduction plan been developed? If so, it should be included in the Addendum. Also, a Traffic Impact Analysis and Mitigation Plan (TIMP) is required by LCP 2.52 for the County’s approval of the Revised Big Wave NPA project.

- **Response:** The Project TIMP of the Revised Big Wave NPA site plan incorporates pedestrian walkways and drop-offs for both the Wellness Center and Office Park. In addition to the Wellness Center shuttle, access trail, and public access parking spaces described in the Addendum, the applicant would provide on-site bicycle racks/lockers as well as other measures required by C/CAG in a Transportation Demand Management (TDM) Plan. For all projects that would generate a net 100 or more peak hour trips on the CMP roadway network, the developer is required to implement a TDM plan in order to minimize peak hour trips. The applicant is required to offset 199 peak hour trips using measures with varying degrees of credit, as described in the TDM.⁹ The approved TDM Plan must be implemented to the satisfaction of C/CAG prior to the occupancy of any project structures that would generate a net 100 or more peak hour trips on the CMP roadway network.

Comment 19: Will recreation traffic accommodated by the 92 public access spaces impact the intersections of Highway 1 at Capistrano and Cypress? Did the report assign trips to the 92 public access parking spaces?

- **Response:** Public parking spaces are not considered a "project" generating traffic. In an email sent to Planning staff dated October 2, 2014, Hexagon Transportation Consultants, Inc., staff state that they did not assign trips to the public access parking spaces as they assumed that the traffic using those public parking spaces already exist and are not "project" related traffic.

Comment 20: C/CAG staff recommends that a condition of approval be imposed requiring the property owner(s) to submit a trip reduction plan prior to the issuance of any building permit on the project site. The trip reduction plan should be subject to review and approval by C/CAG staff and demonstrate compliance with C/CAG’s “Guidelines for Implementing the Land Use Component of the Congestion Management Program” which is included in 2013 CMP as Appendix I.

- **Response:** A condition of project approval will be added to require project compliance with C/CAG trip reduction requirements for any development that would generate a net of 100 or more peak hour trips on the Congestion Management Program roadway network.

3.5 Parking

Comment 1: There are 20 spaces depicted on the North Parcel adjacent to the buildings that do not appear to have road access. Please explain how these spaces would be accessed and used.

- **Response:** Under the Revised Big Wave NPA Project, the 20 parking spaces located within the Office Park courtyard area have been consolidated with other private parking in the north parcel parking lot.

⁸ Planning staff determined the appropriate route in discussion with Ed McKeivitt of Big Ed’s Crane Service (located at 155 Broadway).

⁹ Email from Wally Abrazaldo, Transportation Program Specialist, C/CAG of San Mateo County to C. Leung.

Comment 2: The Big Wave Transportation description on Page 10 discusses collecting fees for event parking. Will the public parking areas be used for these paid parking events or will other project parking be utilized? Please describe all aspects of proposed events and related elements, including parking fees.

- **Response:** Big Wave Transportation may collect fees for use of its private project parking during community events drawing large crowds such as the Mavericks surfing contest and Dream Machines. Parking fees would not be collected for beach access parking provided on the south parcel, as set forth in the conditions of project approval. Fees charged for private parking would be determined by the property owner(s) at the time of the event.

Comment 3: Coastal access public parking spaces should be placed in an accessible well marked location.

- **Response:** Under the Revised Big Wave NPA Project, all 92 coastal access public parking spaces would be placed on the south parcel and would be marked as such, as required by the LCP.

Comment 4: South parcel beach parking layout has the multi-modal Coastal Trail routed away from the street around the parking lot with a dead end at private property line at south end without access back to Airport St. A 4-foot-wide landscape buffer is required between a parking lot and a street. The MCC suggests the following arrangement: street, landscape buffer, trail, parking. This would reduce the detour for trail users and allow trail connection to Airport St. on the south end. It would best screen the parking and separate the trail from traffic.

- **Response:** The Revised Big Wave NPA Project revises the design of the trail over the south parcel and proposes a continuous trail along the frontage of the project parcels within the Airport Street right-of-way. This would allow for a trail connection to Airport St. on the south end.

Comment 5: The proposed trail extension on the northwest property line (bordering Pillar Ridge community) for future linkage to County Park land leads only to Pillar Point Marsh, private property, and to a steep landslide area unsuitable for bluff access. It is not advisable to lead the public to this secluded, unmonitored, sensitive habitat area.

- **Response:** As described in Errata (Section 4), the reference to “Coastal Trail Extension to P.O.S.T. Property” is an error. County Parks does not intend at this time to create any new trail links to Pillar Point Ridge beyond what is already established.

3.6 Public Views

Comment 1: The Addendum includes visual representations of the proposed project from various viewpoints. Have these simulations been site verified through the use of story poles or by other means? Story Poles should be required for the perimeter of the tightly grouped buildings, and the standard wide strip of orange webbing should be used at the maximum building height so that it is visible from all the viewpoints analyzed in the EIR. Visual simulations are not all reliable. It is important for the community at large to see an accurate real life depiction of the height and mass of the proposed development.

- **Response:** High resolution digital photographs were taken May 7, 2014 using a full-frame digital single lens reflex (SLR) camera with a standard 50 millimeter (mm) lens which represents a horizontal view angle of approximately 40 degrees. A wide angle lens was not used. Visual simulations of the Big Wave NPA project from five viewpoint locations were prepared by Environmental Vision (Addendum Attachment F). The visual simulations were created using Global Positioning System (GPS) recording of viewpoints and three-dimensional computer modeling of the project combined with geographic data

(GIS) and digital aerial photographs of the existing site, viewpoint locations and on and off-site features. The simulations present a realistic representation of how the proposed project would appear from the various viewpoints.

Story poles erected on the project site are an alternate way to illustrate building height and mass on the project site to local viewers. Story poles do not capture the architectural relief and building materials or the screening effects of landscape vegetation. While story poles can be useful, they are not required by CEQA to analyze visual effects. The CDRC Policies on Story Pole Installation allow for digital imaging simulations, computer modeling and/or other visual techniques in lieu of the story poles, upon determination that the installation of story poles is not practicable due to site constraints and/or environmental concerns. Story poles were constructed for the original project and were found by the County to be ineffective in representing the proposed buildings. Specifically, story poles do not effectively represent buildings which are located behind other buildings. Also, due to the distance between building corners, height of buildings, and coastal wind and weather, story poles were not easily constructed, and were easily battered, and therefore were not effective in providing an accurate representation of the project.

Visual simulations were selected by the County as the best means of evaluating the appearance of the proposed development and its effect on local views. Based on visual simulations it was determined that the proposed project would not interrupt ridgeline or skyline views. Due to reduced number of buildings and maximum building heights, visual impacts of the Revised Big Wave NPA project would be similar to or less than the project as originally proposed which were determined to be less than significant.

Comment 2: The landscaping plan should include supplemental material demonstrating the capacity of the site to support the landscaping plan as proposed, including with respect to water supply as further discussed above and the limited amount of space available due to the parking requirements. Page 37 described the soils to have “moderate limitations.” Please explain how these limitations may impact the ultimate success of the landscape screening plan.

- **Response:** The landscaping plan has been revised to reflect site plan changes as presented in Attachment A.5. Table 4, Landscaping Plan Planting Tabulations, is also revised accordingly (see Errata). The irrigation requirements for the landscaping was estimated at 10,500 gpd (see Water Demand and Supply, Response to Comment 8). The soil limitations of the site and its impact on the success of the landscape screening plan is discussed in Landscaping Plan, Response to Comment 2.

Comment 3: The CCC is interested in the modifications to landscaping, grading, and architecture requested by the CDRC on July 10, 2014 and how this may affect other aspects of the project. The CCC is also interested in reviewing the feedback from the CDRC on the lighting plan and how this may affect other aspects of the project after their review.

- **Response:** At its July 10, 2014, September 11, 2014, and October 9, 2014 meetings, the CDRC requested modifications to building siting, architecture, landscaping, parking, lighting and grading to further conform the project to criteria of the Community Design Manual. CDRC recommendations are included in Attachment F. The applicant has revised the Big Wave NPA project to address these recommendations. Changes made to the project are described above in Project Changes, Section 1.2. Revised project drawings are presented in Attachment A.

Comment 4: Proposed logos on buildings are not characteristic of signage for Coastside businesses. Signage on the sides of the 36-foot-tall buildings compounds the scenic injury of this massive development and defeats the purpose of the landscape and design efforts to help the buildings blend with their surroundings. The MCC prefer instead low signs at the site entrance on Airport Street.

- Response: Logos on buildings have been removed from the proposal. The project would likely include free-standing signage which must comply with the signage regulations of the M-1 Zoning District.

Comment 5: The Addendum states that the project would not block view of Pillar Ridge, but simulation (Figure 4) shows that the project would block these views.

- Response: Page 28 of the Addendum states that “Views of the Pillar Ridge ridgeline as viewed along the Highway 1 scenic corridor would not be blocked by buildings. Views of Pillar Point, the forested hills, and the skyline would not be obstructed for motorists traveling north and southbound on Highway 1. Mature landscaping trees at 15 years from the date of project completion would provide partial screening of buildings.” While portions of Pillar Point Bluff would be blocked from view by buildings from this viewpoint, the Pillar Point Bluff ridgeline would not be blocked from view.

Comment 6: Development of project property with buildings, parking lots, and screening trees would reduce the natural setting.

- Response: Conversion of the site to a developed use was anticipated by the County when it was designated by the General Plan for General Industrial use and assigned the M-1 (Light Industrial) zoning district. The impact of the Revised Big Wave NPA Project on aesthetic values is evaluated in the Addendum. The visual impact is reduced from the original proposal evaluated in the 2010 EIR due to reduced building heights and increased land (3.4 acres) retained on the south parcel in an undeveloped state to allow for organic gardening use.

3.7 Coastal Hazards

Comment 1: The fault trench study as submitted is insufficient to evaluate the risk of fault rupture at the site. The Coastal Commission recommends that the second trench is dug, logged and photographed properly so that the site can be properly evaluated relative to coastal hazards. Please explain when these studies would be conducted and provide the relevant information from the studies when available. The CCC cannot conclude at this time that the site is safe from geological hazards consistent with the LCP until an adequate geologic investigation is provided as part of this Addendum.

- Response: The fault trench study included as Attachment I of the Addendum adequately indicated for the purpose of CEQA that the Seal Cove fault does not cross the project site.

Comment 2: The applicant needs to submit designs for a pile supported building that, with sufficient pile depth, would be able to withstand the projected horizontal wave force.

- Response: The 2010 EIR found that there were potentially significant impacts from liquefaction-induced ground surface settlement and from surface manifestations of liquefaction such as sand boils or lurch cracking. Mitigation Measures GEO-3b and GEO-4 (Attachment C) specified the industry standard methods to reduce seismic related ground failure and differential seismic settlement to a less-than-significant level (FEIR Vol I pp. II-64-65), including support of the buildings on deep foundations such as drilled piers, driven piles or propriety piles. Compliance with these mitigation measures, which require a final geotechnical investigation report prior to construction of project buildings, adequately mitigates these impacts for the purpose of CEQA compliance. A project condition of approval will require the applicant to submit the designs requested by CCC prior to the issuance of building permits for all project buildings.

Comment 3: The residential living space has been elevated out of the tsunami hazard zone consistent with the requirements of the LCP. However, this restricts the square footage within

the Wellness Center Buildings that can be used for residential uses resulting in 4 buildings to be developed to accommodate the space needed for residents. Have alternative site locations been considered that may be able to better accommodate this use and provide a greater amount of living space on less square feet of developed area?

- **Response:** Previously, the Wellness Center consisted of 4 buildings whereby each building contained non-residential ground floor uses. Buildings 2 and 3 contained unfinished basements for storage, pool, or fire tank use. Under the Revised Big Wave NPA Project, all Wellness Center square footage has been consolidated into one building and all unfinished basement space has been eliminated. Ground floor Wellness Center uses include 12 tenant spaces for business use, Wellness Center administrative offices and recreational uses.

Alternate project locations were considered during the environmental review process in the analysis of project alternatives (Section VI of the 2010 DEIR). The alternatives of removing the Wellness Center component of the project to an offsite location or removing the entire project to an alternate location were rejected as economically infeasible. Also see topical response for Project Alternatives.

3.8 Airport Hazard

Comment 1: The Circle Star Plaza buildings at 959 and 999 Skyway Road in the City of San Carlos create a funnel for air to get whipped into dangerous patterns at the end of the runway at San Carlos Airport. Request for a wind study by professionals was previously dismissed. A group of tall buildings separated by narrow canyons near the runway introduces a whole new variable for pilots.

- **Response:** The comment was received during the comment period of the 2010 EIR and was addressed in the DEIR (page IV.G-25 of the DEIR) and FEIR (Response to Comment Letter 193-3-5 of the FEIR) for the 2010 Project, as well as in the staff report for the Board of Supervisor's review of the project on March 29, 2011.

Due to surrounding topography, building height and building design, the two Circle Star Plaza buildings funnel wind from the west towards the end of the runway at San Carlos Airport. The buildings are 60 feet in height.¹⁰ The office buildings are "L"-shaped and are sited such that the open sides of each building face the west, thereby collecting and channeling wind from the west through the space between the buildings toward an adjoining airport runway, thus creating a westward wind tunnel that has the potential to make airplane landings on the adjoining runway more difficult. Winds from the west are unimpeded by the surrounding flat topography.

Under the Revised Big Wave NPA Project, 4 buildings are proposed on the north parcel with 2 east-west courtyards through project buildings. Maximum project building height has been reduced from 51 feet for the 2010 Project to 36.5 feet from existing grade. Winds from the west are impeded by the Pillar Point Bluff, which block and redirect prevailing winds from the west and would prevent a wind tunnel effect. The square configuration of the buildings also differs significantly from the Circle Star Plaza buildings and is likely to would further reduce the potential for wind tunnel effect by introducing gaps both vertically (buildings of lower height) and horizontally (between buildings and rows of buildings), through which wind flows could disperse, thereby eliminating the "tunnel" that gets created between two large masses. Furthermore, landscaping along the perimeter of the site would further block and disperse wind flows.

¹⁰ Circle Star Plaza, Property Condition Assessment, March 25, 2014,
<http://www.co.sanmateo.ca.us/bos.dir/CircleStar/FinalPCA.pdf>

The wind effect was adequately addressed in certified EIR where the effect was found to be less than significant. The project further reduces the potential for a wind tunnel effect discussed in the 2010 EIR by reducing the height of project buildings.

Comment 2: The analysis of aircraft noise impacts neglects the considerable effect of reflected noise off tall buildings and the increased decibels that residents of Pillar Ridge Manufactured Home Community would have to endure. Multiple reflections of aircraft take-off noise would increase sound intensity as the listener hears the direct sound along with all of the multiple reflections as the plane proceeds down the runway at full power on takeoff. 80% of takeoffs originate directly across the street from the project sites.

- **Response:** Based on the revised site plan, noise from the Half Moon Bay Airport would appear to reflect from project buildings eastward into space. The configuration of the Wellness Center building (the closest proposed building to the Pillar Ridge Manufactured Home Community) would appear to reflect noise toward the southeast, away from the residential community. The noise analysis in the certified EIR concluded that noise impacts are less than significant. The Addendum concluded that the changes that have been made to the project do not introduce any new noise impacts.

3.9 Sensitive Habitats/Wetlands

Comment 1: The CCC wetland boundary on the North Parcel is not shown on Figure 4.

- **Response:** A total of 0.74 acres (32,180 sq. ft.) of the project site consists of wetlands, as defined by the California Coastal Act, including wetlands as shown on the north parcel and CCC wetlands as shown on the south parcel of Figure 4 of the Addendum (a revised version is included in Attachment A.1). A portion of the Coastal Act wetlands, 0.45 acres on the south parcel, is considered Federal jurisdictional waters/wetlands, under the permit authority of the U.S. Army Corps of Engineers (USACOE). Wetland delineation results are discussed in detail in the 2008 delineation report and Appendix E of the 2010 DEIR.

Comment 2: An incorrect reference is made to Pilarcitos Marsh and should be corrected to reference Pillar Point Marsh.

- **Response:** The reference is corrected. See Errata for Addendum page 54.

Comment 3: Has the project considered alternatives which would accommodate location of the public parking and boat storage out of the 150-foot CCC wetland buffer, including by moving all public parking to the North Parcel and expanding the boat storage on the South Parcel outside of the buffer? Please include such evaluation in the alternatives analysis.

- **Response:** The Revised Big Wave NPA project has removed the boat storage area and public parking area out of the wetland buffer zone. See revised site plan in Attachment A.1.

Comment 4: It is not clear how the proposed organic farming operations would be consistent with the continuation of the adjacent sensitive habitats. Where would they keep chickens and where would the native plant nursery occur on the project site? Are they proposed to occur within the wetland buffer? Please better specify the activities proposed to occur within the wetland buffer and how these uses are consistent with LCP Policies 7.19 and 7.3.

- **Response:** LCP Policy 7.3 prohibits any land use or development which would have significant adverse impact on sensitive habitat areas; requires development in areas adjacent to sensitive habitats to be sited and designed to prevent impacts that could significantly degrade the sensitive habitats; and requires all uses to be compatible with the maintenance of biologic productivity of the habitats. The revised landscaping plan

(Attachment A.5) shows that proposed organic farming uses have been expanded into the wetland buffer areas consistent with LCP Policy 7.19, which allows agricultural uses in wetland buffer zones that produce no impact on the adjacent wetlands. Agriculture within wetland buffer zones would be limited to organic farming. The applicant indicates that it would maintain a 50 foot distance from wetlands and the wetland boundary and avoid plowing within the buffer area. The applicant intends to limit the number of chickens on the properties to 75 chickens per acre with chicken housing to be located outside of wetlands and buffer zones. The native plant nursery, consisting of potted plants, would be located within the protected cultural resources area on Lot 1.¹¹

Comment 5: How will the project ensure that the sensitive habitats and their respective buffers are protected from future development in perpetuity on the newly created lots?

- **Response:** Project conditions of approval will require the property owner(s) to record a conservation easement, subject to the approval of the Community Development Director, over the areas within delineated wetlands and buffer zones on each project site, prior to issuance of any grading permit “hard card” for the respective site. The conservation easement would be required to prohibit any paving, grading and/or construction within all delineated wetland and required wetland buffer areas and limit uses within wetland and wetland buffer areas to uses that are consistent with Chapter 3 of the Coastal Act of 1976 and applicable policies of the County’s LCP, including but not limited to, Policy 7.16 (Permitted Uses in Wetlands), Policy 7.17 (Performance Standards in Wetlands), Policy 7.19 (Permitted Uses in Buffer Zones), and Policy 10.25 (Access Trails in Fragile Resource Areas).

Comment 6: Restoration, especially weed control, would need to occur immediately upon cessation of active farming to prevent further degradation of the natural area by the proliferation of invasive weeds due to neglect after soil disturbance. This includes the adjacent strip of Pillar Point Marsh owned by County Parks, which has been disturbed by farming and whose boundary is to be permanently marked to prevent further incursion.

- **Response:** Areas outside of the restoration areas would continue to be farmed until construction commences. The Riparian and Waters/Wetland Ecosystem Restoration Final Basis of Design Report (WSP 2012; Attachment B of the Addendum) outlines activities for weed management for the purpose of wetland restoration and recommends that an integrated weed/pest management strategy should be developed and implemented in tandem with the restoration project. It states that the weed management strategy begins with control of existing weeds adjacent to the restoration area through hand pulling, approved localized chemical application, and/or mowing. Within wetland restoration areas, installation of native plants species with rapid growth rates and/or at high densities will help to quickly develop a canopy which excludes weed recruitment. It recommends continued maintenance including hand weeding and replanting of plants which suffer mortality following restoration. Project conditions of approval will require the property owner(s) to provide a plan to the Community Development Director for implementation of the Riparian and Waters/Wetland Ecosystem Restoration Final Basis of Design Report within 90 days of project approval and to implement the approved plan within 60 days of plan approval.

Comment 7: The wetlands restoration plan is unnecessarily elaborate and complex, including extensive grading and intensive planting. A more realistic and modest restoration plan could be

¹¹ As stated on Page 9 of the Addendum, the temporary native plant nursery that would supply about 15,000 to 30,000 plants per year for on-site landscaping projects. Nursery work would consist of potting plants. No greenhouses are proposed. Once landscaping is complete, the nursery work would be largely discontinued. Minor nursery work, could continue as part of the BW Farming operation if an outlet for the plants was determined.

accomplished with the farmer's last tractor pass, followed by a simple planting of the locally native coastal scrub and wetlands plant species that were displaced when the farming operation began in 2005. This would be preferable to postponing the restoration up to 15 years or longer due to prohibitive expense. The landscape and restoration plan was designed for the 2010 Project which proposed to recycle all wastewater, and which required extensive year-round irrigation in order to dispose of all that water. The Big Wave NPA Project connects to the sanitary sewer system and cannot rely on recycled water. From a water-use perspective, the plant list and procedures should be revised due to this significant project revision. LCP Policy 8.16 encourages landscape plantings common to the area. The landscape and restoration plan would add over 2,000 trees to a 19-acre site that never had any trees, transforming rather than restoring the site. Tree species would grow to hide 50-foot-tall buildings and would then block public coastal views. A smoother transition from the adjacent natural areas to the development would be to cluster the trees around the buildings, and use shrubs to screen the parking lots.

- **Response:** As shown in the revised phasing plan, wetland restoration of wetland and wetland buffer zones on both parcels would take place in Phase 1 (3-8 years). Under the Revised Big Wave NPA Project, the landscaping plan was revised to include drought-tolerant native plant species both along Airport Street and within the parking lot landscape islands. As well water use would be limited to 10,500 gpd, the applicant will be required by conditions of approval to revise the restoration planting plan as necessary to use more drought tolerant/native landscaping to reduce well water demand, such that the project retains or reduces historical levels of well water usage (10,700 gpd).

Comment 8: Lisa Ketcham provided a copy of a California Native Species Field Survey Form, dated August 22, 2013, submitted to the California Department of Fish and Wildlife which documents her observation of a California Red-Legged Frog (CRLF) found in and adjacent to a small creek directly behind 172 Culebra Lane, Moss Beach. Ms. Ketcham describes that the creek runs along the western edge of Pillar Ridge Manufactured Home Community and along the toe of the eastern face of Pillar Point Bluff, and drains into Pillar Point Marsh.

- **Response:** The 2010 Certified EIR and Addendum note the habitat values of the project property and the adjacent lands of Pillar Marsh and notes nearby occurrences of CRLF and San Francisco Garter Snake. The CRLF observations by Lisa Ketcham did not show up in the recent California Natural Diversity Database (CNDDDB) data search performed for the Addendum, but the observations are consistent with the known habitat values of the marsh. The certified EIR and Addendum assume the presence of CRLF in the marsh when evaluating development impacts of the project property.

3.10 Project Alternatives

Comment 1: It is going to be critical to the CDP decision that the County's record includes an accessible evaluation of alternatives to the Big Wave NPA Project that is sufficient to identify alternatives to the proposed project that might lessen coastal resource impacts under the County's LCP. The project needs to be able to be understood in terms of possible alternative permutations (such as alternative siting and design) across the same set of evaluation criteria. The record should include an adequate explanation and analysis in this regard, including in light of concerns regarding allowable land use within the M-1 Zoning District, public service (water, sewer, and traffic) availability and infrastructure to support the proposed project and subdivision, the nature and phasing of the project, sensitive resources, high density development on agricultural lands, coastal hazards, and public views.

- **Response:** The Revised Big Wave NPA Project is the current project, whereby the Big Wave NPA project becomes a project alternative. The Revised Big Wave NPA Project incorporates changes to building siting and design that reduce impacts to public views

and changes to project phasing which better support the economic relationship between the Wellness Center and the Office Park. Other project alternatives are evaluated in the certified EIR. The evaluation of project alternatives in the EIR and addendum provide an adequate discussion to satisfy CEQA requirements. No further alternative analysis is necessary.

Comment 2: The project should be located on a site already designated by the County for affordable housing.

- **Response:** The designated affordable housing sites are constrained topographically and are not zoned to incorporate office/manufacturing uses required by this project to support the Wellness Center economically.

3.11 Project Scale

Comment 1: As presented at the 2006 pre-development workshop, the Big Wave project had four two-story office buildings totaling 155,000 sq. ft. There appears to be no hardship in scaling back the Office Park to the 155,000 sq. ft. level of the 2006 proposal.

- **Response:** The current proposal includes 189,000 sq. ft. of business space, including 27,000 sq. ft. within the Wellness Center building. Based on the 2010 EIR and the Addendum, the project, as proposed and mitigated, would not result in any significant environmental impacts. Therefore, a reduction of the size of the Office Park buildings is not necessary to address project impacts.

Comment 2: The proposed 38-foot building height is out of scale with adjacent development and would dramatically alter the local community character. The tallest existing warehouse in the immediate vicinity is 24 feet, on the north side of the Pillar Ridge Manufactured Home Community, a 22-acre residential community of single-story manufactured homes. A more appropriate building height limit in this neighborhood would be 28 feet. The vast majority of buildings in Princeton are one and two-story.

- **Response 4:** Under the Revised Big Wave NPA Project, project buildings have been reduced from 3 stories to a maximum of 2 stories and maximum project height has been reduced from 38-feet from existing grade to 36.5-feet. Under the direction of the CDRC, Office Park buildings have been consolidated into 3 buildings and the 4 Wellness Center buildings have been consolidated into 1 building. Project facades and building design have been revised to apply a revised façade that reduces the appearance of building massing by applying a varied streetscape façade which borrows architecture and scale from existing buildings in Princeton.

3.12 Landscape Plan

Comment 1: Landscaping should not exceed building heights.

- **Response:** The average height of the proposed trees is 25-feet, where the maximum height of project buildings varies between 31.5-feet and 36.5-feet. View preservation standards of the Community Design Manual require introduced vegetation to be located so as to not block views from scenic corridors and vista points and suggests pruning of trees and vegetation at the end of view corridors to enhance scenic vistas. As such, project conditions of approval will require continued compliance with this standard.

Comment 2: The tree species in the plan may be unsuitable for the site's extreme marine influence, heavy impermeable soil, and cramped parking lot islands. None have been tested locally in these difficult conditions. Water-seeking alders should not be planted within 100 feet of the clay-tile sewer line on the property line with Pillar Ridge Manufactured Home Community. Consider the Pillar Ridge homes that would be left in the shade by tall trees along this property

line. Soils within the project site have moderate limitations relating to excessive water issues and soil limitations within the rooting zone (DEIR p. IV.B-9). Please explain how these limitations may impact the ultimate success of the landscape screening plan.

- **Response:** Project soils are mapped in DEIR Figure IV.B-2. The project site has a shallow groundwater table and soils reflective of riparian and marsh drainages. The proposed landscape plan has been revised in consultation with a master gardener and includes only minimal landscaping along the property line shared with Pillar Ridge Manufactured Home Community to avoid shading of homes. The revised landscaping plan (Attachment A.5) includes California bay laurel, California lilac, crepe myrtle, flowering cherry, flowering plum, and Japanese maple. The revised plan does not include Alder trees. The suitability of these species to project soil conditions is discussed below.
 - a. Japanese maple (*acer palmatum*) can be grown in all climates. They are generally drought-tolerant. Salt in soil may cause some burn on leaf edges. They require protection from constant wind making them best planted on the east side of project buildings where they are more sheltered from coastal breeze.
 - b. Flowering cherry and flowering plum (*prunus* sp.) require fast-draining well aerated soils. Poorly drained project soils is a limitation that can be overcome by planting in a raised bed or on a mound.
 - c. Crape myrtle (*lagerstroemia*) can be grown in cooler coast environment but is subject to mildew. Hybrids should be selected for hardiness and mildew resistance.
 - d. California wild lilac (*ceanothus*) varieties are groundcover and shrub. Some varieties can be trained to a small tree. Well drained soil is preferred.
 - e. California bay laurel (*umbellularia californica*) is native to coastal zones. The species is a host to the fungus *phytophthora ramorum* which causes the infection and death of nearby oak tree species (known as sudden oak death). No oak trees are proposed for planting in the Revised Landscape Plan and no oak trees occur on adjacent properties.

3.13 Agricultural Lands

Comment 1: Attachment D of the Addendum (Big Wave NPA, Compliance with LCP Policies) does not include an evaluation of LCP Policy 1.3 which recognizes that some lands, including prime agricultural soils and sensitive habitats, included in the urban boundary should not be developed at relatively high densities. Please evaluate the proposed project's densities as well as any potential alternatives, for consistency with LCP Policy 1.3. How would the proposed project ensure that boat storage, public parking, public trail usage, restoration and landscaping, and the proposed organic gardening use, are the only uses that would occur on the South Parcel for the future life of the subdivided land?

- **Response:** LCP Policy 1.3(b) recognizes that in order to make a logical urban/rural boundary, some land has been included within the urban boundary which should be restricted to open space uses and not developed at relatively high densities, such as the subject property which is comprised entirely of prime agricultural soils and sensitive habitats, and adjacent to Pillar Point Marsh. The Revised Big Wave NPA Project consolidates Wellness Center and Office Park buildings on the north parcel. The majority of the south parcel would remain undeveloped, with development consisting of

public parking spaces as required by LCP Policy 10.22 and a boat storage use, both very low density uses. Wetland and wetland buffers areas would be restored as wetland habitat and remaining undeveloped areas of both properties (approximately 5.18 acres) would continue the current agricultural use.

The consolidation of project buildings, agricultural use, and wetland and wetland buffer restoration proposed by the applicant help the project to achieve the open space and density requirements of LCP Policy 1.3(b). Wetlands and buffer zones would be protected in perpetuity by a conservation easement as required by condition of approval. In order to assure the implementation and continuation of the proposed uses and densities which are critical in forming the basis for the recommendation of approval of this project, Planning staff will require as a condition of project approval the property owner(s) to record an agricultural easement over all areas of proposed agriculture, with the exception of areas of agriculture proposed within wetland buffer zones to avoid conflict with the conservation easement.

Comment 2: LCP Policy 5.2 (Designation of Prime Agricultural Lands) requires the County to designate any parcel that contains prime agricultural lands as Agriculture on the LCP Land Use Plan Map of the 2012 Certified LCP. The County has not updated the map and the site remains designated General Industrial. The fact remains that the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service has mapped the north parcel as prime agricultural soil. A prime opportunity was missed to correct this land use designation before the project was submitted in 2013. Does the County have a timeframe for complying with this LCP policy?

- **Response:** LCP Policy 5.2 requires that the County “[d]esignate any parcel which contains prime agricultural lands as Agriculture on the Local Coastal Program Land Use Plan Map,” subject to certain exceptions. At the point that the County undertakes an LCP Amendment to change land use designations, the County will undertake an assessment of the parcels within the Amendment’s planning area to determine if there are any that contain prime agricultural lands, and if so, whether the parcels should be designated for agriculture. Since no LCP Amendment is required for the project, re-designation is not warranted at this time.

3.14 Development Agreement

Comment 1: The proposed 15-year phasing plan with a development agreement provides a one-sided benefit for the developer that cannot be justified and may set an unwanted precedent. There needs to be significant public benefit in exchange for the special entitlement of such an extended freeze of existing zoning regulations. Freezing zoning regulations benefits developers but is a detriment to the community. The County is already more than generous with its policy of freezing zoning regulations for a project as early as when the “application is deemed complete”, and liberally grants permit extensions. The 15-year Development Agreement is too long.

- **Response:** Without a development agreement, the project (e.g., grading, construction) must be initiated within the 2-year CDP permit term. For discretionary permit approvals to remain active after the expiration of the permit term, the project must be found to be “diligently pursued”. Theoretically, if the project is diligently pursued over 15 years, the project could be completed over 15 years without permit expiration. Therefore, a development agreement does not necessarily dictate construction timeframes. In either case, generally, zoning regulations as they apply to approved projects are “frozen” to those in effect at the time of project approval.

3.15 Other

Comment 1: The Big Wave NPA Project constitutes a new application and the data supporting the previous application in connection with the LCP analysis, traffic studies, C/CAG airport

overlay, and a host of other issues would need to be updated and brought into conformance with the current standards for the purposes of resubmittal.

- **Response:** The County took action on the 2010 Big Wave Wellness Center and Office Park project and that project was subsequently denied by the CCC on appeal. The current Revised Big Wave NPA Project is being processed by the County under a new application (PLN2013-00451). The Revised Big Wave NPA Project is a continuation of the same effort by the project applicant to develop the project property with a combined Wellness Center and Office Park. The Revised Big Wave NPA project is the same general development concept as originally proposed and is similar to Alternative B, which is the reduced project environmentally superior alternative described in the 2010 EIR. The Revised Big Wave NPA Project reflects the applicant's modification of the original project based on public comment, review by the CCC, and litigation settlement discussions. For these reasons, the Revised Big Wave NPA Project represents a modified version of the 2010 Big Wave Project and can, therefore, be processed under CEQA Guideline §15162.

As presented in Chapter 3, CEQA Review Findings and Chapter 4, Environmental Impact Assessment, of the Addendum, the Big Wave NPA Project characteristics were evaluated to determine 1) the extent to which project impacts have been addressed by the previously certified EIR for the Big Wave Wellness Center and Office Park project, 2) whether project changes create new significant or more severe project impacts, 3) whether new circumstances or new information create new significant or more severe impacts or require new analysis, and 4) whether any identified new or more severe impacts are adequately addressed by previously approved project mitigation. The Environmental Impact Assessment concludes that the Big Wave NPA project has similar or lesser environmental impacts from those described in the certified EIR. Although the project description details have substantially changed since 2010, the changes are beneficial and generally result in reduced project impacts. There are no new significant environmental impacts or previously identified impacts made more severe by project changes, new circumstances, or new information under CEQA Guideline §15162.

With a lack of new significant impacts or increased severity of impacts, CEQA Guideline §15162(a) specifically prohibits preparation of a subsequent EIR to address project changes and incorporate new information. Therefore, the needed revisions may be addressed by an EIR addendum in accordance with Guideline §15164.

Comment 2: The following questions pertain to the grading permit for 21,400 c.y. of imported gravel, which planned to raise the developed site grade one to two feet or to three feet as stated at 8/13/14 MCC presentation:

- The grading plan doesn't specify how the soil in landscaped areas within the developed site will be brought up to the new grade level.
- The grading plan shows walkways centered between the buildings, a concept that pre-dates the addition of 20 extra parking spaces in that area without road access.
- Will the existing gentle slope of the site be maintained, or will the entire developed site be raised to one level?
- The grading plan doesn't show how the new fill level will be blended down to the remaining existing grade around the edge of the developed area.
- Will there be only one benchmark to measure building height above existing grade?
- **Response:** As shown in Table 1 of Errata (Section 4), the project has been revised to reduce the volume of imported gravel from 21,400 yds³ to 16,400 yds³ of fill. Planted areas of the development site would utilize planting beds. The revised site plan shows

that all private parking has been consolidated with the parking lot and there are no parking spaces within paved courtyards of the north parcel.

As shown on the revised tentative map (Attachment A.1) and described by the applicant, finished grades would start higher at the front of the site (25 feet NGVD) on Airport Street and gradually decline toward the west (21 feet NGVD). Wetland areas would maintain the existing grade of 19 feet NGVD. The developed area would be plowed but would remain uncompacted after farming. In this areas, utility lines would be installed, lined and backfilled with gravel. The entire developed site would be covered with soil fabric and approximately one foot of gravel.¹² The CCC requires that the grade around the buildings to be at elevation 22-feet or above.

As shown on the revised tentative map (Attachment A.1), areas proposed for farming and wetland restoration would not be graded. The areas for wetlands restoration would be plowed at the end of farming operations and planted at the existing grade with the wetland plants as shown in the restoration plan (Attachment B of the Addendum). The areas for farming would remain at the existing farmed grade. The developed and undeveloped areas are separated by a curb shown in Section D of Attachment A.1. Undeveloped areas outside of the curb can range from flush to 3 feet below the top of curb. To prevent injury at the curb drop off, the willow waddle fence would be installed along the curb line.¹³

A project condition of approval will require the applicant to provide “finished floor elevation verification” to certify that the structure is actually constructed at the height shown on the approved plans. The applicant shall have a licensed land surveyor or engineer establish a baseline elevation datum point in the vicinity of the construction site. Should the surveyor require additional datum points to be identified to verify building height, additional datum points will be established as necessary.

¹² S. Holmes, email dated October 26, 2014, to C.Leung.

¹³ S. Holmes, email dated October 26, 2014, to C.Leung.

4.0 ERRATA

1. Page 3 (Second paragraph): The Pillar Point Marsh is incorrectly referred to as salt marsh habitat. The marsh is a fresh water marsh.
2. Page 4 (Summary of Project Changes): Text regarding use of on-site well for fire supply storage is incorrect. Domestic water supply from MWSD would be used to fill the fire storage tank.
3. Page 4 (Table 1, Overview of Primary Project Changes from 2010 Project to Current Proposal): Total square footage of residential uses at the Wellness Center is 70,500 sq. ft., not 97,500 sq. ft. While total building size is 97,500 sq. ft., this total includes 27,000 sq. ft. of business uses which are described under "Office Park/Industrial Use".

	2010 Project ¹	Revised Big Wave NPA
Subdivision and Site Development	North Parcel: 10 lots for Office Park buildings, parking, and wetland buffer. South Parcel: 3 lots for Wellness Center buildings, wetland buffer, public commercial storage building, and parking.	North Parcel: 7 lots for Office Park and Wellness Center buildings, parking, and wetland buffer. South Parcel: 2 lots for public boat storage, public parking, archaeological reserve, wetland buffer, and agriculture/organic gardening.
Office Park/Industrial Use	8 buildings: 225,000 sq. ft. ² business space; 92,000 sq. ft. footprint <u>20,00 sq. ft. of business use at the Wellness Center</u>	<u>Office Park: 53 buildings on 5 lots:</u> <u>189,162,000 sq. ft. business space;</u> <u>Wellness Center: 27,000 sq. ft. office/industrial uses</u> 548,100 sq. ft. footprint
Wellness Center	98,745 sq. ft. 70 Units: 50 DD Adults 20 staff persons	97,500 <u>70,500</u> sq. ft. <u>residential and accessory uses</u> 57 <u>bedrooms</u> Units: 50 DD Adults 20 staff persons
On-site Parking Spaces	690	554
Maximum Building Height (feet from grade)	51 feet	38 <u>36.5</u> feet
Site Coverage	Impervious cover: 3.4 acres Pervious cover: 7.5 acres	Impervious cover: 2.53 <u>2.22</u> acres Pervious cover: 5.44 <u>4.47</u> acres
Grading (cubic yards; yds ³)	22,445 yds ³ of cut 26,050 yds ³ of fill (3,605 yds ³ gravel import)	735 yds ³ of cut and backfill 21,400 <u>16,400</u> yds ³ of fill (gravel import)
Water Service	Domestic water demand: 26,000 gpd: 10,000 gpd from existing on-site well and 16,000 gpd from wastewater recycling. Connection to Coastside County Water District for emergency back-up and fire protection (subject to LAFCo action) as an option. Fire water demand: Wellness Center swimming pool or 180,000 gallon below-ground storage tank or a	Domestic water demand: 9,765 <u>15,500</u> gpd from Montara Water and Sanitary District (MWSD; subject to LAFCo action). Fire water demand: Connection to MWSD. Water storage tank (up to 200,000 gallons) in basement of <u>underneath</u> Wellness Center Building-3. Irrigation demand: 10,500 gpd from on-site well.

Table 1. Overview of Primary Project Changes from 2010 Project to Current Proposal

	2010 Project ¹	Revised Big Wave NPA
	combination of municipal hookup and on-site storage. Irrigation demand: 10,000 gpd from on-site well.	
Wastewater Service	On-site wastewater treatment plant and disposal through a combination of municipal hookup to Granada Sanitary District (GSD) and on-site recycle water usage (drain fields eliminated in Final EIR) or municipal hookup only.	Sewer service connection to GSD for wastewater collection, transmission, treatment and disposal.
Project Construction Phasing Timeframe	20 years	15 years
Wetland Buffer	North and south parcel buildings setback 100 feet from wetland boundary.	North parcel buildings and south parcel boat storage, parking setback 150 feet from wetland boundary.
¹ Project as described in San Mateo County Planning and Building Department staff report to Board of Supervisors for Meeting Date March 15, 2011. Description incorporates Project Description changes identified in the Final EIR. ² Including the approx. 20,000 sq. ft. storage/utility bldg. on the south parcel, total area would be 245,000 sq. ft.		

4. Pages 5 through 6 (Table 2, Big Wave NPA, Overview of Site Development):

Table 2. Big Wave NPA, Overview of Site Development		
North Parcel		
Lot 1	1.055 0.77 acres	Common Area: <u>Courtyard, Parking Lot, Walkways</u> Office Park and Wellness Center Parking, Coastal Access Parking, Wetland Buffer
Lot 2	0.416 0.34 acres	Office Park: Building A <u>Northeast Business Building</u>
Lot 3	0.379 0.64 acres	Office Park: Building B <u>Northeast Business Building</u>
Lot 4	0.365 0.4 acres	Office Park: Building C <u>Southeast Business Building</u>
Lot 5	0.357 0.4 acres	Office Park: Building D <u>Southeast Business Building</u>
Lot 6	0.344 0.34 acres	Office Park: Building E <u>West Business Building</u>
Lot 7	6.614 1.66 acres	Wellness Center, Wetlands, Wetland Buffer; Buildings 1, 2, 3, and 4
South Parcel		
Lot 1	1.82 acres	Coastal Access Parking, Outdoor Boat Storage and Parking, Archaeological Reserve, Wetland Buffer, Undeveloped
Lot 2	3.4 acres	Coastal Access Parking, Wetland Buffer, Undeveloped

5. Pages 6 through 7 (Table 3, Office Park and Wellness Center, Building Elevations): Changes not shown in tracked changes: The four buildings of the Wellness Center have been consolidated into one building. Revised Wellness Center elevations are shown as changes to the Wellness Center Building 4 elevations of the previous proposal, which are shown in strikethrough format. Unfinished basement levels have been removed from the Wellness Center. The five buildings for the Office Park have been consolidated into 3 buildings. Revised Office Park elevations are shown as changes to elevations from Buildings B through E of the previous proposal, which are shown in strikethrough format.

Table 3. Office Park and Wellness Center Building Elevations								
Building	Max Stories	Average Existing Grade Elevation	Average Finish Grade Elevation	Slab Elevation	First Floor Elevation	Building Height from Slab	Roof ² Elevation	Max Building Height from Existing Grade
Wellness Center								
Wellness Center: Gym, Pool and Basketball Court on lower floor and Residential Use on Upper Floor; basement for storage	32	1920.5'	22.5'	2324'	23' (non-residential) 35' (residential)	3328'	5652'	3831.5'
Office Park								
<u>NE Business Buildings</u>	32	20.521'	21.522'	2223.5'	2223.5'	33'	5556.5'	3536.5'
<u>SE Business Building</u>	32	1820'	19.521'	20.522'	20.522'	33'	53.555'	35'
<u>West Business Building</u>	32	18.520'	2021'	2122.5'	2122'	33'	5455'	35.5'

6. Page 10 (BW Transportation): Agricultural products of BW Farming would not be transported to market. As stated on Page 9 of the Addendum, agricultural products would be sold on-site and to Office Park employees only.
7. Pages 11through 12 (Landscape Plan): For ease, revised land areas are shown by use (e.g., wetland restoration or farming) instead of by individual vegetative community. Table 4 of the Addendum did not include 0.74 acres of wetland vegetation, which has been added to the table.

Table 4. Landscaping Plan Planting Tabulations		
Vegetation Community	Square Footage	Acres
Coastal Riparian Forest	99,184	2.28
Mixed Willow Shrub Scrub	51,134	1.17
Willow Wattle	3,454	0.08
Sedge Meadow	13,588	0.31
Rush Meadow	69,172	1.59
Upland Forest	34,624	0.79
Wildflower Garden	9,761	0.22

Vegetation Community	Square Footage	Acres
Wetland	<u>32,234</u>	<u>0.74</u>
Total Wetlands Restoration	<u>313,151,290,110</u>	<u>7,186.66</u>
Organic Farming Garden	<u>490,357,225,641</u>	<u>4,375.18</u>
Totals	<u>471,274,515,750</u>	<u>10,811.84</u>

8. Page 13 (Table 5, Site Coverage):

Proposed Use	Area of Site Coverage	% of Site (North and South Parcels)
Pervious Paving, North Parcel	<u>3,522.55</u> acres	<u>48.13</u> %
Pervious Paving, South Parcel	1.92 acres	10%
Building Footprints	<u>2,543.22</u> acres	<u>43.17</u> %
Wetland	0.74 acres	3%
Wetland Buffer	<u>8,365.92</u> acres	<u>34.30</u> %
Organic Farming Garden	<u>4,375.18</u> acres	<u>22.27</u> %
Total Parcel Size	19.53 acres	100%

9. Page 14 (Table 6, Project Water Demand, Daily and Peak Flows)

Facility	# of Persons	Flow per Person (gpd)	Total Flow (gpd)	Equalized Flow (gpm)	Equalized Flow (mgd)	Peak Flow Factor = 6
Domestic Water Demand (MWSD)						
Wellness Center Residential	50	<u>44</u> 60	<u>2,200</u> 3000	<u>4.5</u> 2.0	<u>0.003</u> 0.022	<u>9.12</u> gpm = <u>0.0204</u> mgd
Wellness Center Employees	20	44	880	0.6	0.0009	3.6 gpm = 0.005 mgd
Wellness Center Recreation Facilities	200	1.5	<u>300</u> 1500	<u>0.21</u> 1.0	<u>0.0015</u> 0.003	<u>1.26</u> gpm = <u>0.001801</u> mgd
Wellness Center Pool Evaporation	N/A	N/A	<u>200</u>	<u>0.14</u>	<u>0.0002</u>	<u>0.84</u> gpm = <u>0.0012</u>
Wellness Center Catering, Cleaning and Laundry	<u>50</u>	<u>9</u>	<u>435</u>	<u>0.3</u>	<u>0.00043</u>	<u>1.8</u> gpm = <u>0.0003</u> mgd

<u>Fire Tank Re-fill</u>	<u>N/A</u>	<u>N/A</u>	<u>100</u>	<u>0.07</u>	<u>0.0001</u>	<u>0.42 gpm = 0.0006 mgd</u>
Office Park Business (<u>Toilet Flushing and Hand Washing</u>)	420	15	6,300	4.4	0.0063	26 gpm = 0.04 mgd
<u>Office Park Business Average Operational Water Use</u>	<u>420</u>	<u>2.4</u>	<u>1000</u>	<u>0.7</u>	<u>0.001</u>	<u>4.2 gpm = 0.006 mgd</u>
<u>Office Park Business Common Kitchens</u>	<u>420</u>	<u>2.4</u>	<u>1000</u>	<u>0.7</u>	<u>0.001</u>	<u>4.2 gpm = 0.006 mgd</u>
Boat Storage Restroom	1.3	65	85	0.06	0.00009	0.4 gpm = 0.0005 mgd
<u>Showers for Bicycle Transportation</u>	100	10	<u>1000</u>	<u>2.0</u>	<u>.003</u>	<u>12 gpm=.02 mgd</u>
Total	491		9,765 <u>15,500</u>	6.8	0.04 <u>0.16</u>	4063.6 gpm = 0.060095 mgd
<i>Non-Potable Water Demand (On-site Well)</i>						
Organic Garden and Landscaping			10,500			

10. Page 15 (Sewer Service): The following text is amended as follows:

The CDP issued by the County would be conditioned to require:

- 1) Amendment after noticed public hearing if any use or structure is significantly increased or intensified, with significance to be determined by the County and GSD; and
- 2) Notice at least 30 days prior to said Amendment to all Responsible Agencies; and
- 3) Approval by Responsible Agencies GSD and MWSD if water usage as metered for the Project CDP as amended exceeds an average of 15,500~~9765~~ gpd over one year and confirmation of authority for such Responsible Agencies to require additional mitigation measures, charges or fees reasonably related to water service by MWSD and sewer and/or garbage and recycling service by GSD.

11. Page 15 - Power and Gas Service: Gas would be provided via extension using a 2" line of an existing gas main line located north of the north parcel on Airport Street and tie into the north parcel (Figure 8).

12. Page 15 (Fire Protection and Flow Requirements): The booster pumps (buried) and engine would be located on the Wellness Center parcel, not within the building footprint of Building 3.

13. Page 17 (Item 5, Coastal Development Permit): A subdivision of parcels is added to the list of project actions requiring a Coastal Development Permit pursuant to LCP regulations.

14. Page 21 (Item 2, Half Moon Bay ALUCP) and pages 102 and 103 (Section 12e): The final revised ALUCP was adopted on by C/CAG on Oct 9, 2014. All references to the 2013 Draft Revised ALUCP are changed to 2014 Final ALUCP.

15. Page 22, 119, 121 (Mitigation Measure UTIL– 2): Mitigation Measure UTIL– 2 from the 2010 EIR was not removed but revised, as presented in Attachment E of the Addendum.
16. Page 54 (Section 4c. second paragraph): The reference to Pilarcitos Marsh is incorrect. The correct name of the marsh adjacent to the project site is Pillar Point Marsh.
17. Pages 117 through 118 (Mitigation Measure TRANS-1):

Mitigation Measure TRANS-1

The project's potentially significant impact to AM and PM peak hour delays at the intersection of Highway 1 and Cypress Avenue would be mitigated to a less-than-significant level with the installation of a traffic signal or roundabout as described below ~~or other alternate mitigation acceptable to Caltrans and the County.~~

Signal Warrant Analysis

With the project, the peak hour signal warrant would be met at the intersection of Highway 1 at Cypress Avenue. With signalization, this intersection would operate at LOS C under both the AM and the PM peak hours. Under signalized conditions, the existing roadway geometry would be adequate to handle the anticipated traffic demand. Hexagon states that it is not advisable to install a traffic signal prior to a warrant being met, and the warrant is not met under existing conditions.

Roundabout

The roundabout analysis at the intersection of Highway 1 and Cypress Avenue shows that a one-lane roundabout would operate with acceptable delay and LOS during the AM and PM peak hour under all project conditions on weekdays. During the midday peak hour on Saturday, there would be a need for a by-pass lane for the southbound right-turn traffic in order for the intersection to operate at an acceptable level of service C under existing plus project conditions.

Prior to the issuance of a building permit for any Office Park building, the property owner(s) shall obtain approval(s) for implementation of any one of the two mitigation measures described above from the Community Development Director and Caltrans, comply with CEQA requirements, and obtain any other necessary permits (e.g., encroachment permit). Prior to applying to Caltrans, the property owner(s) shall submit plans to the Planning and Building Department showing the design and construction details of the mitigation measure and details for the integration of pedestrian crossing(s), should the Midcoast Pedestrian Crossing and Turn Lane Improvement Project include recommendation(s) for a pedestrian crossing(s) at this intersection. In this instance, the design of pedestrian crossing(s) shall be consistent with designs developed through the Midcoast Pedestrian Crossing and Turn Lane Improvement Project to the greatest degree feasible. The property owner(s) shall maintain or replace any intersection improvements made by the County at this intersection.

Construction of the approved mitigation measure is required at the time the signal warrant is met at the Cypress Avenue and Highway 1 intersection, as determined by a Professional Transportation Engineer. The property owner(s) shall submit a traffic report to the Department of Public Works after the full occupancy of the West Business Building (or equivalent square footage of other buildings) and after the occupancy of every additional 40,000 sq. ft. of space at the Office Park, until full project buildout or until the mitigation measure has been constructed. The report shall be signed and stamped by a Professional Transportation Engineer licensed in the State of California. Any mitigation shall be paid for by the property owner(s), at no cost to the County.

In the instance that a signal or roundabout is not approved by Caltrans, occupancy of the Office Park and Wellness Center shall be limited to operations that generate no more than 104 vehicles in the AM peak hour and 50 vehicles in the PM peak hour, for the life of the project or until comparable mitigation is approved and installed.¹⁴

18. Figure 4 (Vesting Tentative Map): Area along the northern property line of the north parcel was labelled “Coastal Trail Extension to P.O.S.T. Property” in error. County Parks does not intend at this time to create any new trail links to Pillar Point Ridge beyond what was already established by Peninsula Open Space Trust (POST).
19. Attachment A (Project Renderings and Floor Plans): See revised elevations included as Attachment A.4 and revised floor plans included as Attachments A.2 and A.3.
20. Attachment C (Big Wave Landscaping Planting Tabulations): Landscaping under the title of “Palustrine Forest – Redwood Grove” should be referenced as Coastal Riparian Forest (PFII) as shown on the Landscape Plan in Figure 5 of the Addendum (revised under this cover). No redwood trees are proposed. See revised landscaping plan included as Attachment A.5.
21. Attachment E (EIR Mitigation Measures as Amended): Table has been updated to reflect change to Mitigation Measure TRANS-1. See revised mitigation measures included as Attachment C.
22. Attachment F (Visual Simulation – Airport Road): Proposed trees would vary in height at maturity. However for the purpose of simplifying estimated tree growth at 15 years, an average tree height of 25-feet was used, resulting in a “wall” of trees of uniform height.
23. Attachment J (Traffic Report): See updated report included as Attachment B. The Traffic Report prepared by Hexagon Transportation Consultants was revised to address comments by the Department of Public Works. Changes do not affect trip generation estimates. Intersection Level of Service did change for SR1 and Cypress Avenue under Cumulative plus Project conditions, from an average delay of 50.3 seconds (Level of Service (LOS) F) to 61.0 seconds (LOS F). The changes do not identify new significant impacts or present changes in project mitigation measures.

¹⁴ From the August 2014 traffic report prepared by Hexagon Transportation Consultants, Inc., the traffic volume on Cypress Avenue is 84 vehicles during the AM peak hour and 69 vehicles during the PM peak hour. Based on Signal Warrant Part B, the volume on Cypress Avenue needs to reach 188 vehicles during the AM peak hour or 119 vehicles during the PM peak hour in order to meet the Signal Warrant Part B.

ATTACHMENTS

A. Revised Project Drawings

1. Revised Site Plan (Tentative Map)
2. Revised Wellness Center Floor Plans
3. Revised Office Park Floor Plans
4. Revised Building Elevations
5. Revised Landscaping Plan
6. Revised Phasing Plan

B. Final Traffic Report, dated August 28, 2014

C. Final Mitigation Measures

D. Letter from Clemens Heldmaier, General Manager, Montara Water and Sanitary District (MWSD), dated October 24, 2014.

E. Letters from Chuck Duffy, General Manager, Granada Sanitary District (GSD), dated April 11, 2014.

F. Coastside Design Review Committee (CDRC) recommendations for modification to the project, from meetings of July 10, 2014, September 11, 2014, and October 9, 2014.

APPENDICES

A. Copies of Comment Letters Received

B. Summary of Oral Comments, made during public meetings held by the San Mateo County Planning Commission and by the Midcoast Community Council, on August 13, 2014.

ATTACHMENT A

Revised Project Drawings

- 1. Revised Site Plan (Tentative Map)**
- 2. Revised Wellness Center Floor Plans**
- 3. Revised Office Park Floor Plans**
- 4. Revised Building Elevations**
- 5. Revised Landscaping Plan**
- 6. Revised Phasing Plan**

UTILITY NOTE:

THE UTILITIES EXISTING ON THE SURFACE AND SHOWN ON THIS DRAWING HAVE BEEN LOCATED BY FIELD SURVEY. ALL UNDERGROUND UTILITIES SHOWN ON THIS DRAWING ARE FROM RECORDS OF THE VARIOUS UTILITY COMPANIES AND THE SURVEYOR/ENGINEER DOES NOT ASSUME RESPONSIBILITY FOR THE COMPLETENESS, ACCURACY OR LOCATION OF ANY UTILITY LOCATIONS SHOWN ON THESE PLANS. THE LOCATION OF ANY UTILITY LOCATIONS SHOULD BE DETERMINED BY EXPOSING THE UTILITY.

EASEMENT NOTE:

PRIVATE UTILITY EASEMENTS WILL BE RESERVED OVER EACH PARCEL FOR THE BENEFIT OF THE OTHER PARCELS, WHERE APPROPRIATE. THE DETERMINATION OF THESE EASEMENTS IS NOT SHOWN ON THESE PLANS, BUT WILL BE CONFIRMED AND DELINEATED DURING THE BUILDING PERMIT PROCESS.

GRADING QUANTITIES

NORTH PARCEL UTILITY TRENCHING:	CUT (CY):	FILL (CY):
GRAVEL MATERIAL	640	0
SOUTH PARCEL UTILITY TRENCHING	96	0
GRAVEL MATERIAL	0	1400
TOTAL	736	16,400

RECORD OWNER AND SUBDIVIDER:

BIG WAVE LLC
P.O. BOX 700
BELMONT, CA 94002

LAND SURVEYOR AND CIVIL ENGINEER:

Medford & Associates
993 CENTER STREET
SAN JOSE, CA 95128
(408) 938-8880

ASSESSOR'S PARCEL NUMBERS

047-311-060 AND 047-312-040

EXISTING & PROPOSED ZONING

M-1/DR - LIGHT INDUSTRIAL WITH DESIGN REVIEW
W/DR - WATERFRONT WITH DESIGN REVIEW

UTILITIES:

GAS AND ELECTRICITY: PACIFIC GAS AND ELECTRIC COMPANY
SANITARY SEWER: MONTERA SANITARY DISTRICT
WATER: COASTSIDE WATER DISTRICT
FIRE PROTECTION: HALF MOON BAY

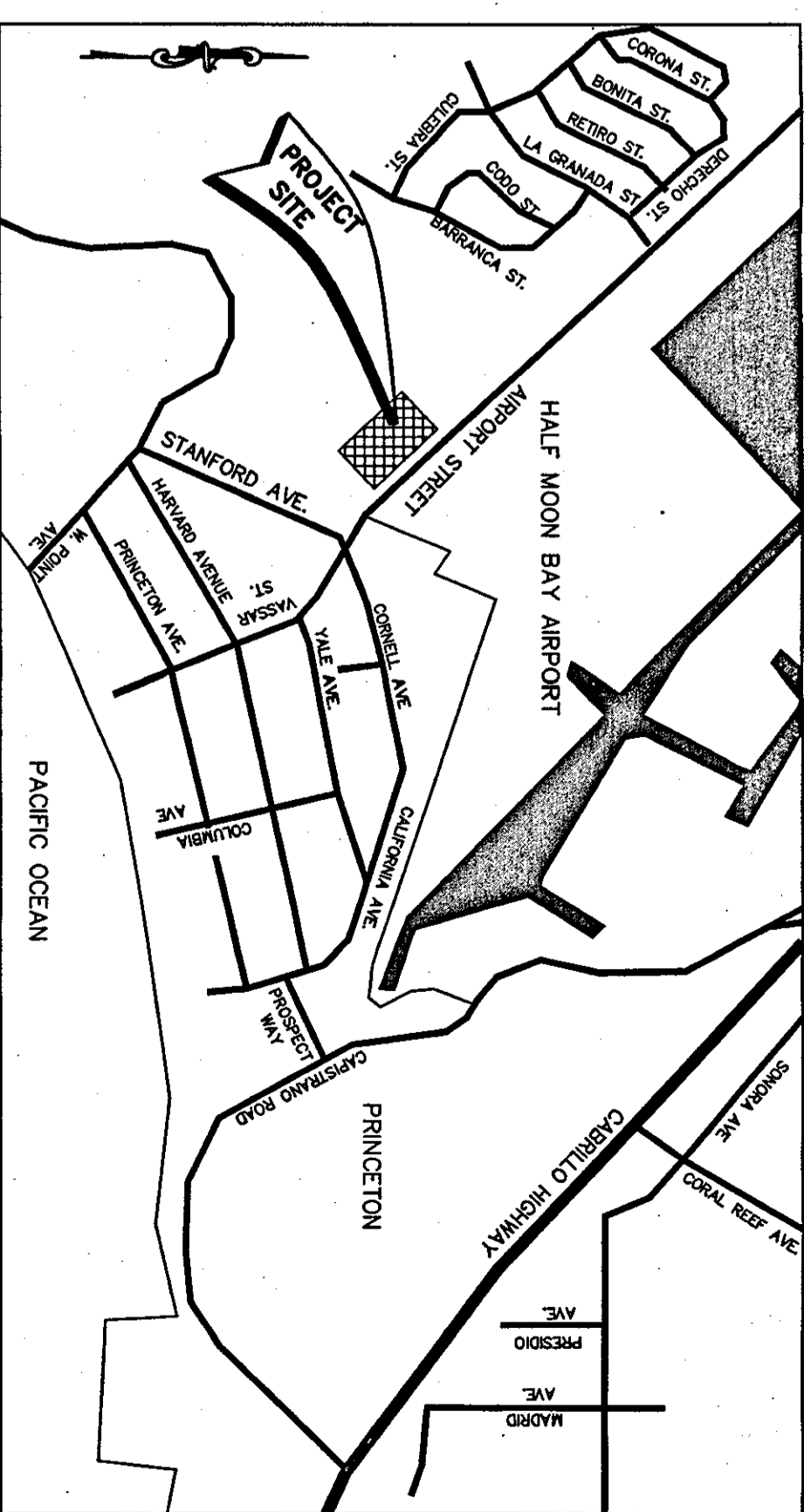
FLOOD ZONE:

* X * (PER LETTER OF MAP AMENDMENT CASE NO. 06-09-0050A)

LEGEND:

C	COMPACT PARKING
EL	ELEVATION
EP	EDGE OF PAVEMENT
FH	FIRE HYDRANT
SP	STANDARD PARKING
SMH	SANITARY SEWER MANHOLE
WV	WATER VALVE
WM	WATER MAIN
G	GAS LINE
E	ELECTRIC LINE
FS	FIRE SERVICE
DW	DOMESTIC WATER
SS	SANITARY SEWER
PS	PROPOSED SEWER

LOCATION MAP



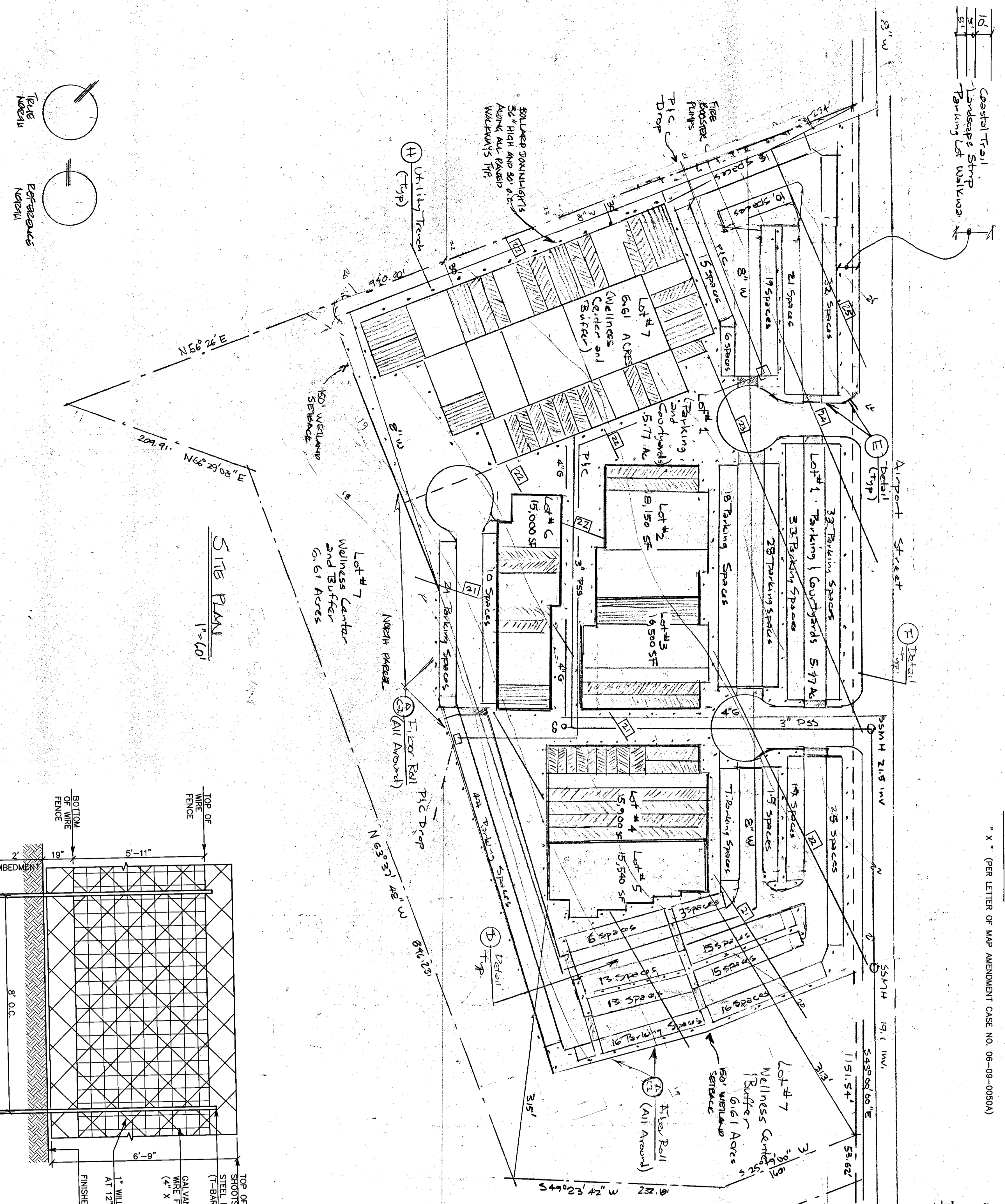
NOT TO SCALE

PARKING NOTE:

TYPICAL STANDARD PARKING STALL DIMENSIONS = 9' X 18'
TYPICAL COMPACT PARKING STALL DIMENSIONS = 8' X 18'
TYPICAL HANDICAP PARKING STALL DIMENSIONS = 9' X 18' WITH 8' WIDE UNLOADING AREA
TOTAL NUMBER OF PARKING STALLS = 554
85% DESIGN SPEED FOR DRIVEWAYS, ENTRANCES AND EXITS

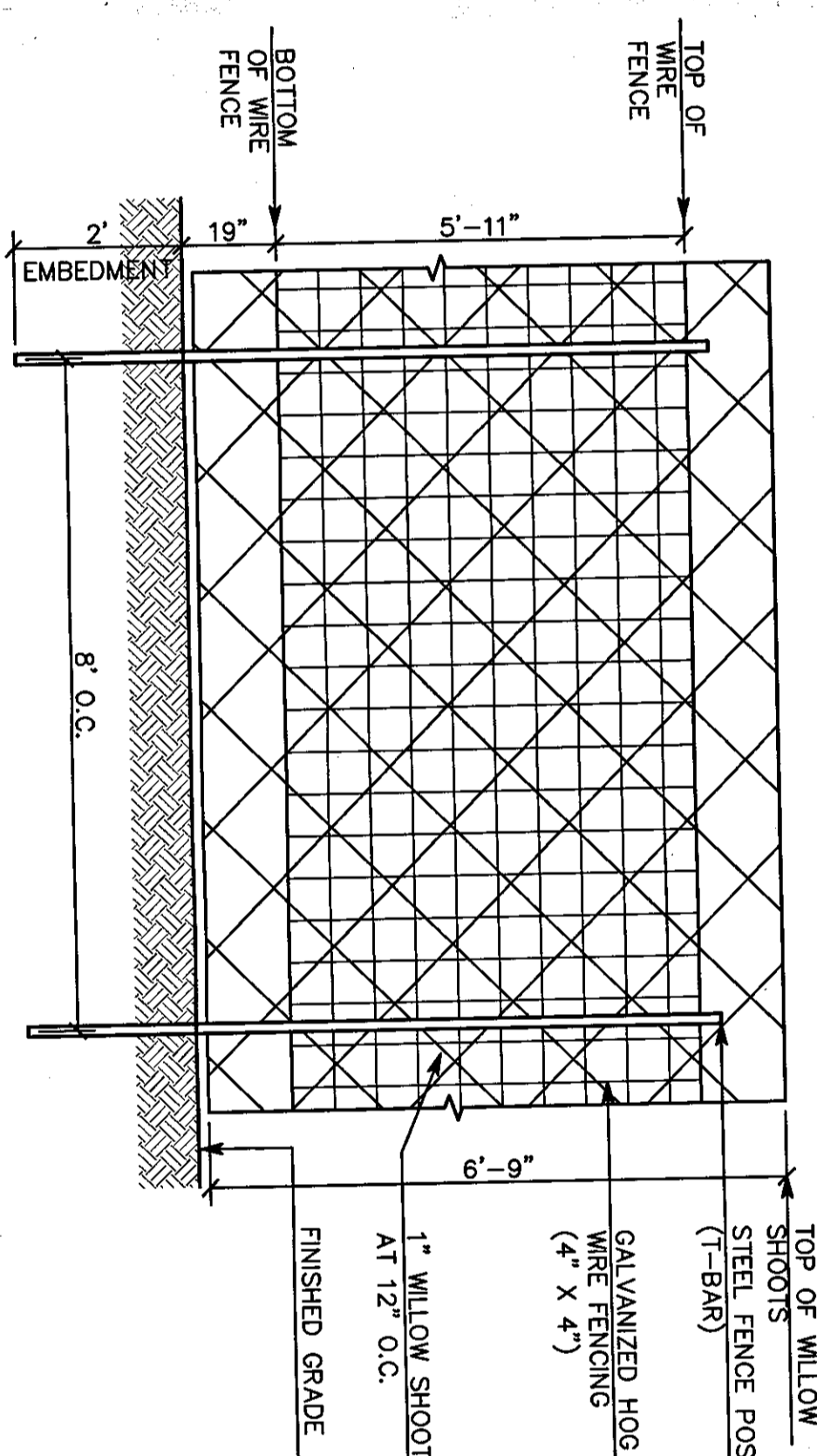
TREE NOTE:

THERE ARE NO EXISTING TREES ON THE SUBJECT PROPERTIES

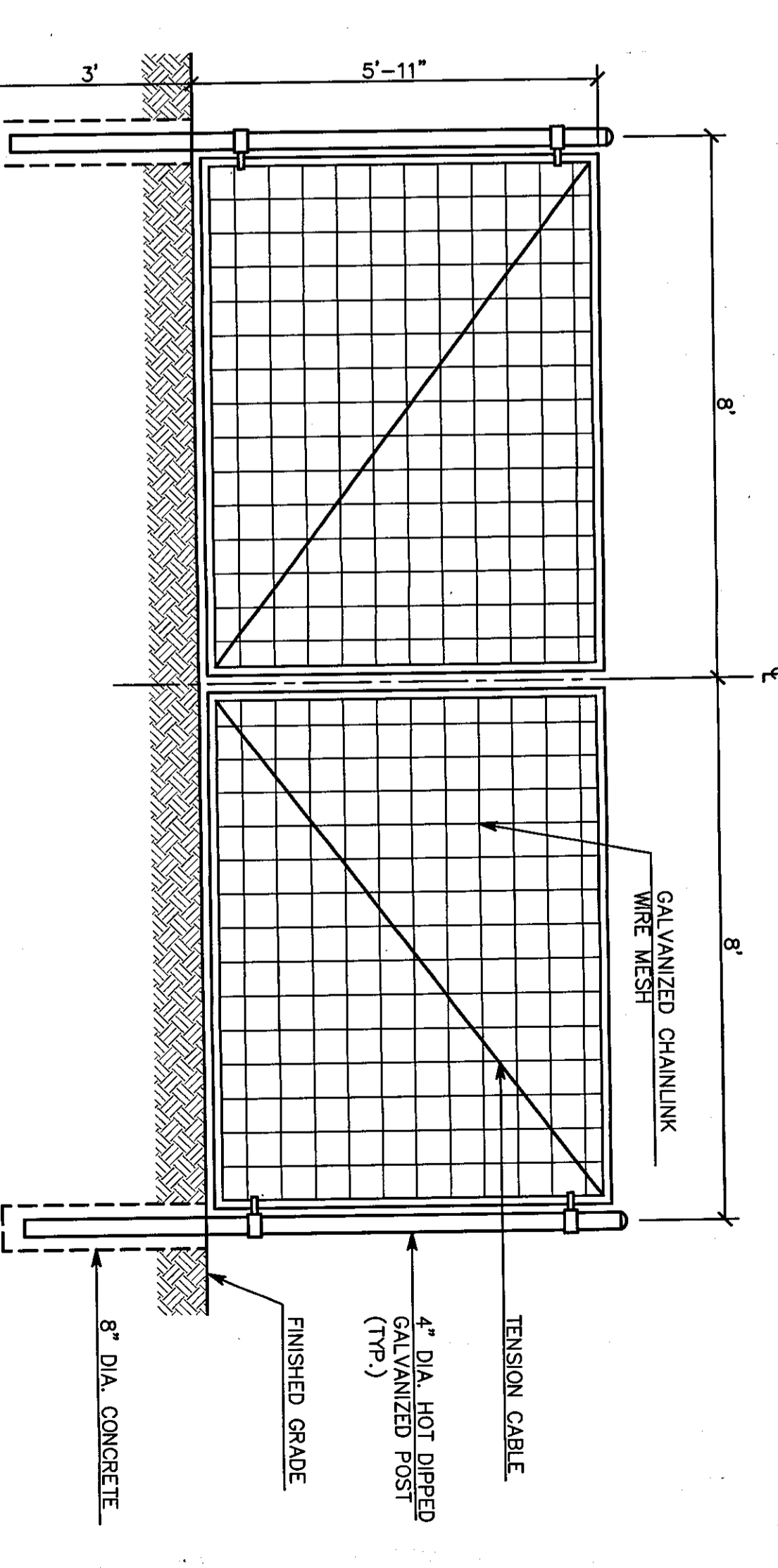


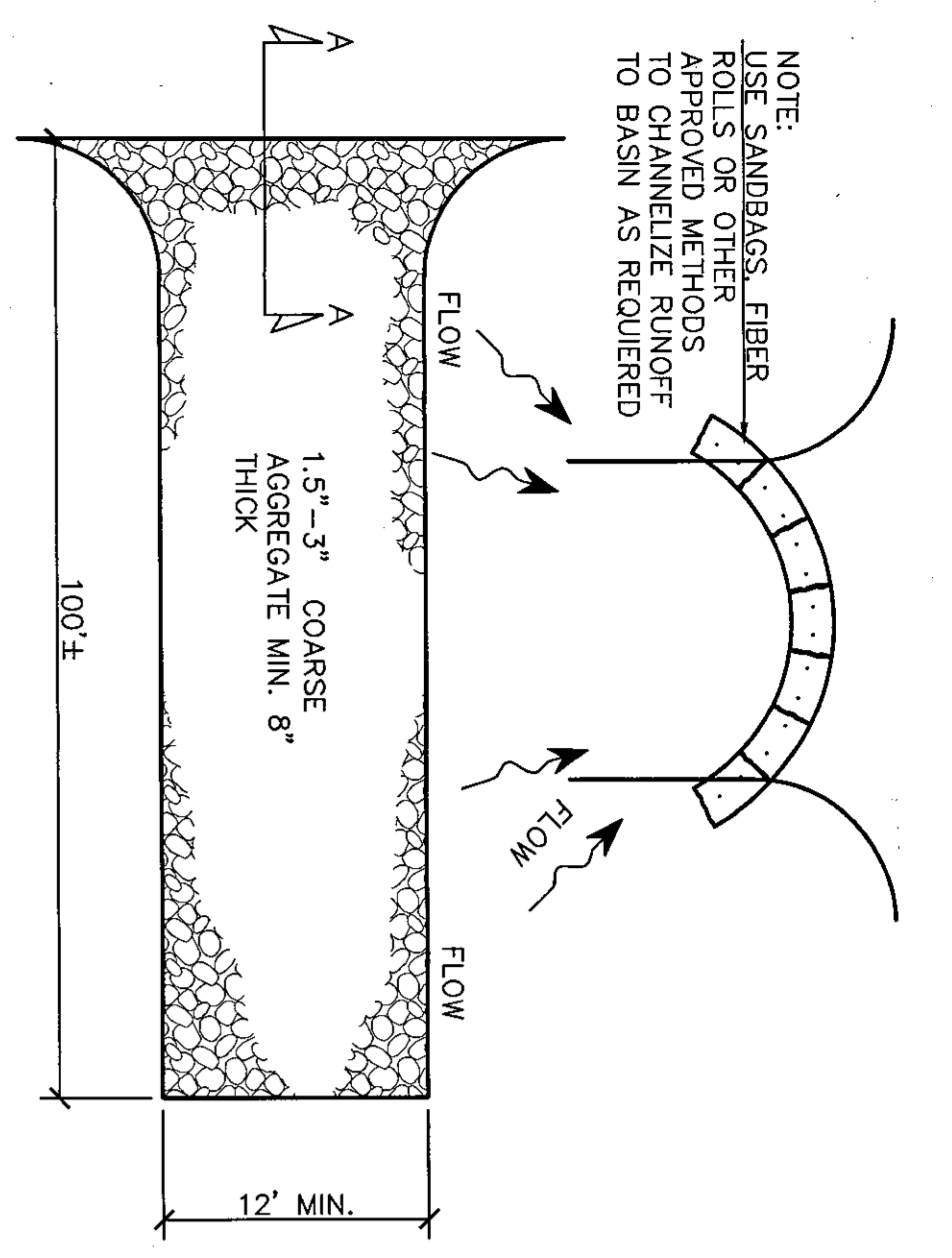
SITE PLAN
1" = 60'

A WILLOW WATTLE FENCE DETAIL
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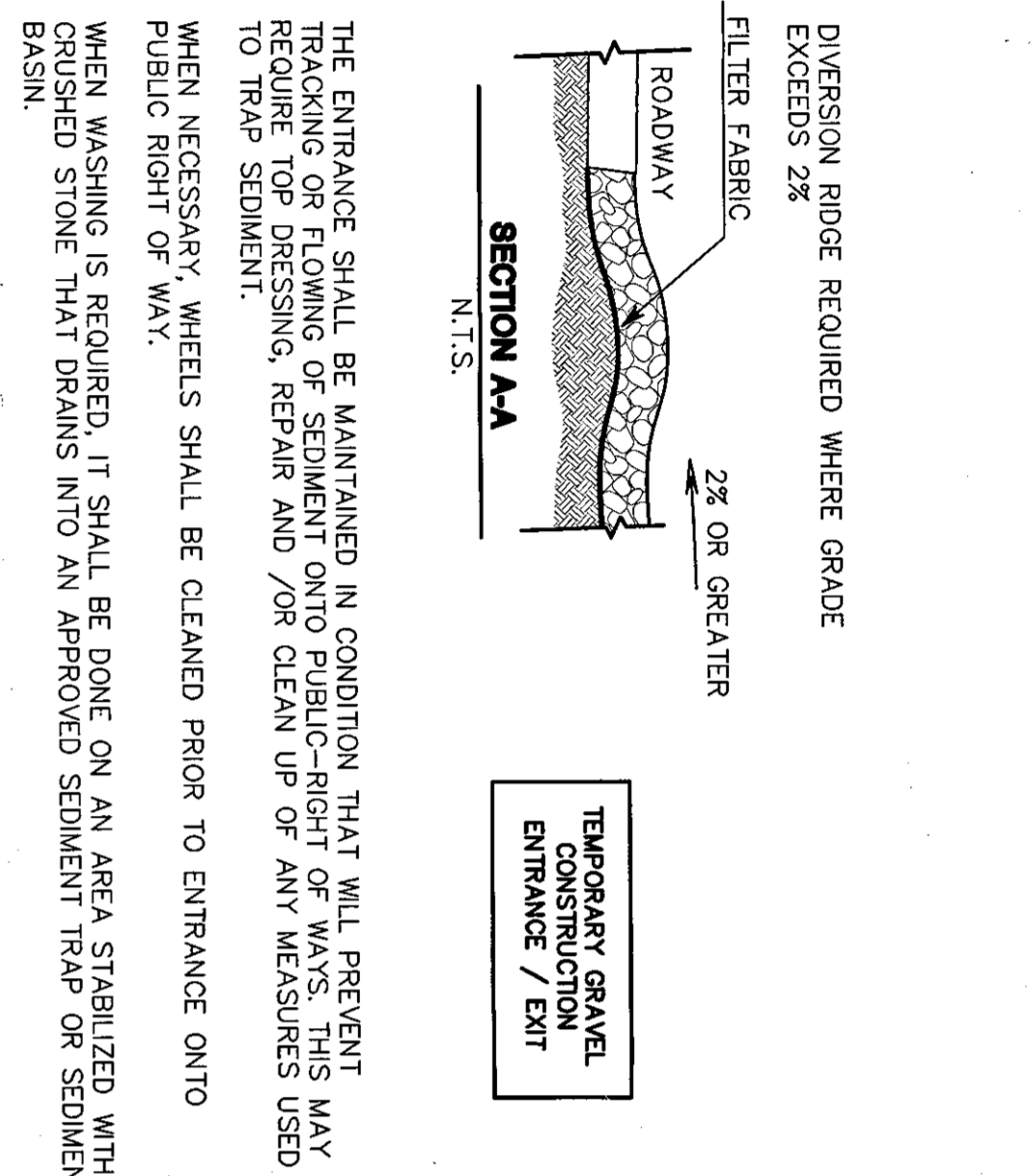


B SWING GATE DETAIL
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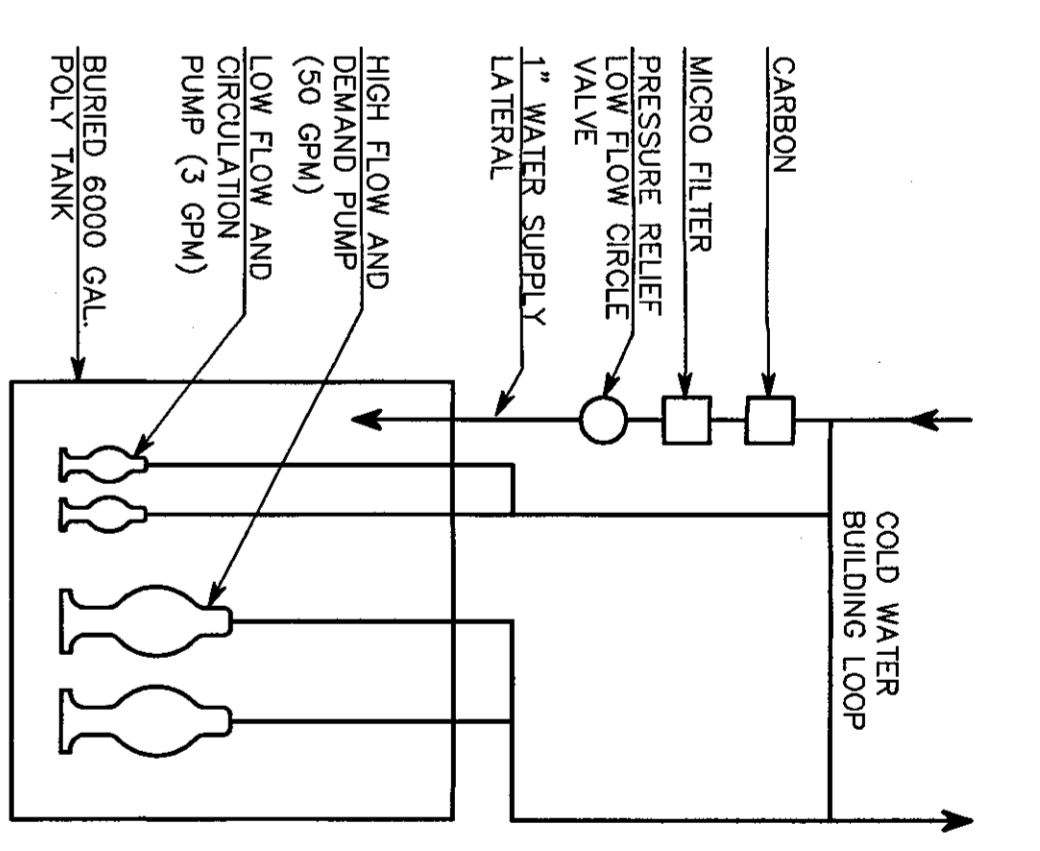


B STABILIZED CONSTRUCTION ENTRANCE DETAIL
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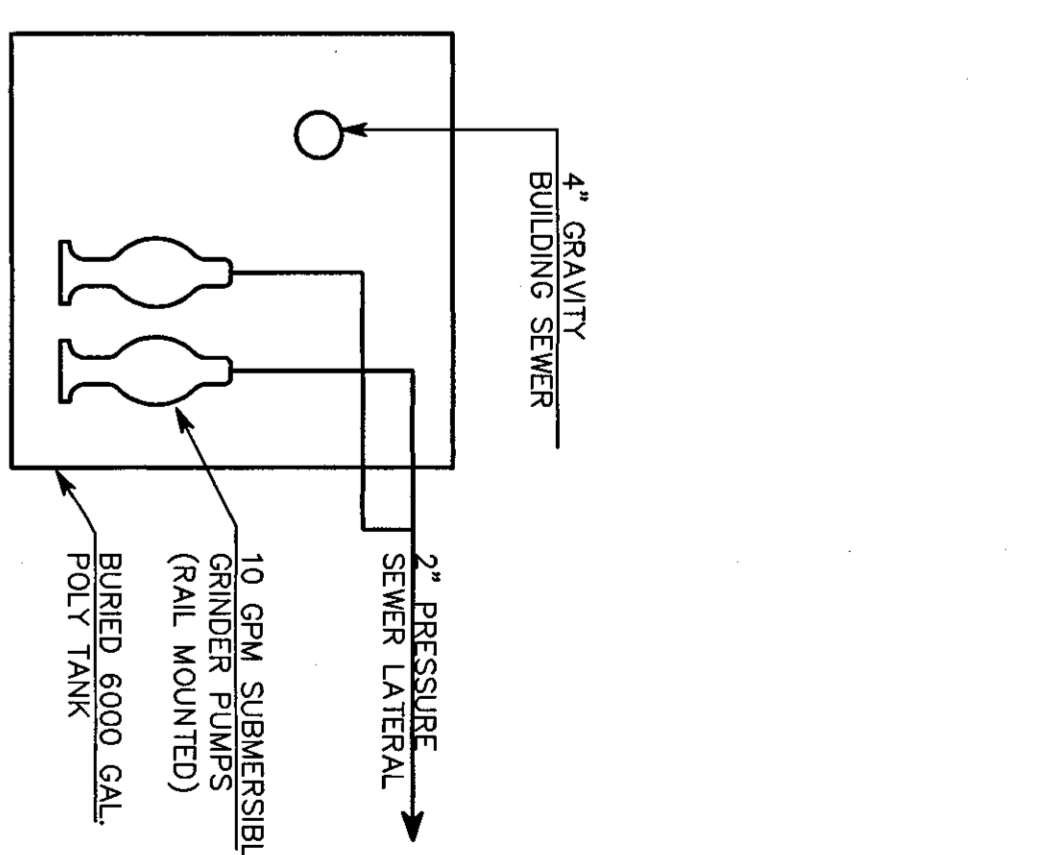


SECTION A-A
N.T.S.

- GENERAL EROSION CONTROL NOTES:**
- THE INTENT OF THE EROSION CONTROL PLAN IS TO MINIMIZE ANY WATER QUALITY IMPACTS IN THE FORM OF SEDIMENT POLLUTION TO MAIN CREEK & TRIBUTARIES.
 - A CONSTRUCTION ENTRANCE WILL BE INSTALLED PRIOR TO OR GRADING. LOCATION OF THE ENTRANCE MAY BE ADJUSTED BY THE CONTRACTOR TO FACILITATE GRADING OPERATIONS. ALL GRADING SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY BE ACHIEVED BY THE USE OF TRACKING MATS, FIBER ROLLS, OR OTHER APPROVED METHODS.
 - WHEN NECESSARY, WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA APPROVED BY THE CITY REPRESENTATIVE. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH, OR BOARD OR OTHER APPROVED METHODS.
 - THE EROSION AND SEDIMENT CONTROL MEASURES WILL BE OPERABLE ALL YEAR LONG UNTIL GRADING AND INSTALLATION OF STORM DRAINAGE AND PERMANENT EROSION AND SEDIMENT CONTROL FACILITIES WILL BE COMPLETED. NO GRADING WILL BE PERMITTED DURING THE RAINY SEASON, ALL BARED AREAS WILL BE MAINTAINED SO THAT A MINIMUM OF SEDIMENT-LADEN RUNOFF ENTERS THE STORM DRAINAGE SYSTEM.
 - ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY TO MAINTAIN CONTROL OF THE MAINTENANCE SECTION AND QUALITY CONTROL BOARD, 4TH EDITION, DATED AUGUST 2002.
 - INSTALL TEMPORARY EROSION CONTROL OVER DISTURBED AREAS UTILIZING STRAW MULCH.

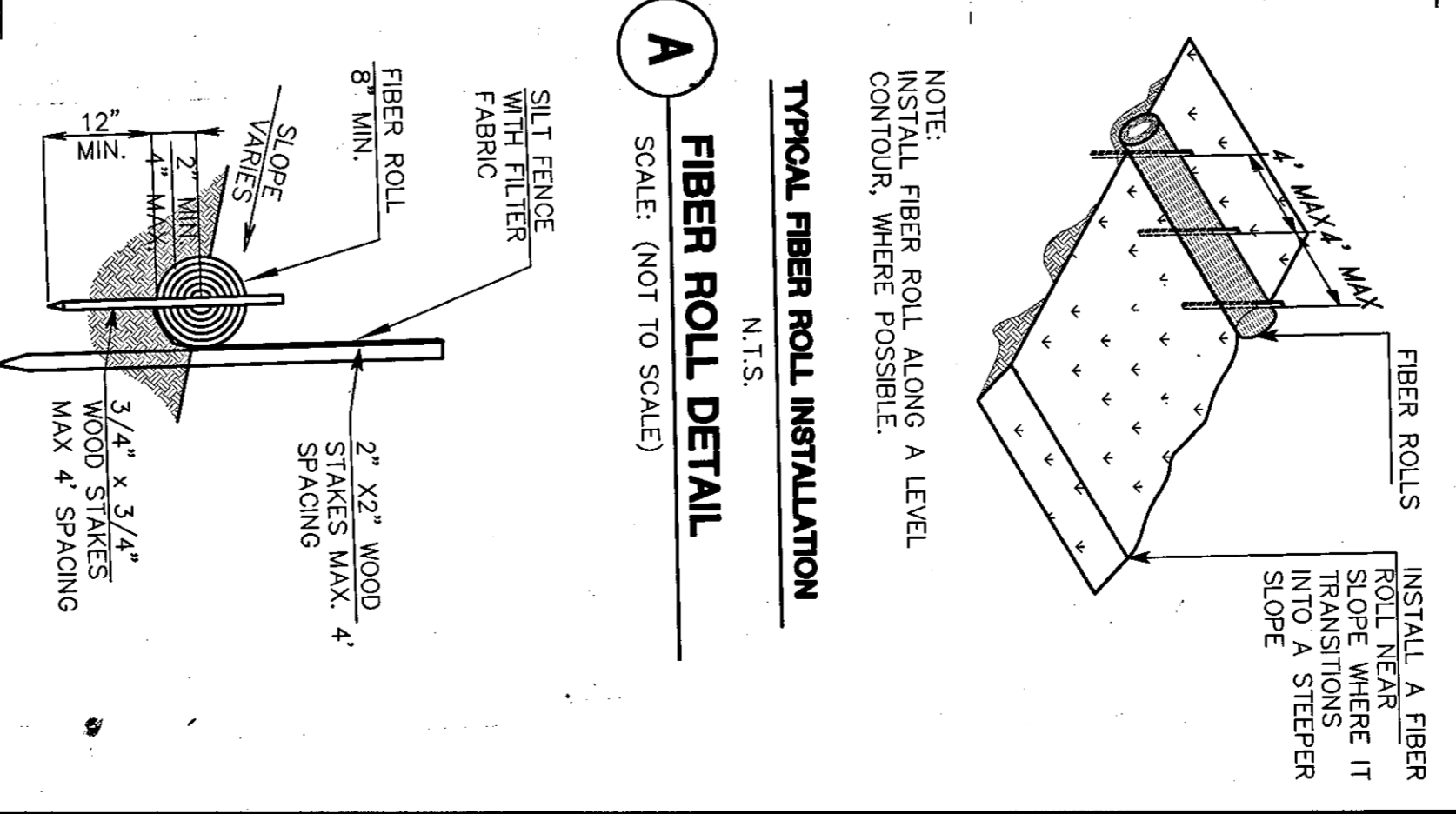
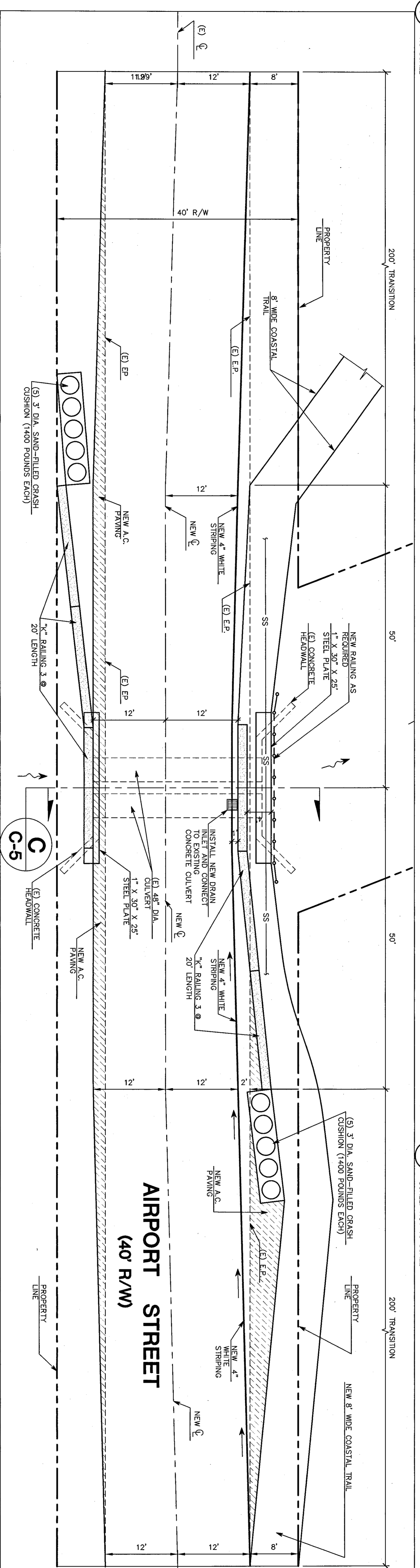


COLD WATER IN BUILDING TREATMENT AND CIRCULATION
(ONE PER BUILDING, LOCATED IN UTILITY ROOM)

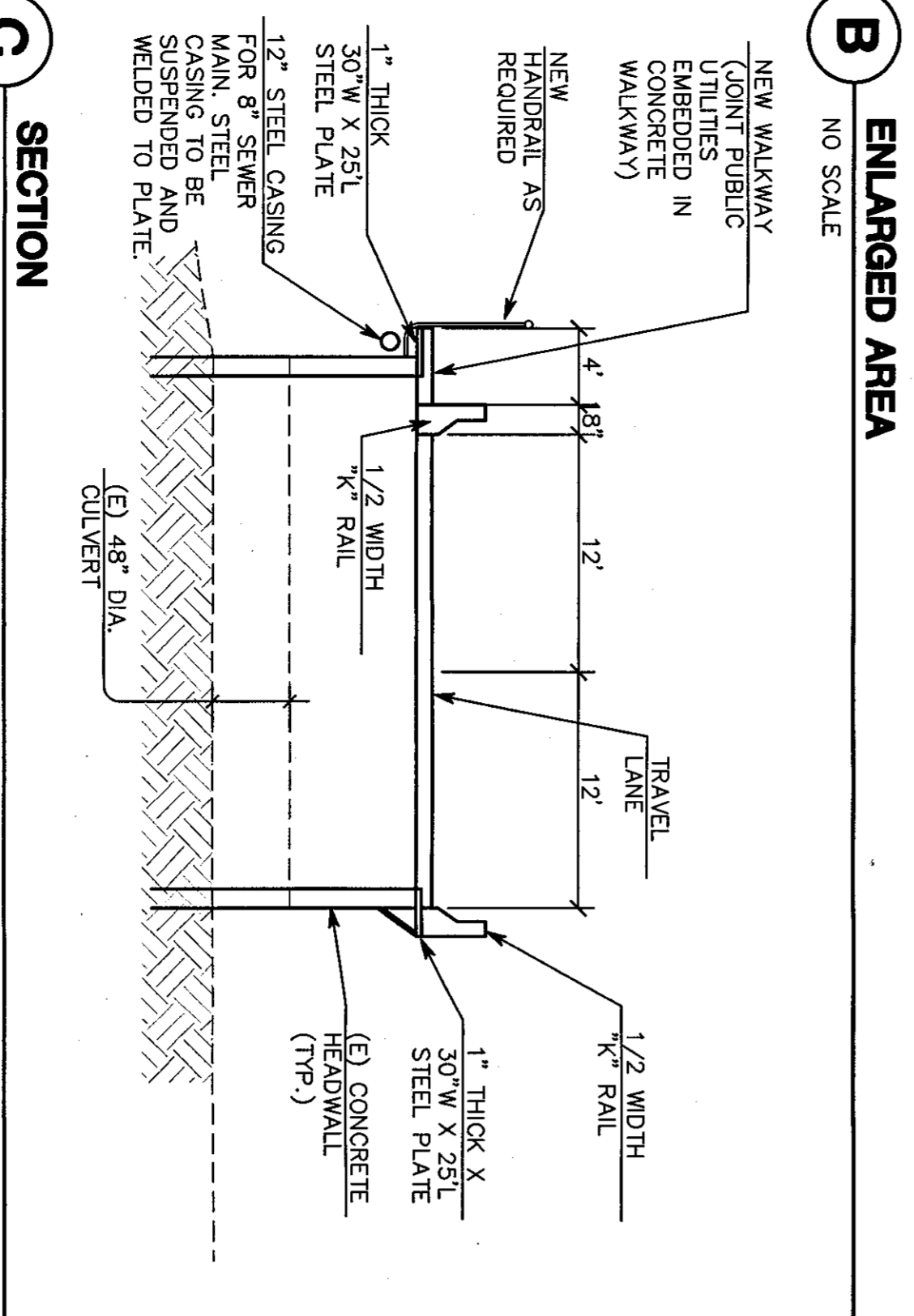


BUILDING WASTEWATER STORAGE AND FLOW EQUALIZATION
(ONE PER BUILDING, LOCATED IN UTILITY ROOM)

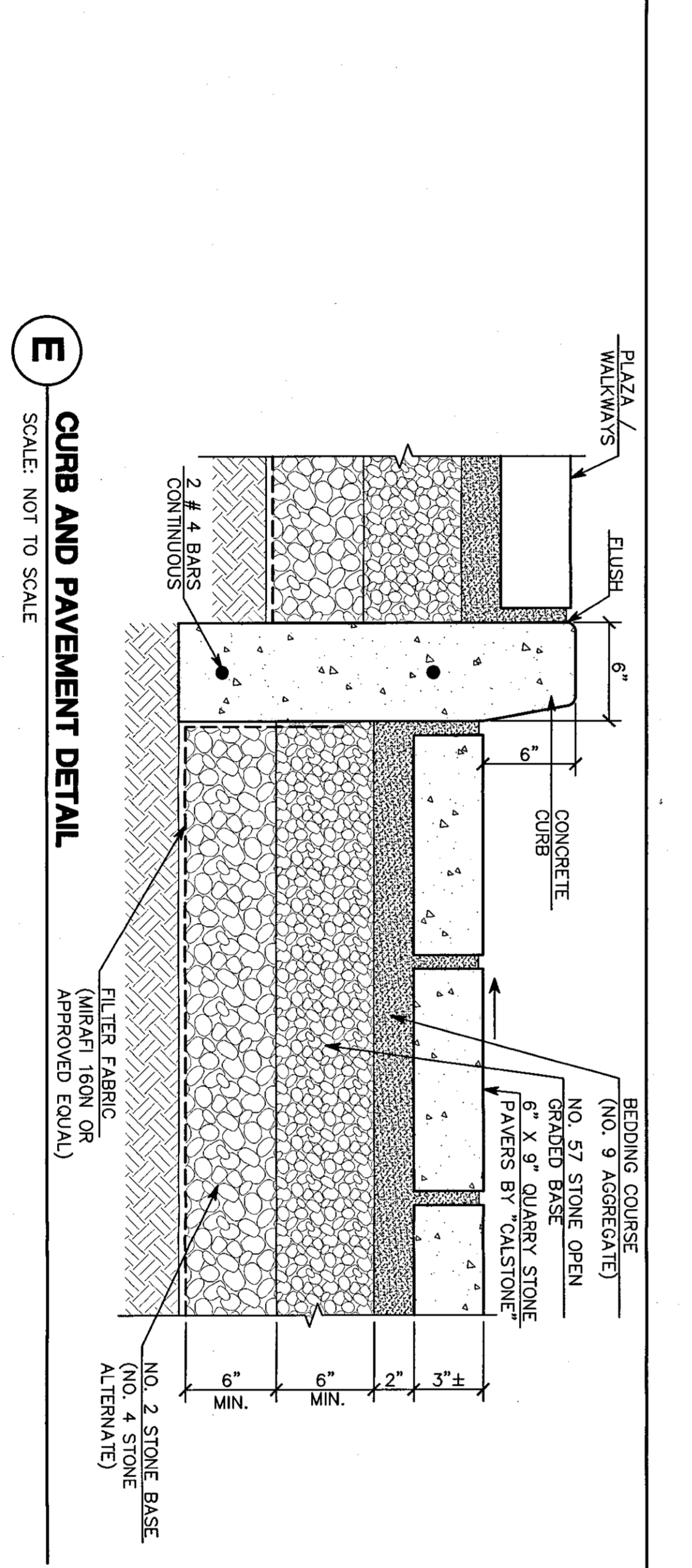
G WATER SUPPLY AND WASTEWATER SCHEMATIC DETAILS
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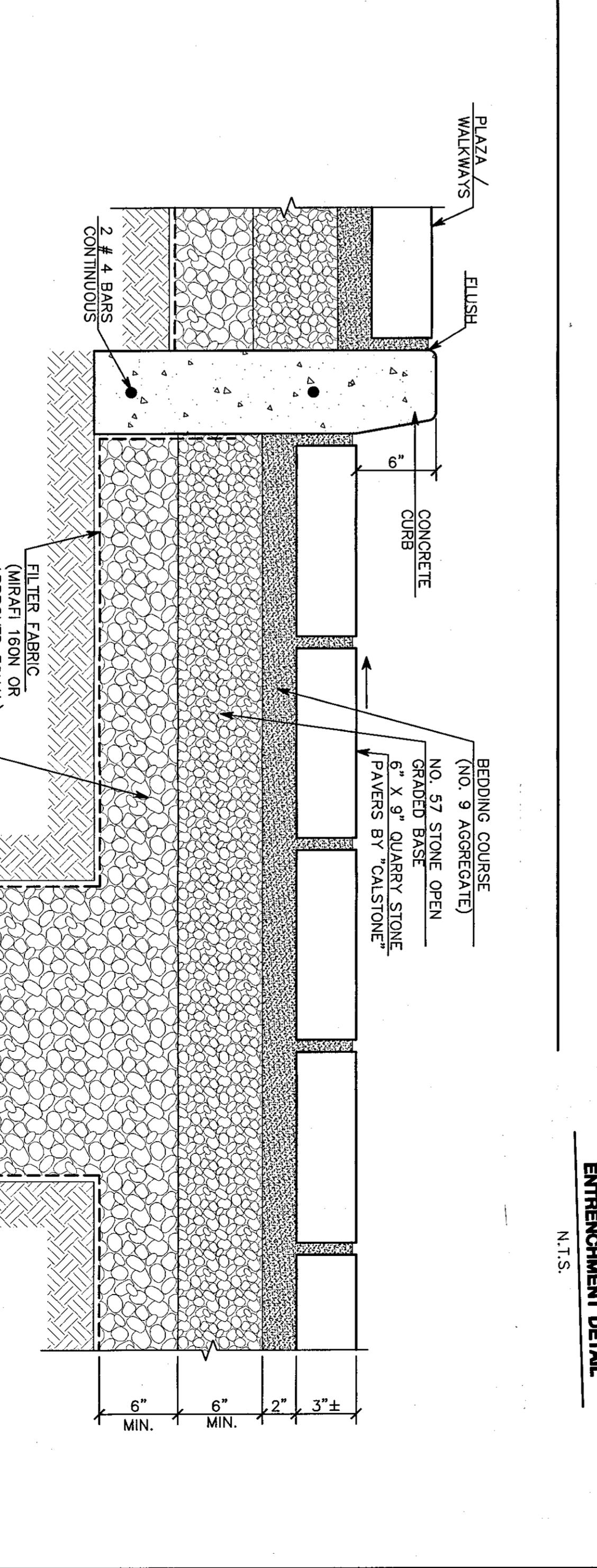
A FIBER ROLL DETAIL
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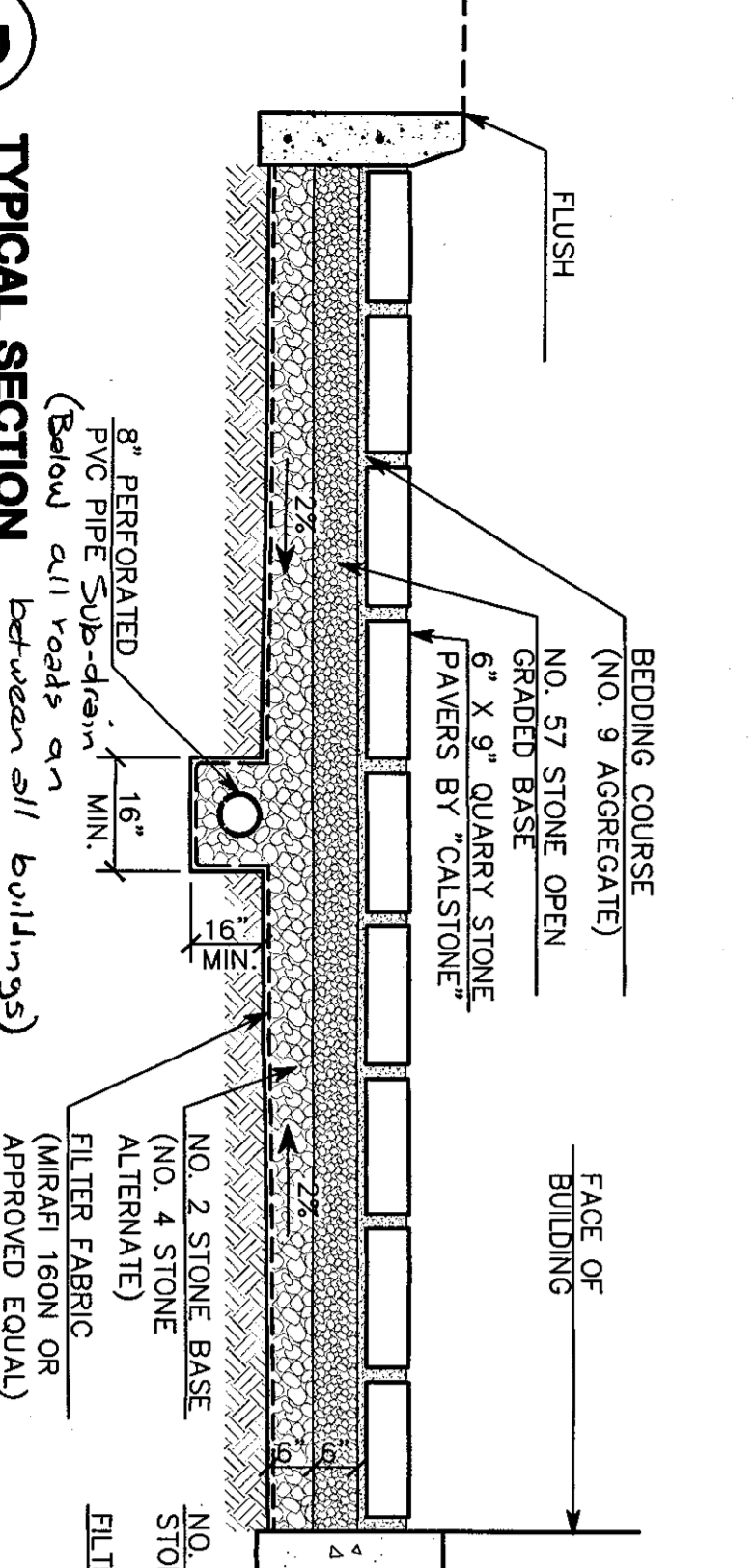
B ENLARGED AREA
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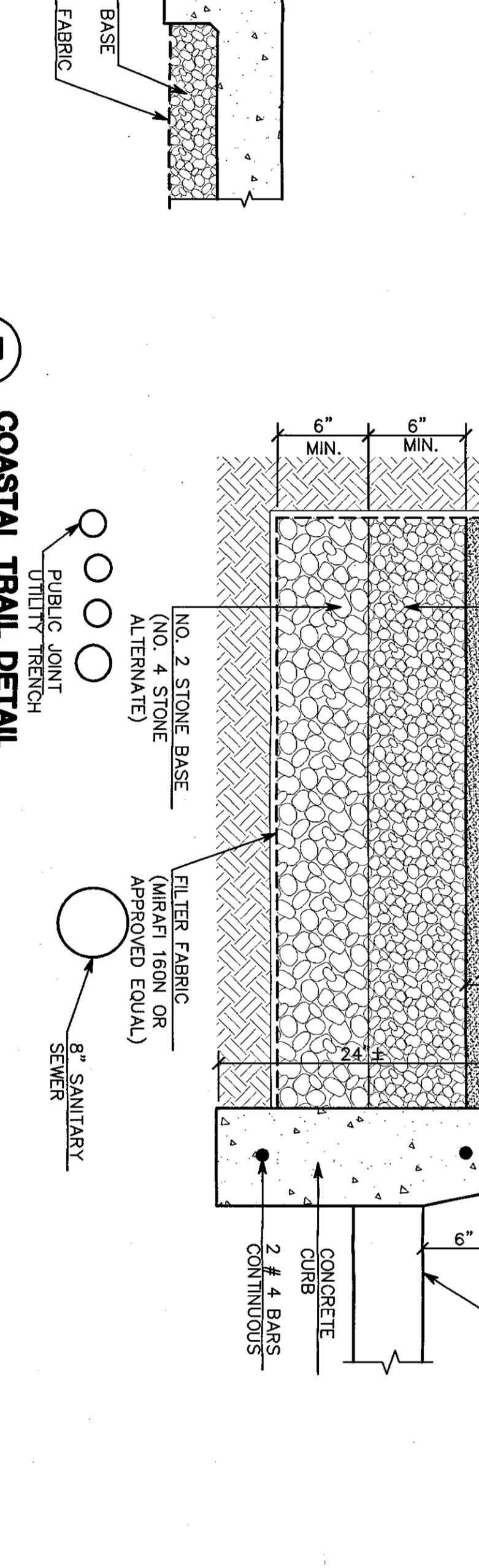
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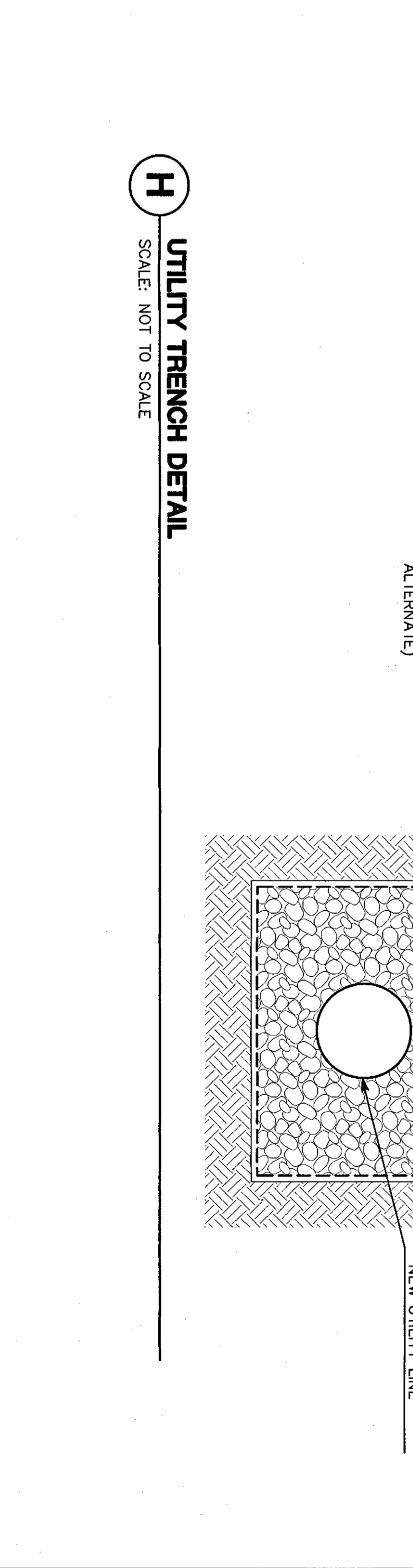
E CURB AND PAVEMENT DETAIL
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D TYPICAL SECTION
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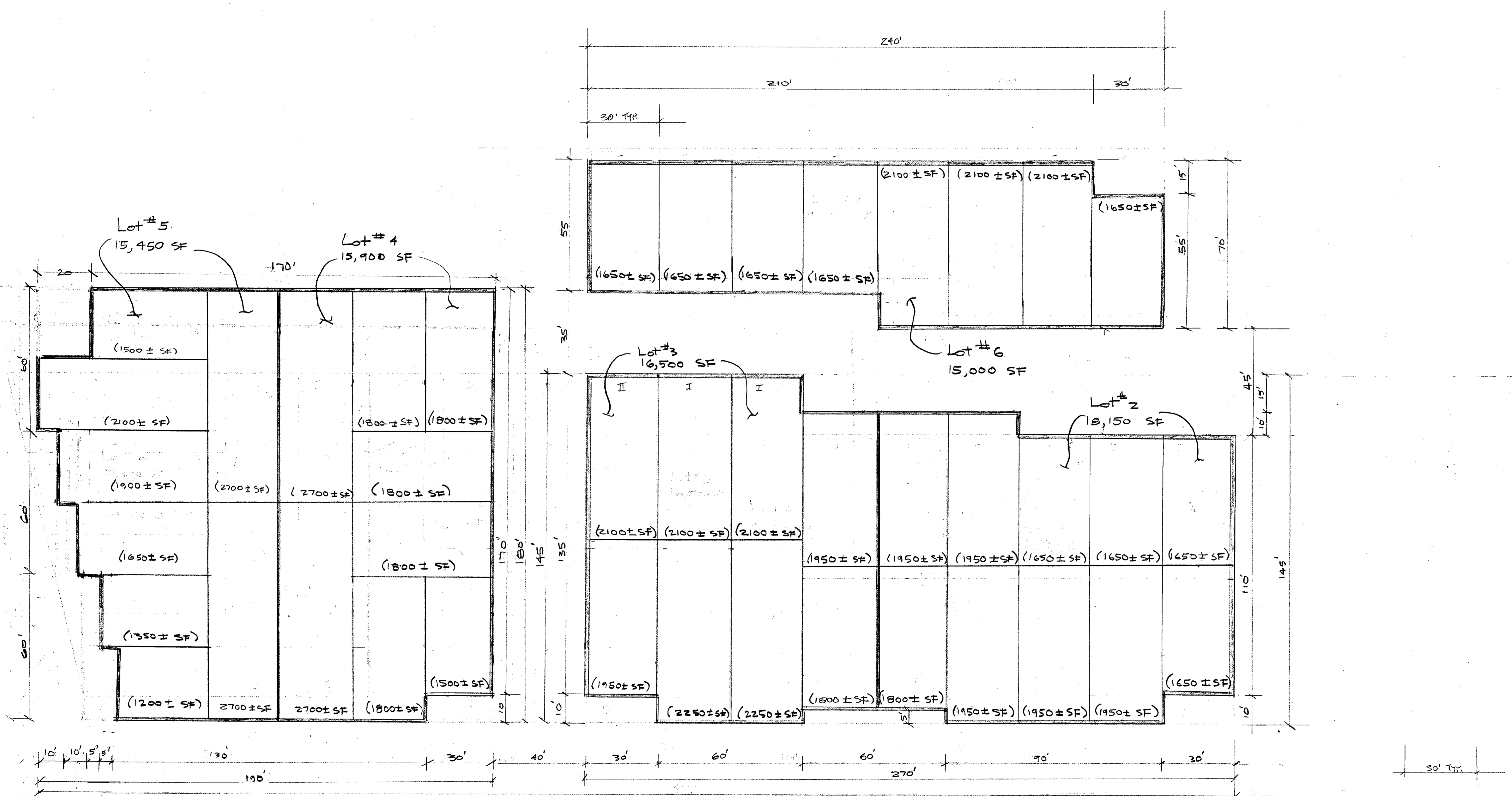


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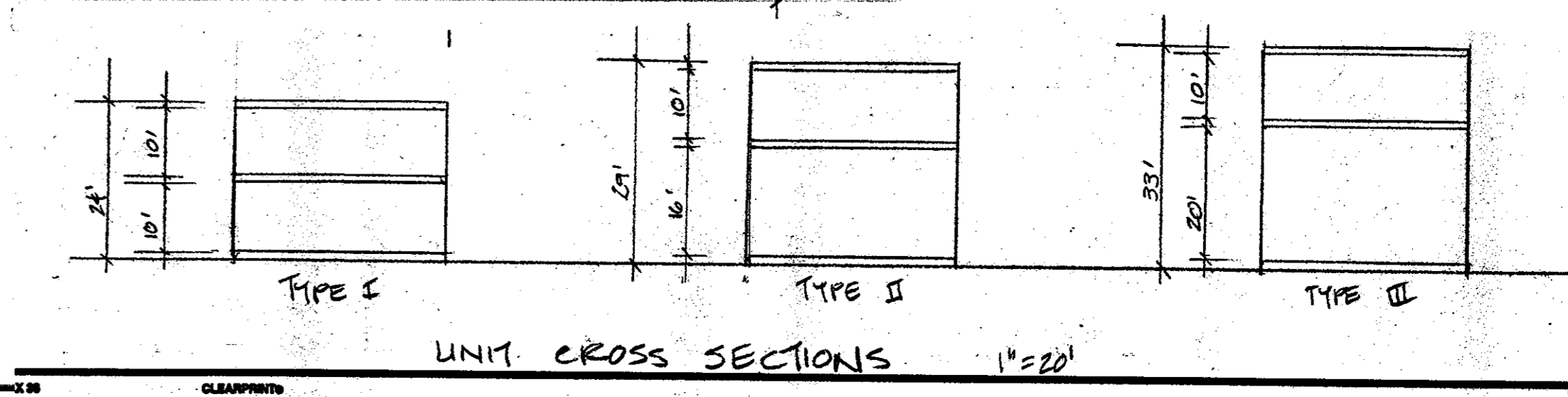


H UTILITY TRENCH DETAIL
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REVISIONS	BY



Business Center
 UNIT LAYOUT PLAN
 (1st and 2nd Floors) 1"=20'

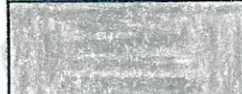
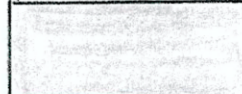







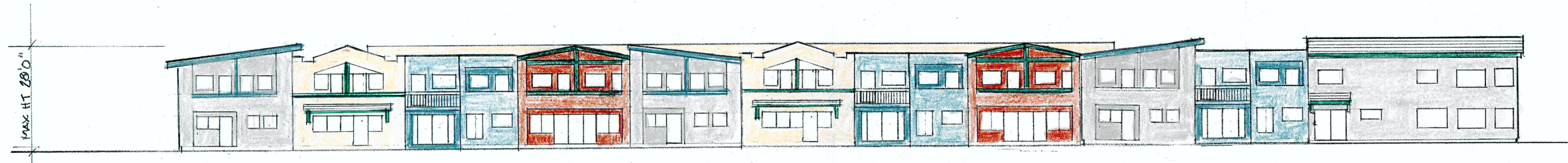
UNIT CROSS SECTIONS 1"=20'

VESTING TENTATIVE MAP FOR RESIDENTIAL WELLNESS CENTER AND
 COMMERCIAL CONDOMINIUM PURPOSES BIG WAVE BUSINESS PARK
 (REVISION SHEET TO THE 6-30-2014 VESTING TENTATIVE MAP)

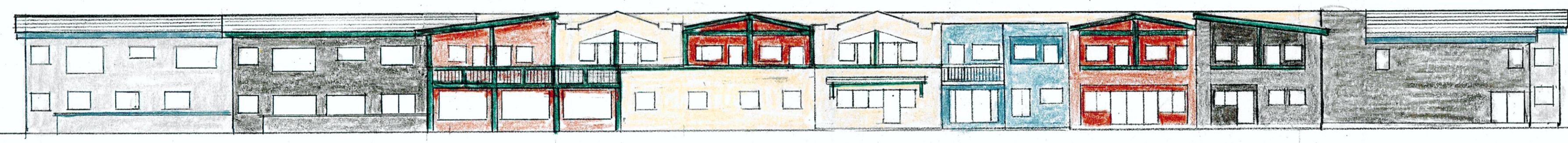
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Job	
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Of	Sheets

BENJAMIN MOORE COLORS

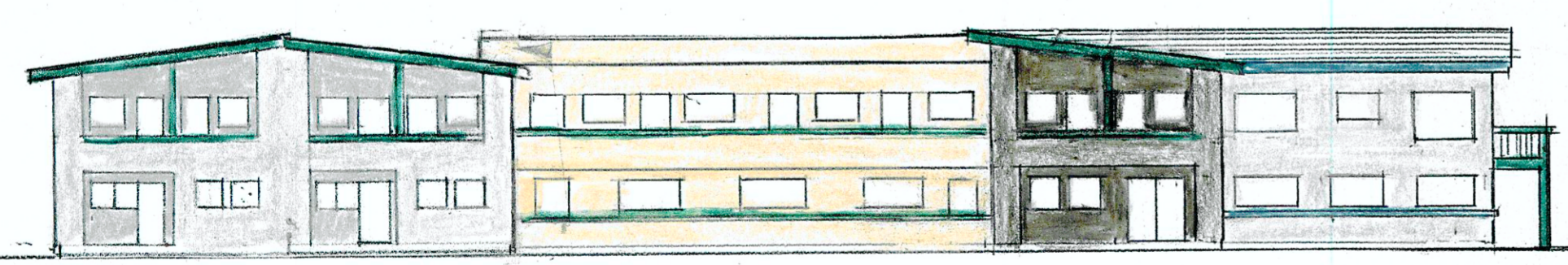
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-  STUCCO SOUTHERN MOSS
-  STUCCO LAMBSKIN
-  HARDIPLANK BOOTHBAY BLUE
-  SIDING TIMBER BARK
-  SHAKE COUNTRY LANE RED
-  ACCENT PEACOCK BLUE



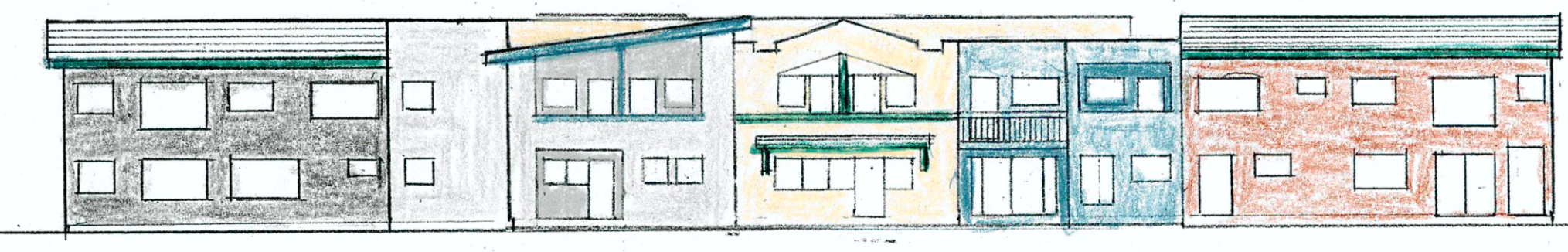
WELLNESS CENTER NORTH (REAR) ELEVATION
1" = 20'



WELLNESS CENTER SOUTH (FRONT) ELEVATION
1" = 20'



WELLNESS CENTER WEST (LEFT) ELEVATION
1" = 20'



WELLNESS CENTER EAST (RIGHT) ELEVATION
1" = 20'

REVISIONS	BY

DAVID HIRZEL BUILDING DESIGN
P. O. BOX 1808
PACIFICA, CA 94044
(650) 757-6604
dhd@abglobal.net

OWNER: BIG WAVE LLC
SITE: JURMUNSION OF
AIRPORT RD, SOUTH
PENNSYLVANIA, CA
AND 047 312, 040

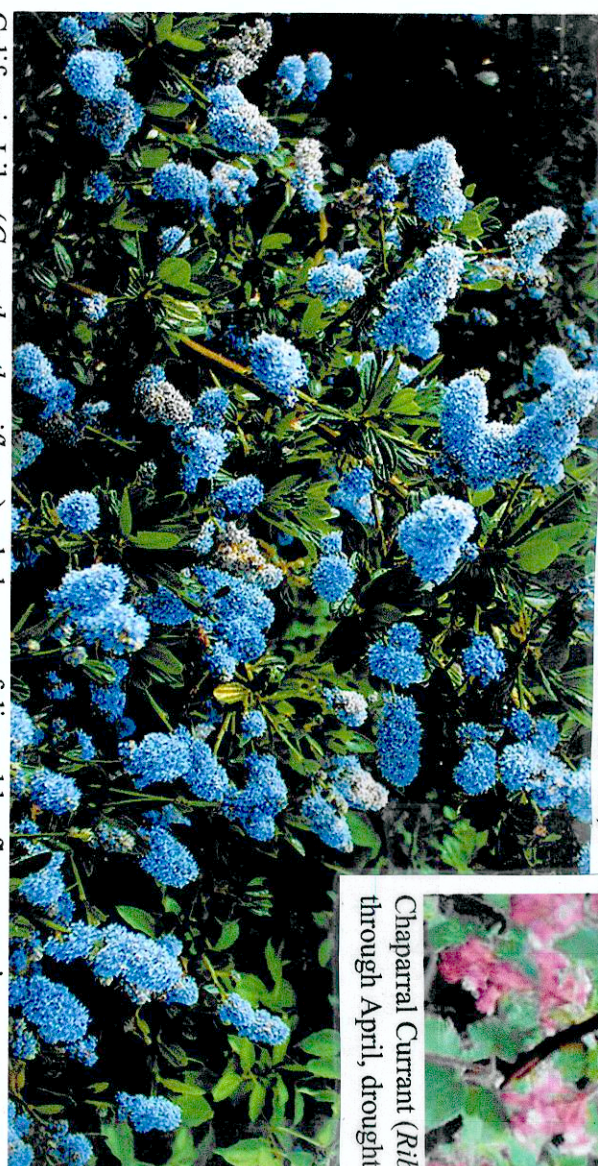
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Scale	1" = 20'
Drawn	
Job	WELLNESS CR. ELS. V1
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Or	Sheets

LANDSCAPE ALONG AIRPORT STREET

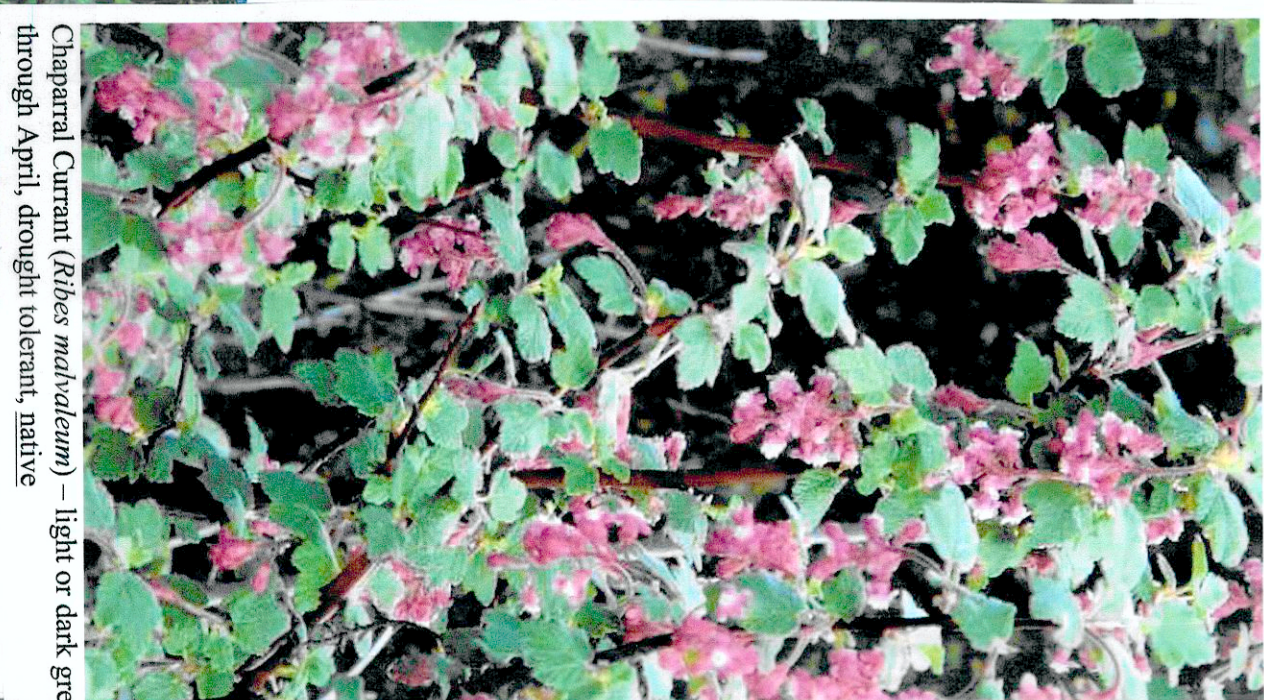
SHRUBS



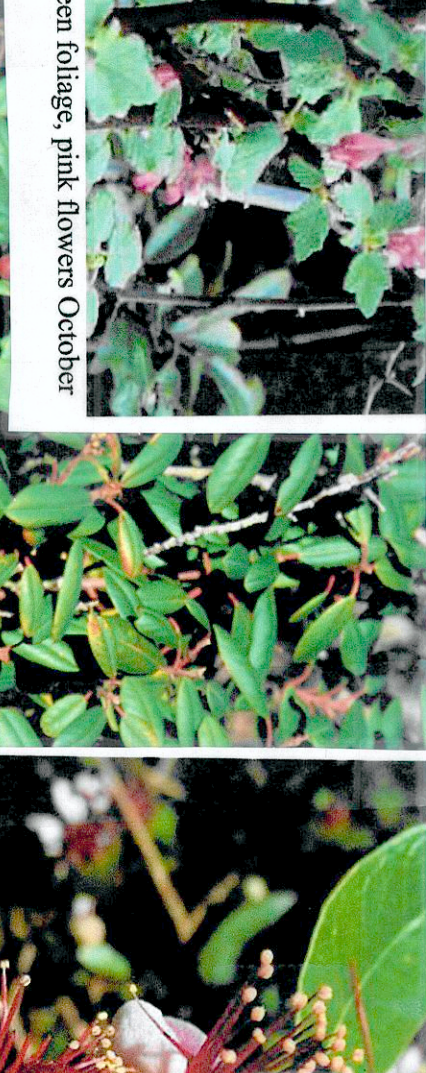
California Redbud (*Erythronium californicum*) - grey or green foliage, white, pink, orange or red flowers in summer and fall, drought tolerant, native (red flowered birds blind on cases)



Champan Currant (*Ribes malvaceum*) - light or dark green foliage, pink flowers October through April, drought tolerant, native



Globe Amaranth (*Gomara canadensis var. scaberrima*) - silvery green leaves, purple flowers in summer, drought tolerant, Mediterranean region



Pinapple Cactus (*Fouquieria splendens*) - green, thick, succulent leaves, yellow flowers, yellow-white in spring, red berries turning black in fall, drought tolerant, native



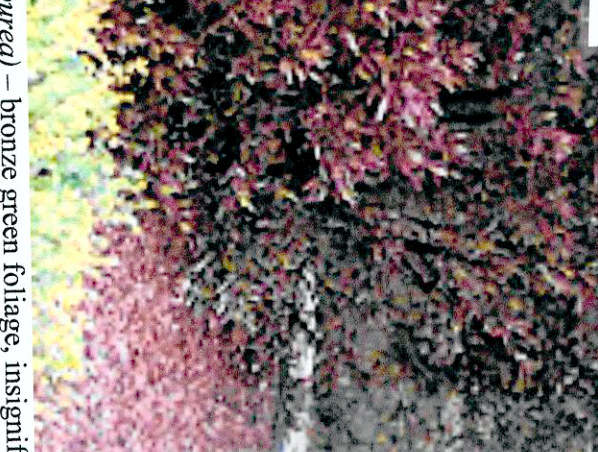
Toyon Berry (*Heteromeles arbutifolia*) - white flower in summer, red berry in winter, drought tolerant, native



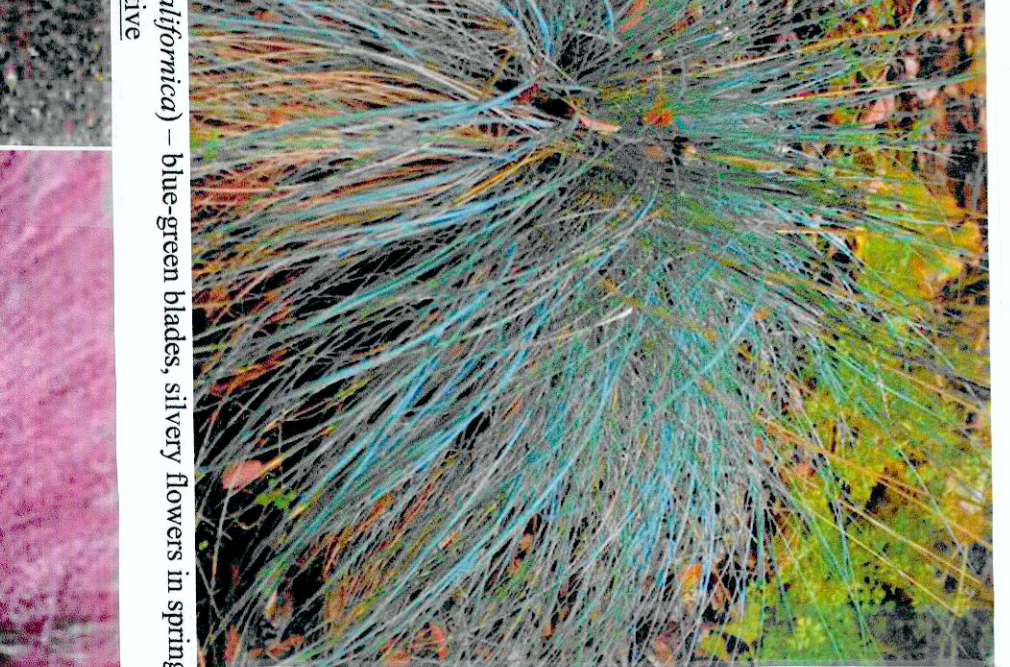
Purple Haze (*Ceanothus velutinus*) - white, red or pink flowers late spring through late summer, silvery green foliage, drought tolerant, southern Brazil



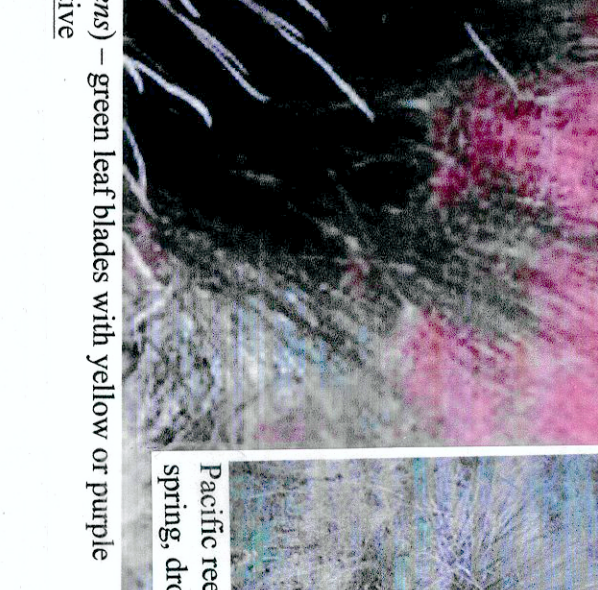
California Poppy (*Eschscholzia californica*) - blue-green blades, silvery flowers in spring and summer, drought tolerant, native



Deer Grass (*Stipa capillaris*) - green leaf blades with yellow or purple flower spikes in fall, drought tolerant, native



Pacific Reed Grass (*Calamagrostis nutkanensis*) - dark green leaf blades, pinkish flowers in spring, drought tolerant, native



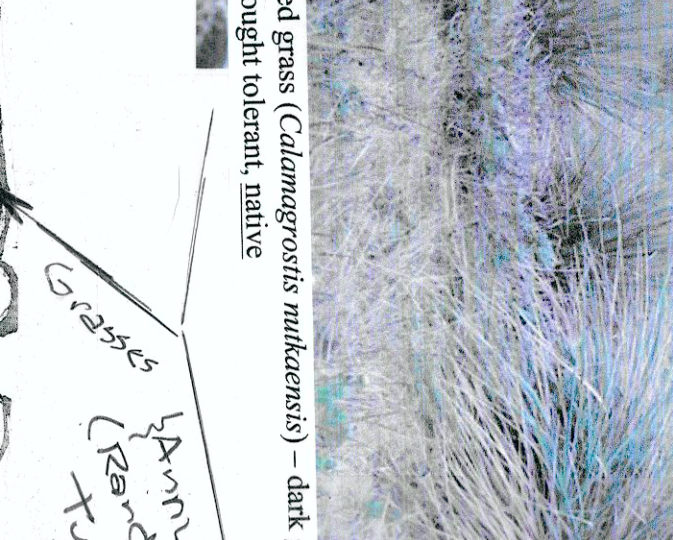
Aster (*Aster multiflorus*) - lavender flower late summer, drought tolerant, native



Backhousia, Asby Leaf (*Eriogonum cinereum*) - grey foliage with white-pink flower cluster in summer, good for erosion control, drought tolerant, native

GRASSES

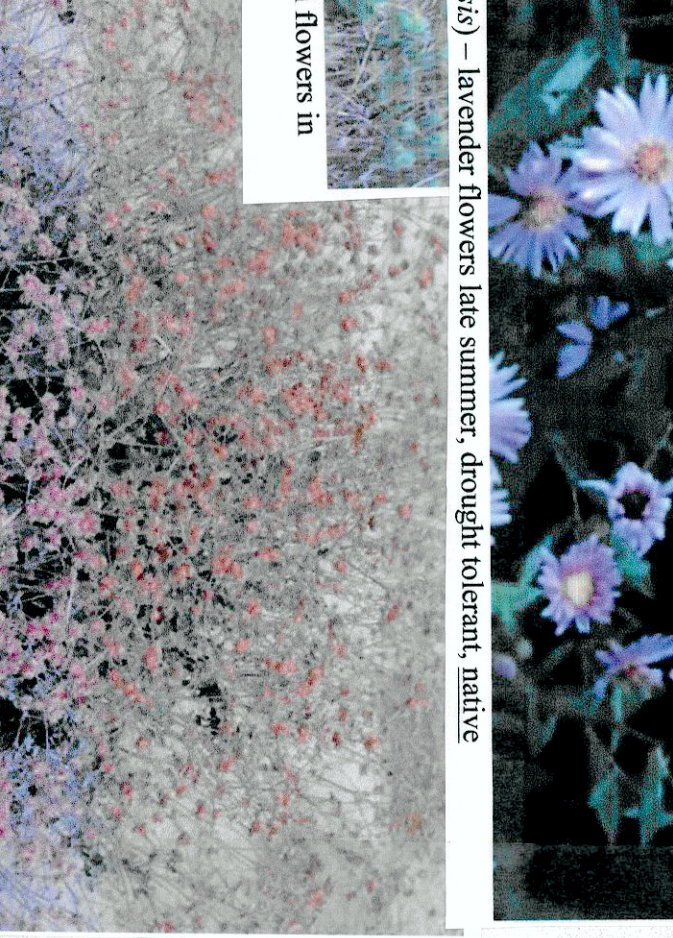
NATIVE ANNUALS



Yellow (*Sedum millefolium*) - light green foliage, white flowers in spring into summer, drought tolerant, native

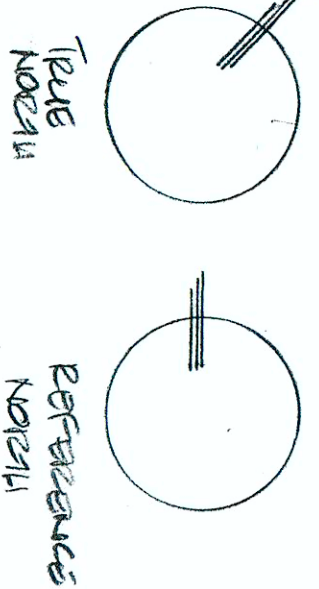


California Bay Laurel (*Umbellularia californica*) - green foliage, yellow-green flowers in spring, green berry maturing purple in fall, native



Douglas Fir (*Pseudotsuga douglasii*) - green blades, flowers light blue through violet in spring, likes some moisture, native

LANDSCAPE PLAN



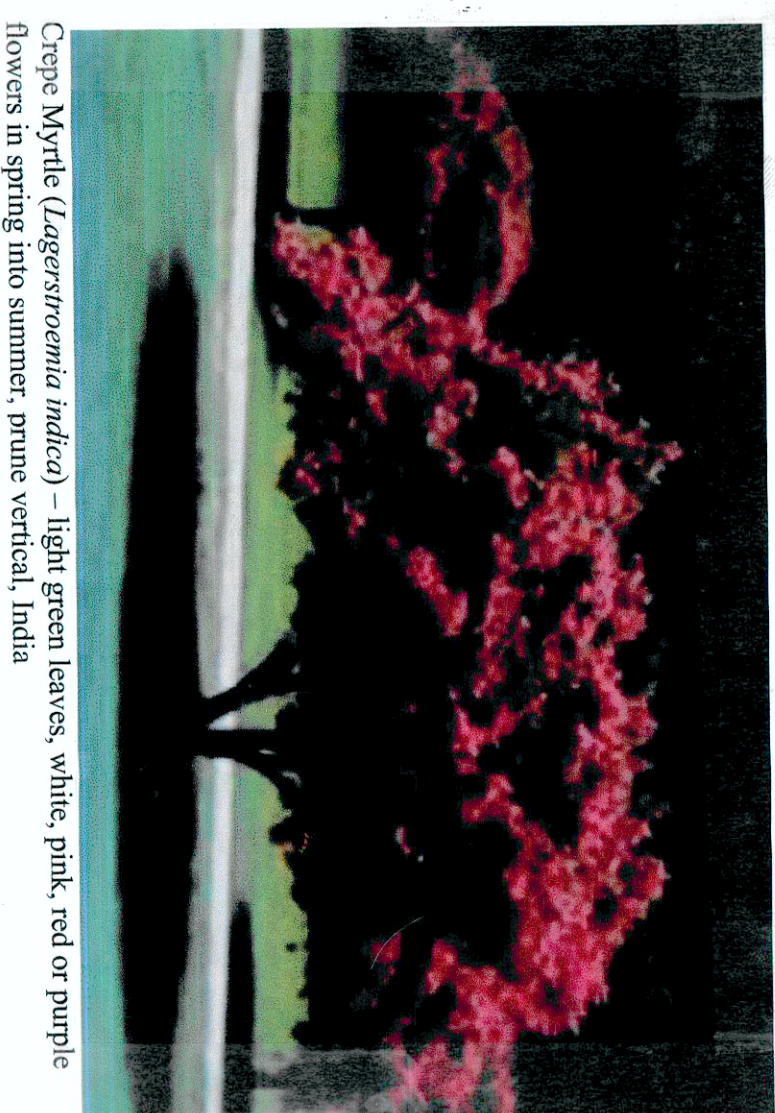
- Notes:
1. Trees in center of turnarounds: Flowering Cherry, Flowering Plum or Japanese Maple.
 2. Against Buildings: Varieties of low chill pear, apple and Santa Rosa Plum. Alpine and Seaside Strawberries. Can be espaliered.
 3. Berries on North Perimeter Fence: Raspberries, Blackberries, Currants, Gooseberries, Boysenberries, Marionberries, Olallieberries, Tayberries, Loganberries and Oregon (Drakes) Grape.
 4. Blueberries in large pots throughout the plaza.
 5. All irrigation for landscaping will be drip.



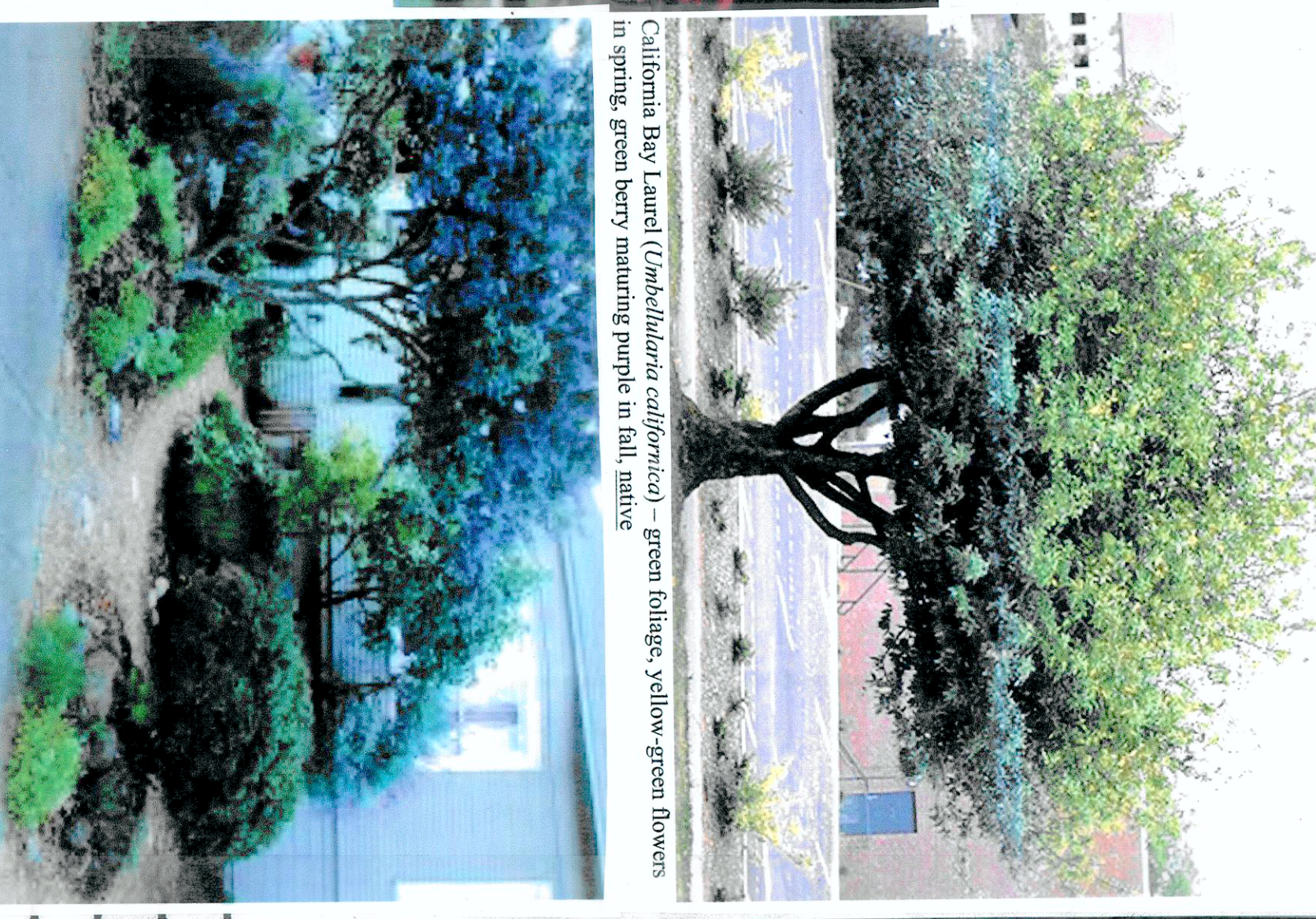
Wood Strawberry (*Fragaria californica*) on South Strawberry (*Fragaria chiloensis*) - white flowers in spring, followed by red fruit, berries ground cover



Douglas Fir (*Pseudotsuga douglasii*) - green blades, flowers light blue through violet in spring, likes some moisture, native



Crown Maple (*Lagerstroemia indica*) - light green leaves, white, pink, red or purple flowers in spring into summer, panicle vertical, India



California Bay Laurel (*Umbellularia californica*) - dark green foliage, blue flowers spring through summer, can be pruned to encourage height, drought tolerant, native

ATTACHMENT B

Final Traffic Report, dated August 28, 2014



HEXAGON TRANSPORTATION CONSULTANTS, INC.



Big Wave North Parcel Alternative

Drafted Transportation Impact Analysis



Prepared for:

County of San Mateo



August 28, 2014



Note: Document excludes Technical Appendices. The full report is available at <http://planning.smcgov.org/big-wave-north-parcel-alternative-project>).



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San Jose, California

Hexagon Job Number: 14GB24

Document Name: Big Wave Draft TIA.docx



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Areawide Circulation Plans Corridor Studies Pavement Delineation Plans Traffic Handling Plans Impact Fees Interchange Analysis Parking Studies
Transportation Planning Neighborhood Traffic Calming Traffic Operations Traffic Impact Analysis Traffic Signal Design Travel Demand Forecasting



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Executive Summary

This report presents the results of the traffic study for the proposed Big Wave Project that would be located on Airport Street, north of the Princeton/Pillar Point Harbor area in unincorporated San Mateo County, CA. The 19.53-acre project site is currently vacant. The proposed project includes a 70,500 square-foot Wellness Center and five commercial buildings totaling 161,263 square feet. The proposed project includes the following components:

Wellness Center

- Housing for developmentally disabled adults and their aides: including 57 bedrooms to provide affordable housing for a maximum of 50 developmentally disabled adults and 20 staff persons.
- Gym and basketball court
- 27,500 s.f. of storage space

Office Park

- The proposed office/industrial park includes 161,263 square feet (s.f.) in five buildings. For purposes of the traffic study, based on parking constraints, the office/industrial park was assumed to include 64,505 s.f. of office use, 40,316 s.f. of research and development (R&D) use, 32,253 s.f. of light manufacturing use, and 24,189 s.f. of storage space.

South Parcel

- The project also includes free public parking for beach access and a gated boat storage yard, in which boat owners can rent storage space. The boat storage yard is intended to raise additional revenue for operations of the Wellness Center.

Access to the project site would be provided by driveways along Airport Street.

Project Trip Estimates

Trip generation estimates were based on rates obtained from the Institute of Transportation Engineers (ITE) published Trip Generation Manual, *Ninth Edition*, 2012. The General Office (ITE category 710) rates were applied to the proposed office use; the Research and Development (ITE category 760) rates were applied to the proposed R&D use, the ITE Manufacturing (ITE land use code 140) rates were applied to the proposed Light Manufacturing portion, and the ITE Warehousing (ITE category 150) rates were applied to the storage space because these rates best represent the project description. The 57 bedrooms for developmentally disabled adults would not generate any trips as the residents would not drive. The residents would have staff/care-givers residing on the project site who would drive them to and from activities, appointments, errands, etc. The residential units for the 20 staff/care-givers were treated as 20 apartments (Apartment, ITE category 220). In reality the trips probably would be less because the staff will live and work on site. Application of ITE standard trip generation rates to the proposed development shows that the project is estimated to generate 1,479 daily trips, including 199 trips (163 inbound and 36 outbound) during the AM peak hour, and 192 trips (42 inbound and 150 outbound) during the PM peak hour (see Table ES-1).

**Table ES 1
Project Trip Generation Estimates - Weekday**

Land Use	ITE Code	Size	Daily Trip Rates	Daily Trips	AM Peak Hour			PM Peak Hour					
					Pk-Hr Rate	In	Out	Total	Pk-Hr Rate	In	Out	Total	
Office Park													
Office Building ¹	710	64,505 s.f.	11.03	711	1.56	89	12	101	1.49	16	80	96	
Research & Development ²	760	40,316 s.f.	8.11	327	1.22	41	8	49	1.07	6	37	43	
Storage ³	150	24,189 s.f.	3.56	86	0.30	6	1	7	0.32	2	6	8	
Light Manufacturing ⁴	140	32,253 s.f.	3.82	123	0.73	18	6	24	0.73	8	16	24	
Office Park Total		161,263		1,248		154	27	181		32	139	171	
Wellness Center													
Storage ³	150	27,500 s.f.	3.56	98	0.30	7	1	8	0.32	2	7	9	
Apartments ⁵	220	20 units	6.65	133	0.51	2	8	10	0.62	8	4	12	
Wellness Center Total				231		9	9	18		10	11	21	
Total Project Trips				1,479		163	36	199		42	150	192	

Notes:
¹ Rate base on ITE Land Use Code 710 (General Office), average rates used.
² Rate base on ITE Land Use Code 760 (Research & Development), average rates used.
³ Rate base on ITE Land Use Code 150 (Warehousing), average rates used.
⁴ Rate base on ITE Land Use Code 140 (Manufacturing), average rates used.
⁵ Rates base on ITE Land Use Code 220 (Apartment), average rates used.
 Source: ITE Trip Generation, 9th Edition 2012.

Intersection Level of Service Impacts

Table ES-2 summarizes the results of the weekday peak hour intersection level of service analysis under the following conditions: existing (Chapter 2), existing plus project (Chapter 3), background (Chapter 4), background plus project (Chapter 5), and cumulative with project (Chapter 6) conditions. The results of the level of service calculations show that all of the study intersections, except for the intersection of Highway 1 and Cypress Avenue, would operate at level of service (LOS) C or better under existing, existing plus project, background, and background plus project conditions, which is in accordance with County of San Mateo LOS standards.

Under cumulative conditions, 8 of the 11 study intersections would operate at level of service (LOS) C or better. The intersection at Highway 1 and Cypress Avenue would operate at unacceptable LOS F during both AM and PM peak hours. The intersection at Highway 1 and Capistrano Road (N) would operate at an acceptable level of service during the AM peak hour and would operate at unacceptable LOS E during the PM peak hour. Highway 1 and Main Street would operate at an unacceptable LOS E during PM peak hour under both no project and with project conditions.

Table ES-3 summarizes the results of the Saturday midday peak hour intersection level of service analysis for the six intersections along state highways. The results of the level of service calculations show that most of the study intersections would operate at level of service (LOS) C or better under all conditions, which is in accordance with County of San Mateo LOS standards. At the intersection of Highway 1 and Capistrano Road (North), the eastbound left turn movement would operate at LOS E under existing and existing plus project conditions. The project would not add any trips to this movement. At the intersection of Highway 1 and Cypress Avenue, the eastbound to northbound left turn movement would operate at LOS F under project conditions. This constitutes a significant impact according to the San Mateo County LOS standards.

Recommended Improvements

At the intersection of Highway 1 and Cypress Avenue, two potential mitigation measures were tested:

Signalization of Intersection at Highway 1 and Cypress Avenue

Under project conditions, the peak hour signal warrant would be met at the intersection of Highway 1 at Cypress Avenue. With a traffic signal, the Highway 1/Cypress Avenue intersection would operate at LOS C during both the AM and PM peak hours under existing plus project, background, and background plus project conditions and would operate at LOS D under cumulative plus project conditions. Under signalized conditions, the existing roadway geometry would be adequate to handle the anticipated traffic demand.

Roundabout at the Intersection of Highway 1 and Cypress Avenue

Caltrans now considers roundabouts whenever evaluating potential intersection improvements. The roundabout analysis at the intersection of Highway 1 and Cypress Avenue shows that a one-lane roundabout would operate with acceptable delay and LOS during the AM and PM peak hour under background plus project conditions on weekdays. During the midday peak hour on Saturday, there would be a need for a bypass lane for the southbound right-turn traffic in order for the intersection to operate at an acceptable level of service C under existing plus project conditions. Under cumulative plus project conditions, a one-lane roundabout would not work well to bring an acceptable delay and LOS at this intersection. A detailed study for a feasible roundabout design to accommodate the future traffic would be recommended. The roundabout analysis calculation sheets are included in Appendix D. Hexagon has not evaluated whether the intersection is large enough to accommodate a roundabout or whether additional right-of-way would be required.

The proposed mitigations at the intersection of Highway 1 and Cypress Avenue fall within Caltrans' right of way. Therefore, approval of the proposed mitigation measures would be required from Caltrans. The approved mitigation measures should be constructed by the applicant as part of the project before occupancy.

Site Access and Circulation

The site access and circulation review is based on the site plan dated 5/28/2014 by Macleod and Associates. The site access was evaluated in accordance with generally accepted traffic engineering standards. Access to the north parcel project site would be provided by two full access driveways and one inbound only driveway on Airport Street. Access to the south parcel project site, where the boat storage is located, would be provided by one full access driveway on Airport Street. The onsite circulation was reviewed in accordance with generally accepted traffic engineering standards. Generally, the proposed plan would provide adequate access and on-site circulation for cars and trucks.

Table ES 2
Intersection Level of Service Summary - Weekday

Study Number	Intersection	Peak Hour	Count Date	Existing		Existing + Project		Background		Background + Project		Cumulative		Cumulative + Project													
				Average	Worst	Average	Worst	Average	Worst	Average	Worst	Average	Worst	Average	Worst												
				Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS										
1	Prospect Way and Capistrano Rd <i>(Unsignalized)</i>	AM	05/07/14	7.5	A	9.4	A	7.8	A	9.7	A	7.5	A	9.4	A	7.8	A	9.8	A	5.9	A	9.4	A	6.6	A	9.7	B
		PM	05/07/14	7.2	A	10.4	B	8.0	A	11.0	B	7.3	A	10.4	B	8.0	A	11.0	B	7.3	A	10.7	B	8.1	A	11.3	B
2	Broadway and Prospect Way <i>(Unsignalized)</i>	AM	05/07/14	8.4	A	10.2	B	9.0	A	10.6	B	8.5	A	10.2	B	9.0	A	10.7	B	8.7	A	10.5	A	9.3	A	11.0	B
		PM	05/07/14	8.1	A	10.4	B	8.6	A	11.3	B	8.1	A	10.5	B	8.6	A	11.4	B	8.4	A	10.7	B	8.9	A	11.8	B
3	Airport St and Stanford Ave/Cornell Ave <i>(Unsignalized)</i>	AM	05/07/14	5.3	A	11.3	B	4.9	A	12.8	B	5.3	A	11.4	A	4.9	A	12.8	B	5.7	A	12.0	B	5.3	A	13.6	B
		PM	05/07/14	6.0	A	10.7	B	5.4	A	12.2	B	5.9	A	10.8	B	5.3	A	12.2	B	6.4	A	11.0	B	5.8	A	12.5	B
4	Airport St and La Granada Ave <i>(Unsignalized)</i>	AM	05/07/14	7.3	A	9.4	A	5.7	A	10.1	B	7.2	A	9.4	A	5.7	A	10.1	B	7.0	A	9.7	A	5.8	A	10.4	B
		PM	05/07/14	4.1	A	9.5	A	3.2	A	9.4	A	4.1	A	9.2	A	3.3	A	9.4	A	4.1	A	9.2	A	3.2	A	9.4	A
5	Airport St and Los Banos Ave <i>(Unsignalized)</i>	AM	05/07/14	2.3	A	9.1	A	1.4	A	9.6	A	2.2	A	9.1	A	1.4	A	9.6	A	1.9	A	9.3	A	1.3	A	9.8	A
		PM	05/07/14	1.6	A	9.2	A	1.2	A	9.6	A	1.6	A	9.2	A	1.2	A	9.6	A	1.6	A	9.2	A	1.2	A	9.6	A
6	SR 1 and Cypress Ave <i>(Unsignalized)</i>	AM	05/07/14	3.3	A	36.5	E	5.0	A	51.6	F	3.6	A	41.3	E	5.6	A	60.9	F	35.4	C	(1)	F	61.0	F	(1)	F
		PM	05/07/14	4.3	A	78.8	F	28.8	B	(1)	F	5.1	A	96.1	F	34.1	B	(1)	F	(1)	F	(1)	F	(1)	F	(1)	F
7	SR 1 and Capistrano Rd (N) <i>(Unsignalized)</i>	AM	05/07/14	0.2	A	17.8	C	0.2	A	17.8	C	0.2	A	18.5	C	0.2	A	18.5	C	0.2	B	34.4	D	0.2	A	34.4	D
		PM	05/07/14	0.6	A	24.3	C	0.6	A	24.3	C	0.6	A	25.8	D	0.6	A	25.8	D	0.8	A	46.7	E	0.8	A	46.7	E
8	SR 1 and Capistrano Road (S)	AM	05/07/14	14.9	B	--	--	16.1	B	--	--	15.1	B	--	--	16.3	B	--	--	19.9	B	--	--	21.7	C	--	--
		PM	05/07/14	14.8	B	--	--	15.0	B	--	--	15.3	B	--	--	15.4	B	--	--	20.2	C	--	--	20.4	C	--	--
9	SR 1 and Main St	AM	05/07/14	30.7	C	--	--	31.0	C	--	--	31.5	C	--	--	31.9	C	--	--	39.7	D	--	--	42.4	D	--	--
		PM	05/07/14	32.5	C	--	--	32.9	C	--	--	33.3	C	--	--	33.9	C	--	--	64.0	E	--	--	66.6	E	--	--
10	SR 1 and SR 92 *	AM	04/01/13	24.5	C	--	--	24.8	C	--	--	25.9	C	--	--	26.2	C	--	--	31.4	C	--	--	31.9	C	--	--
		PM	04/01/13	23.5	C	--	--	23.6	C	--	--	25.6	C	--	--	25.8	C	--	--	49.8	D	--	--	49.9	D	--	--
11	Main St and SR 92 *	AM	04/01/13	22.6	C	--	--	22.6	C	--	--	23.2	C	--	--	23.3	C	--	--	23.1	C	--	--	23.2	C	--	--
		PM	04/01/13	19.7	B	--	--	19.9	B	--	--	19.9	B	--	--	20.1	C	--	--	28.7	C	--	--	29.2	C	--	--

Notes:
 * Denotes CMP intersection
Bold indicates a substandard level of service.
Bold indicates a significant impact.
 (1) indicates the delay cannot be calculated, V/C >1.0

Table ES 3
Intersection Level of Service Summary - Weekend

Study Number	Intersection	Peak Hour	Count Date	Existing				Existing Plus Project			
				Average		Worst		Average		Worst	
				Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
6	SR 1 and Cypress Ave <i>(Unsignalized)</i>	Midday	05/24/14	6.9	A	137.2	F	12.3	B	(1)	F
7	SR 1 and Capistrano Rd (N) <i>(Unsignalized)</i>	Midday	05/24/14	1.4	A	38.9	E	1.4	A	38.9	E
8	SR 1 and Capistrano Road (S)	Midday	05/24/14	18.6	B	--	--	18.8	B	--	--
9	SR 1 and Main St	Midday	05/24/14	32.8	C	--	--	33.2	C	--	--
10	SR 1 and SR 92 *	Midday	05/24/14	28.4	C	--	--	28.7	C	--	--
11	Main St and SR 92 *	Midday	05/24/14	22.6	C	--	--	22.8	C	--	--

Notes:
 * Denotes CMP intersection
Bold indicates a substandard level of service.
 (1) indicates the delay cannot be calculated, V/C >1.0



1. Introduction

This report presents the results of the traffic study for the proposed Big Wave Project that would be located on Airport Street, north of the Princeton/Pillar Point Harbor area in unincorporated San Mateo County, CA. The 19.53-acre project site is currently vacant. The proposed project includes a 70,500 square-foot Wellness Center and five commercial buildings totaling 161,263 square feet. The proposed project includes the following components:

Wellness Center

- Housing for developmentally disabled adults and their aides: including 57 bedrooms to provide affordable housing for a maximum of 50 developmentally disabled adults and 20 staff persons.
- Gym and basketball court
- 27,500 s.f. of storage space

Office Park

- The proposed office park includes 161,263 square feet (s.f.) in five buildings. For purposes of the traffic study, based on parking constraints, the office park was assumed to include 64,505 s.f. of office use, 40,316 s.f. of research and development (R&D) use, 32,253 s.f. of light manufacturing use, and 24,189 s.f. of storage space.

South Parcel

- The project also includes free public parking for beach access and a gated boat storage yard, in which boat owners can rent storage space. The boat storage yard is intended to raise additional revenue for operations of the Wellness Center.

The project would have three full-access driveways and one inbound only driveway on Airport Street. Parking for the project would be provided on site. Currently the site is vacant. The project site and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

Scope of Study

The purpose of the traffic analysis is to determine whether the proposed Big Wave project would have any transportation impacts as defined by the San Mateo County transportation study guidelines. Mitigation measures are identified for any significant impacts. The study includes 11 intersections (7 unsignalized intersections and 4 signalized intersections), plus the segment of Highway 1 along the Half Moon Bay airport. The study time periods are the AM (7:00 -9:00 AM) and PM (4:00 - 6:00 PM) weekday commute hours. Hexagon also conducted weekend traffic counts and analysis at the 6 study intersections that are on state highways. The Saturday trips for the office park are fairly low because most of the businesses typically would be closed. It is assumed that the trip generation for the Wellness Center would

be the same on weekends as on weekdays. Overall, the project trip generation estimates would be much lower for Saturday compared to the regular weekdays. Therefore, the project impacts on Saturday would be insignificant. Nevertheless, some Saturday level of service calculations are included in the study for illustrative purposes.

The study intersections are as follows:

Unsignalized Intersections

1. SR 1 and Cypress Avenue
2. SR 1 and Capistrano Road (North)
3. Airport Street and Los Banos Avenue
4. Airport Street and La Granada Lane
5. Airport Street and Stanford Avenue/Cornell Avenue
6. Broadway and Prospect Way
7. Prospect Way and Capistrano Road

Signalized Intersections

1. SR 1 and Capistrano Road (South)
2. SR 92 and SR 1
3. SR 92 and Main Street
4. SR 1 and Main Street

New turning-movement counts were collected during the weekday AM and PM peak periods at the 7 unsignalized study intersections and the two signalized intersections of SR 1 & Capistrano Road (South) and SR 1 and Main Street. Current weekday counts were available from other studies at the other two signalized study intersections. Hexagon also conducted manual turning-movement counts Saturday from 1:00 – 3:00 PM over the Memorial Day weekend at the 6 study intersections along the regional roadways. Hourly traffic counts for Highway 1 along the Half Moon Bay airport were obtained from Caltrans.

Traffic conditions were evaluated for the following scenarios:

- Scenario 1:** *Existing Conditions.* Existing intersection volumes were obtained from new manual turning-movement counts conducted in 2014. New traffic count data are contained in Appendix A.
- Scenario 3:** *Background Conditions.* Background conditions traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet constructed developments in the study area. Projected traffic volumes associated with the approved developments were estimated based on the project size (dwelling units or square footage) using ITE trip generation rates. The total approved trips were added to the existing peak hour volumes. Hexagon also applied a 2% per year growth factor for two years to the volumes on SR 1 and SR 92 to account for general traffic growth in the area.
- Scenario 2:** *Existing Plus Project Conditions.* Existing plus project traffic volumes were estimated by adding to existing traffic volumes the trips associated with the proposed project. Project impacts to the Highway 1 segment were evaluated based on volume-to-capacity ratios.
- Scenario 4:** *Background Plus Project Conditions.* Background plus project traffic volumes were estimated by adding to background traffic volumes the trips associated with the proposed project. Project impacts to the Highway 1 segment were evaluated based on volume-to-capacity ratios.



Scenario 5: *Cumulative No Project and Cumulative Plus Project Conditions.* Traffic volumes under cumulative plus project conditions were estimated using the San Mateo County Travel Demand Model long range forecast in the study area, which represents cumulative with project conditions. The increases on the model estimated link volumes between base year and future year were applied to the existing counts to get the cumulative condition volumes.



Traffic volumes under cumulative no project conditions were estimated by subtracting the project trips from the cumulative plus project volumes. The model land use includes the Big Wave project. Level of service calculations were conducted to estimate the operating levels of the study intersections during the peak hours under cumulative no project and cumulative plus project conditions.





LEGEND



-  = Site Location
-  = Study Intersection

Figure 1
Site Location and Study Intersections

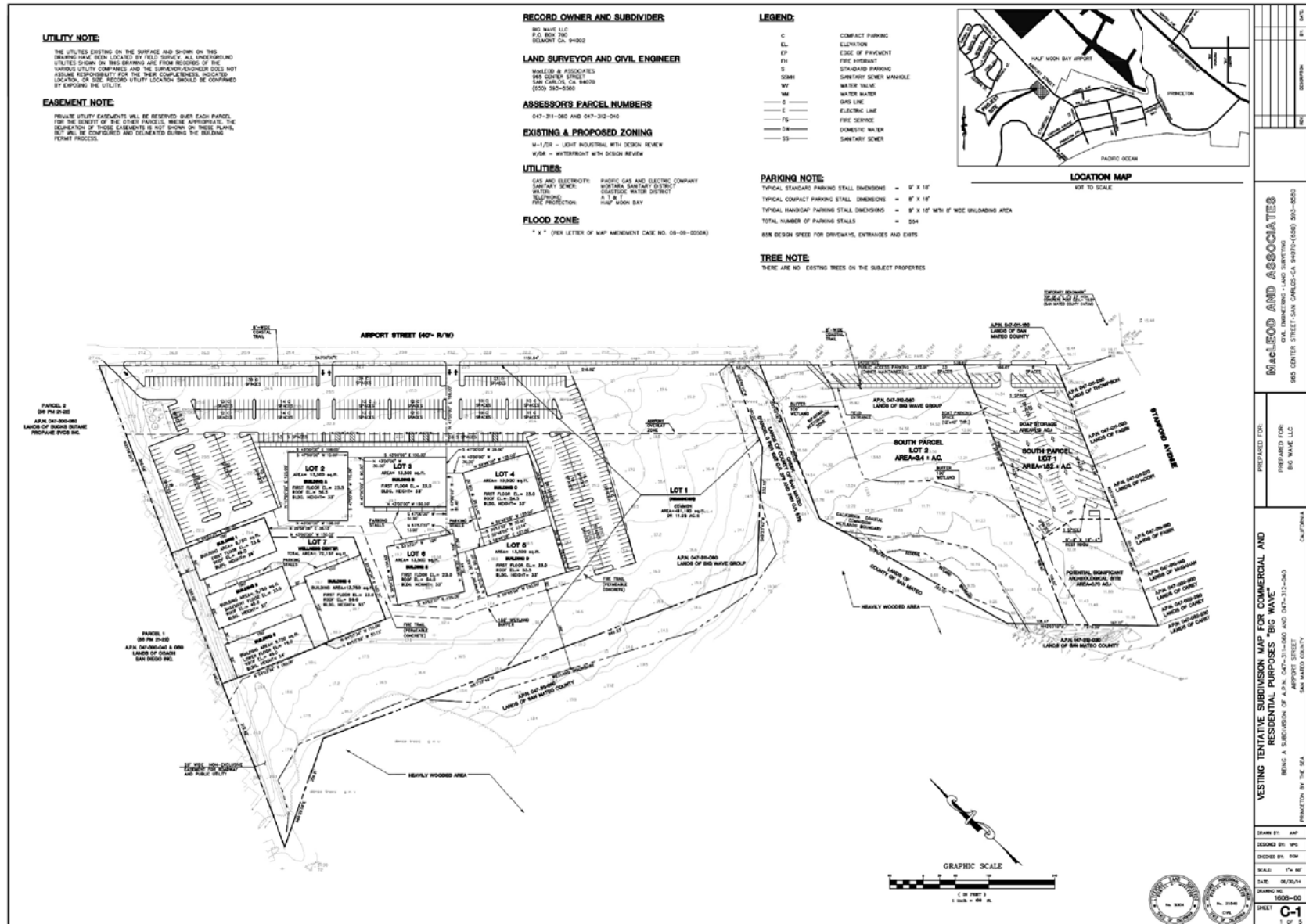


Figure 2 Site Plan



Methodology

This section describes the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.



Data Requirements

The data required for the analysis were obtained from field observations, new traffic counts, previous traffic studies, the County of San Mateo, and the Institute of Transportation Engineers (ITE) manual entitled *Trip Generation, 9th Edition*. The following data were collected from these sources:

- existing intersection volumes
- existing lane geometries
- signal timing and phasing
- approved but not yet completed projects
- applicable trip generation rates



Analysis Methodologies and Level of Service Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The various analysis methods are described below.



This study utilizes Synchro software to determine level of service. The Synchro methodology is based on the *2000 Highway Capacity Manual (HCM)* method for intersections, and evaluates intersection operations on the basis of average delay for all vehicles at the intersection. This average delay can then be correlated to a level of service as shown in Table 1 for signalized intersections. The level of service correlation for unsignalized intersections is shown in Table 2. For two-way stop controlled intersections, both the average and worst movement levels of service are reported.



In addition to the level of service evaluation an assessment was made of the need for signalization of unsignalized intersections. This assessment was made on the basis of the Peak-hour Volume Signal Warrant as described in the *Manual on Uniform Traffic Control Devices (MUTCD), 2010*. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal.



The minimum acceptable design level of service (LOS) in San Mateo County is 'C'. At intersections, analyses should show an overall LOS of 'C' with no individual movement operating at less than 'D'. On occasion, level of service 'D' may be allowed for peak periods in dense urban conditions at the County's discretion.



The intersections of Highway 1/SR 92 and Main Street/SR 92 are San Mateo County Congestion Management Program (CMP) intersections. The San Mateo County of Governments (C/CAG) has developed LOS standards for roadways on the designated CMP network. The Highway 1 and SR 92 intersection has a CMP LOS standard of LOS E and the intersection of Main Street/SR 92 has a CMP LOS standard of LOS F.



Table 1
Signalized Intersection Level of Service Based on Average Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p10-16.

Table 2
Unsignalized Intersection Level of Service Definitions Based on Delay

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p17-2.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis the relevant criteria for impacts at intersections are based on the County of San Mateo intersection Level of Service standards.

County of San Mateo Definitions of Significant Intersection LOS Impacts

According to the County of San Mateo Traffic Impact Study Requirements (9/1/2013), a development is said to create a significant adverse impact on traffic conditions at a signalized intersection if for either peak hour:

1. Intersection currently in compliance with LOS standard: A project will be considered to have a significant impact if the project will cause the intersection to operate at a level of service that violates the standard overall LOS of 'C' with no individual movement operating at worse than 'D'. On occasion, level of service 'D' may be allowed for peak periods in very dense urban conditions at the County's discretion.
2. Intersection currently NOT in compliance with LOS standard: A project will be considered to have a significant impact if the project will cause the intersection to operate at a level of service that violates the standard LOS mentioned above and the proposed project increases average control delay at the intersection by four (4) seconds or more.

CMP Intersections

The intersections of Highway 1/SR 92 and Main Street/SR 92 are San Mateo County Congestion Management Program (CMP) intersections. The San Mateo County of Governments (C/CAG) has developed LOS standards for roadways on the designated CMP network. The Highway 1 and SR 92 intersection has a CMP LOS standard of LOS E and the intersection of Main Street/SR 92 has a CMP LOS standard of LOS F. Significant traffic impacts at CMP intersections are defined to occur when the addition of new project traffic causes:

- Peak hour intersection operations to deteriorate from an acceptable level (LOS E or better) to an unacceptable level (LOS F); or



- Exacerbation of unacceptable operations by increasing the average critical delay by four (4) seconds or more at an intersection operating at LOS F.

Report Organization

The remainder of this report is divided into six chapters. Chapter 2 describes existing conditions, including the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 presents the intersection operations under existing plus project conditions and describes the method used to estimate project traffic. Chapter 4 presents the intersection levels of service under background conditions. Chapter 5 presents the project impact on the transportation system and describes the recommended mitigation measures under background plus project conditions. Chapter 6 describes cumulative traffic conditions. Chapter 7 presents the conclusions of the traffic study.





2. Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Access to the project site is provided via State Route 1, Capistrano Road and Airport Street. These facilities are described below.

State Route 1 is a two- to four-lane highway that runs in a north-south direction. Route 1 extends from San Francisco to southern California along the Pacific Ocean coast.

Capistrano Road is a two-lane roadway that runs primarily in a north-south direction. This local roadway extends from Alhambra Avenue in the south (just west of State Route 1) to its terminus at State Route 1 in the north.

Airport Street is a two-lane north-south collector street that provides access to the project site. Airport Street extends from its intersection with Stanford Avenue/Cornell Avenue in the south where it operates as Vassar Street to its terminus at Cypress Avenue in the north.

Other local roadways in the project vicinity include: *Cypress Avenue, Prospect Way, Coral Reef Avenue, Los Banos Avenue, La Granada Avenue, Broadway Avenue, Stanford Avenue and Cornell Avenue*, which are two-lane residential roadways.

Cypress Avenue is unusual in that it has a segment that is only about 20 feet wide with no centerline. This segment is on a straight section of road with good visibility; therefore, it does not present any operational or safety problems. The roadway width, while not equal to typical standards, is enough for two cars or trucks to pass. The narrow segment has low volume, and the constrained width tends to slow down traffic. Bicycles on this segment need to take the lane because there is not enough room for a car to pass.

Existing Bicycle and Pedestrian Facilities

According to the San Mateo County Bicycle Map, there are the following designated bike routes within the vicinity of the project site:

- State Route 1 within the vicinity of the project site
- Airport Street within the vicinity of the project site
- Cypress Avenue between Airport Street and State Route 1

- Capistrano Road between State Route 1 and Prospect Way
- Prospect Way
- California Avenue
- Cornell Avenue

Bicycle facilities are shown on Figure 3.

There are generally no sidewalks in the project vicinity. The Princeton area of Half Moon Bay is somewhat rural. Airport Street has minimal fronting development, thus no existing need for sidewalks.

Existing Transit Service

Existing transit service to the study area is provided by the San Mateo County Transit District (SamTrans). The existing SamTrans service is described below and shown on Figure 4.

The 17 *line* provides service between the Seton Medical Center Coastside and the Miramontes Point Road area with 1- to 2-hour headways (according to SamTrans staff) and operates along Airport Street in the vicinity of the project. Route 17 bus stops in the project vicinity are as follows:

- Capistrano Road at Pillar Point Harbor
- Capistrano Road at Prospect Way
- Airport Street at La Granada*
- Airport Street at Los Banos Avenue

*closest to project site

Existing Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were obtained from field observations and previous traffic impact analyses in the study area (see Figure 5). Existing traffic volumes were obtained from new manual peak-hour turning-movement counts (see Figure 6). New traffic counts are included in Appendix A.





LEGEND




-  = Site Location
-  = Study Intersection
-  = Existing Bike Route

Figure 3
Existing Bicycle Facilities



LEGEND





-  = Site Location
-  = Study Intersection
-  = Existing Bus Route
-  = Bus Stops in Project Vicinity

Figure 4
Existing Transit Facilities

Big Wave North Parcel Alternative

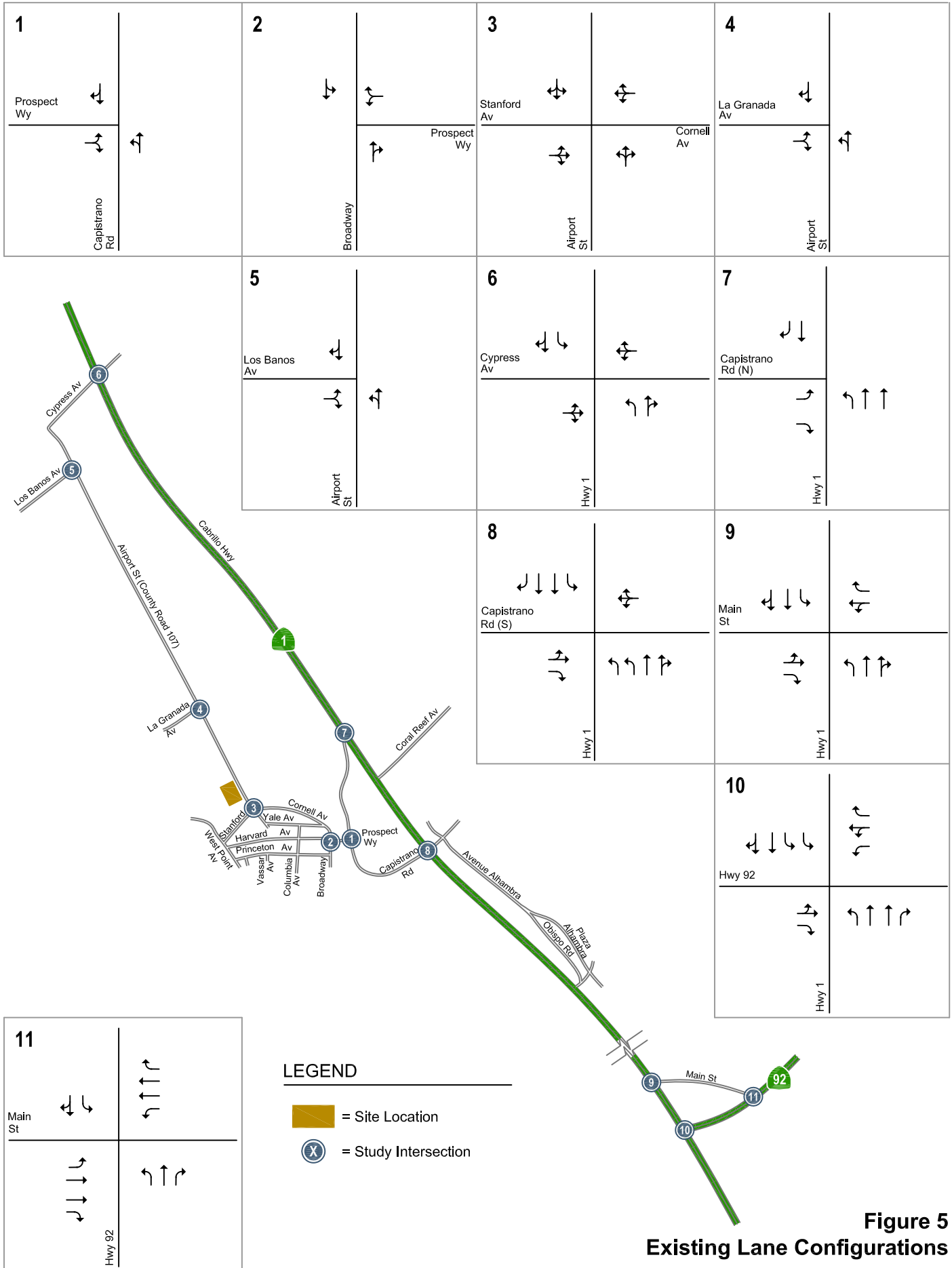
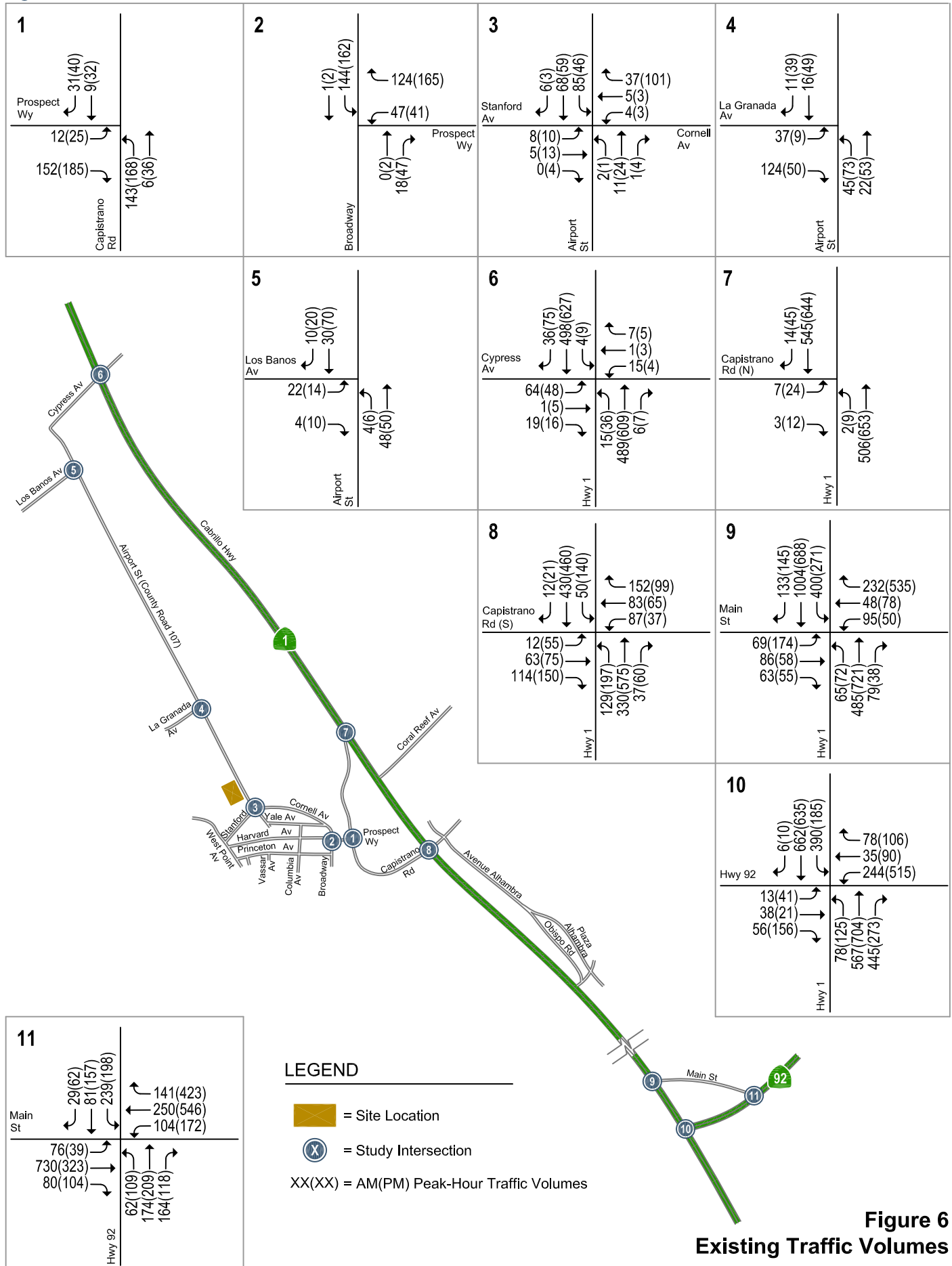


Figure 5
Existing Lane Configurations

Big Wave North Parcel Alternative



Existing Intersection Levels of Service

The results of the intersection level of service analysis under existing conditions show that all of the study intersections, except for the intersection of Highway 1 and Cypress Avenue, currently operate at acceptable levels of service during both the AM and PM peak hours of traffic on weekdays (see Table 3). The eastbound left-turn movement at the intersection of Highway 1 and Cypress Avenue is shown to operate at LOS E with a delay of 36.5 seconds during the AM peak hour and operate at LOS F with a delay of 78.8 seconds during the PM peak hour under existing conditions.

The results of the intersection level of service analysis for the midday peak hour on Saturday of Memorial Day weekend show that four of the intersections along state highways currently operate at acceptable levels of service (see Table 4). At the intersection of Highway 1 and Cypress Avenue the eastbound left-turn movement is shown to operate at LOS F with a delay of 137.2 seconds during the midday peak. The eastbound left-turn movement at the intersection of Highway 1 and Capistrano Road (N) is operating at LOS E with a delay of 38.9 seconds. The level of service calculation sheets are included in Appendix D.

Table 3
Existing Intersection Levels of Service - Weekday

Study Number	Intersection	Peak Hour	Count Date	Average		Worst	
				Delay (sec.)	LOS	Delay (sec.)	LOS
1	Prospect Way and Capistrano Rd	AM	05/07/14	7.5	A	9.4	A
		PM	05/07/14	7.2	A	10.4	B
2	Broadway and Prospect Way	AM	05/07/14	8.4	A	10.2	B
		PM	05/07/14	8.1	A	10.4	B
3	Airport St and Stanford Ave/Cornell Ave	AM	05/07/14	5.3	A	11.3	B
		PM	05/07/14	6.0	A	10.7	B
4	Airport St and La Granada Ave	AM	05/07/14	7.3	A	9.4	A
		PM	05/07/14	4.1	A	9.5	A
5	Airport St and Los Banos Ave	AM	05/07/14	2.3	A	9.1	A
		PM	05/07/14	1.6	A	9.2	A
6	SR 1 and Cypress Ave	AM	05/07/14	3.3	A	36.5	E
		PM	05/07/14	4.3	A	78.8	F
7	SR 1 and Capistrano Rd (N)	AM	05/07/14	0.2	A	17.8	C
		PM	05/07/14	0.6	A	24.3	C
8	SR 1 and Capistrano Road (S)	AM	05/07/14	14.9	B	--	--
		PM	05/07/14	14.8	B	--	--
9	SR 1 and Main St	AM	05/07/14	30.7	C	--	--
		PM	05/07/14	32.5	C	--	--
10	SR 1 and SR 92 *	AM	04/01/13	24.5	C	--	--
		PM	04/01/13	23.5	C	--	--
11	Main St and SR 92 *	AM	04/01/13	22.6	C	--	--
		PM	04/01/13	19.7	B	--	--

Notes:
* Denotes CMP intersection
Bold indicates a substandard level of service.

Table 4
Existing Intersection Levels of Service - Saturday

Study Number	Intersection	Peak Hour	Count Date	Existing			
				Average		Worst	
				Delay (sec.)	LOS	Delay (sec.)	LOS
6	SR 1 and Cypress Ave (Unsignalized)	Midday	05/24/14	6.9	A	137.2	F
7	SR 1 and Capistrano Rd (N) (Unsignalized)	Midday	05/24/14	1.4	A	38.9	E
8	SR 1 and Capistrano Road (S)	Midday	05/24/14	18.6	B	--	--
9	SR 1 and Main St	Midday	05/24/14	32.8	C	--	--
10	SR 1 and SR 92 *	Midday	05/24/14	28.4	C	--	--
11	Main St and SR 92 *	Midday	05/24/14	22.6	C	--	--

Notes:
* Denotes CMP intersection
Bold indicates a substandard level of service.

Observed Existing Traffic Conditions

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service calculation does not accurately reflect level of service in the field.

Overall the study intersections operated adequately during both the AM and PM peak hours of traffic, and the level of service analysis appears to accurately reflect actual existing traffic conditions. During the AM peak hour, southbound traffic along Highway 1 backs up north of the intersection of Highway 1 and Main Street. During the PM peak hour, northbound through traffic queues up along Highway 1 and backs up for nearly a quarter mile north of the intersection of Highway 1 and Main Street due to the lane drop from two lanes to one lane. Close to the project site, there is no noticeable congestion along Highway 1.

The analysis of the 2013 hourly traffic counts from Caltrans supports the field observations. During the weekday AM peak hour, the Caltrans 2013 hourly counts show that there are 705 northbound vehicles and 1,439 southbound vehicles on Highway 1 just north of the intersection at Main Street. In the vicinity of the project site, the northbound AM peak hour traffic volume drops to 440 vehicles, and the southbound volume drops to 525 vehicles.

During the weekday PM peak hour, the 2013 hourly counts show that there are 1,427 northbound vehicles and 1,096 southbound vehicles on Highway 1 just north of the intersection at Main Street. In the vicinity of the project site, the PM peak hour northbound traffic volume drops to 688 vehicles, and the southbound volume drops to 632 vehicles.

The counts show that the highest traffic volume along Highway 1 in the vicinity of the project site happens during the midday hours on weekends and holidays. During the midday peak hours, the Caltrans 2013 hourly counts show that there are 1,327 northbound vehicles and 1,314 southbound vehicles on Highway 1 just north of the intersection at Main Street. In the vicinity of the project site,

the northbound AM peak hour traffic volume drops to 841 vehicles, and the southbound volume drops to 894 vehicles, which are much higher than the regular weekday peak hour volumes.





3.

Existing Plus Project Conditions

This chapter describes existing plus project traffic conditions, including the method by which project traffic is estimated. Existing plus project traffic conditions could potentially occur if the project were to be occupied prior to the other approved projects in the area. It is unlikely that this traffic condition would occur, since other approved projects expected to add traffic to the study area would likely be built and occupied during the time the project is going through the development review process.

Transportation Network Under Existing Plus Project Conditions

It is assumed in this analysis that the transportation network under existing plus project conditions would be the same as the existing transportation network.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets. These procedures are described further in the following sections.

Trip Generation

Through empirical research, data have been collected that correlate trip making to building size for various land use types. For many types of land use there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The standard trip generation rates are published in the Institute of Transportation Engineers (ITE) manual entitled *Trip Generation*, 9th Edition. The project includes a Wellness Center and an Office Park with the following components:

Wellness Center

- Housing for developmentally disabled adults and their aides: including 57 bedrooms to provide affordable housing for a maximum of 50 developmentally disabled adults and 20 staff persons.
- Gym and basketball court
- 27,500 s.f. of storage space

Office Park

- The proposed office park includes 161,263 square feet in five buildings. For purposes of the traffic study, based on parking constraints, the office park was assumed to include 64,505 s.f. of office use, 40,316 s.f. of research and development (R&D) use, 32,253 s.f. of light manufacturing use, and 24,189 s.f. of storage space. The General Office (ITE category 710) rates were applied to the proposed office use; the Research and Development (ITE category 760) rates were applied to the proposed R&D use, the ITE Manufacturing (ITE land use code 140) rates were applied to the proposed Light Manufacturing portion, and the ITE Warehousing (ITE category 150) rates were applied to the Storage space because these rates best represent the project description..

The estimated peak-hour and daily trip generation totals for the project are shown in Table 5. The project is estimated to generate 1,479 daily trips, including 199 trips (163 inbound and 36 outbound) during the AM peak hour, and 192 trips (42 inbound and 150 outbound) during the PM peak hour.

Because of the high volume of recreational traffic on weekends, the project trip generation for the Saturday peak hour also was estimated. The standard trip generation rates for Saturday published in the Institute of Transportation Engineers (ITE) manual entitled *Trip Generation*, 9th Edition were used to calculate the project trips. The Saturday trips for the office park are fairly low because most of the businesses typically would be closed. It is assumed that the trip generation for the Wellness Center would be the same on weekends versus weekdays. It was estimated that the proposed project would generate 64 trips during the midday peak hour on Saturdays (see Table 6).

**Table 5
Project Trip Generation Estimates - Weekday**

Land Use	ITE Code	Size	Daily Trip Rates	Daily Trips	AM Peak Hour			PM Peak Hour				
					Pk-Hr Rate	Trips		Pk-Hr Rate	Trips			
					In	Out	Total	In	Out	Total		
Office Park												
Office Building ¹	710	64,505 s.f.	11.03	711	1.56	89	12	101	1.49	16	80	96
Research & Development ²	760	40,316 s.f.	8.11	327	1.22	41	8	49	1.07	6	37	43
Storage ³	150	24,189 s.f.	3.56	86	0.30	6	1	7	0.32	2	6	8
Light Manufacturing ⁴	140	32,253 s.f.	3.82	123	0.73	18	6	24	0.73	8	16	24
Office Park Total		161,263		1,248		154	27	181		32	139	171
Wellness Center												
Storage ³	150	27,500 s.f.	3.56	98	0.30	7	1	8	0.32	2	7	9
Apartments ⁵	220	20 units	6.65	133	0.51	2	8	10	0.62	8	4	12
Wellness Center Total				231		9	9	18		10	11	21
Total Project Trips				1,479		163	36	199		42	150	192

Notes:

- ¹ Rate base on ITE Land Use Code 710 (General Office), average rates used.
 - ² Rate base on ITE Land Use Code 760 (Research & Development), average rates used.
 - ³ Rate base on ITE Land Use Code 150 (Warehousing), average rates used.
 - ⁴ Rate base on ITE Land Use Code 140 (Manufacturing), average rates used.
 - ⁵ Rates base on ITE Land Use Code 220 (Apartment), average rates used.
- Source: ITE Trip Generation, 9th Edition 2012.

**Table 6
Project Trip Generation Estimates - Saturday**

Land Use	ITE Code	Size	Daily Trip Rates	Daily Trips	Midday Peak Hour					
					Pk-Hr Rate	Splits		Trips		Total
						In	Out	In	Out	
Office Park										
Office Building ¹	710	64,505 s.f.	2.46	159	0.43	54%	46%	15	13	28
Research & Development ²	760	40,316 s.f.	1.90	77	0.24	50%	50%	5	5	10
Storage ³	150	24,189 s.f.	1.23	30	0.13	64%	36%	2	1	3
Light Manufacturing ⁴	140	32,253 s.f.	1.49	48	0.28	50%	50%	5	4	9
Office Park Total		161,263		313				27	23	50
Wellness Center										
Storage ³	150	27,500 s.f.	1.23	34	0.13	64%	36%	2	2	4
Apartments ⁵	220	20 units	6.39	128	0.52	50%	50%	5	5	10
Wellness Center Total				162				7	7	14
Total Project Trips				475				34	30	64

Notes:

- ¹ Rate base on ITE Land Use Code 710 (General Office), average rates for Saturday used.
 - ² Rate base on ITE Land Use Code 760 (Research & Development), average rates for Saturday used.
Directional split is not available for peak hour, used daily values.
 - ³ Rate base on ITE Land Use Code 150 (Warehousing), average rates for Saturday used.
 - ⁴ Rate base on ITE Land Use Code 140 (Manufacturing), average rates for Saturday used.
Directional split is not available for peak hour, used daily values.
 - ⁵ Rates base on ITE Land Use Code 220 (Apartment), average rates for Saturday used.
Directional split is not available for peak hour, used daily values.
- Source: ITE Trip Generation, 9th Edition.

Project Trip Distribution and Assignment

The trip distribution pattern for the proposed project was estimated based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. Separate trip distribution patterns were developed for the Office Park (including office, R&D, light manufacturing, and storage) and apartment components of the proposed project. It was assumed that 20% of the project trips would be added to SR 92. However, the project would add jobs to a residential area and potentially might reduce the work trips on SR 92. During the AM peak, most of the project trips would travel westbound on SR 92 to the project site, which is the non-peak direction. During the PM peak, project trips would also travel the non-peak direction on SR 92. Therefore, the project impact on SR 92 might be less than the analysis presented in this report.

In determining the trip distribution patterns for vehicles traveling from the project site to northbound Highway 1, Hexagon conducted travel time runs from the proposed project site to northbound Highway 1 using two different routes: 1) the first route was northbound Airport Street to eastbound Cypress Avenue to northbound Highway 1; 2) the second route was southbound Airport Street to eastbound Cornell Avenue to eastbound Prospect Way to northbound Capistrano Road to northbound Highway 1. The travel time runs showed that the northbound Airport Street route took half the time of the southbound Airport Street route (three minutes as opposed to six minutes). As a result, Hexagon assumed that vehicular traffic traveling from the project site to northbound Highway 1 would proceed north on Airport Street to Cypress Avenue and turn left onto Highway 1.

The peak-hour trips generated by the project were assigned to the roadway system in accordance with the trip distribution pattern shown. The trip distribution patterns are shown graphically on Figures 7 and 8. Figure 9 shows the assignment of project trips at each study intersection.



Existing Plus Project Traffic Volumes

The project trips were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 10). Traffic volumes for all components of traffic are tabulated in Appendix C.





Figure 7
Project Trip Distribution
Pattern for Office Park



LEGEND



-  = Site Location
-  = Study Intersection

Figure 8
Project Trip Distribution
Pattern for Apartments

Big Wave North Parcel Alternative

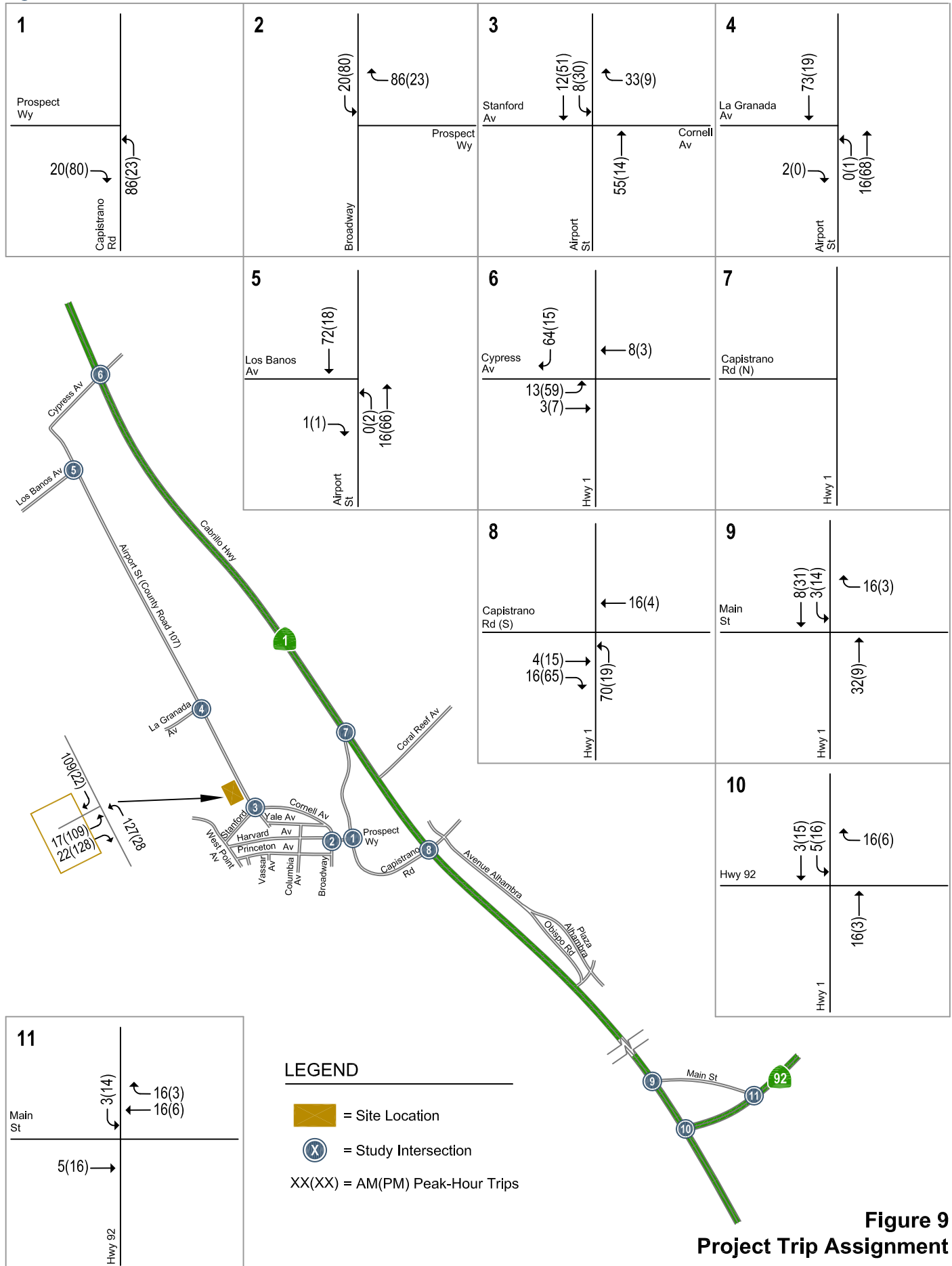


Figure 9
Project Trip Assignment

Big Wave North Parcel Alternative

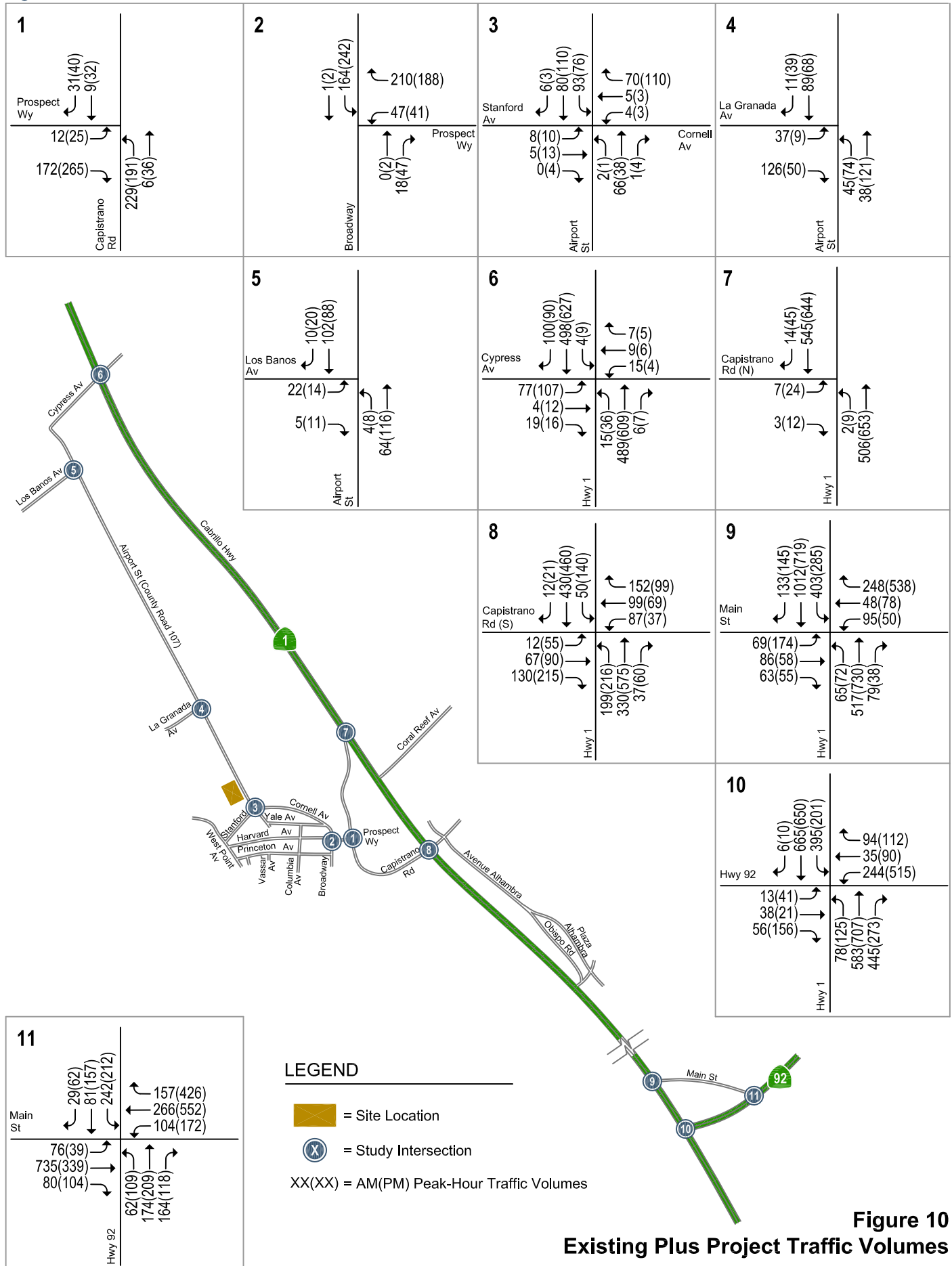


Figure 10
Existing Plus Project Traffic Volumes

Existing Plus Project Intersection Levels of Service

The results of the intersection level of service analysis under existing plus project conditions for weekdays are summarized in Table 7. The results show that all of the study intersections would operate at an acceptable LOS C or better, except for the intersection at Highway 1 and Cypress Avenue. The eastbound left-turn movement at the intersection of Highway 1 and Cypress Avenue is shown to operate at LOS F with a delay of 51.6 seconds during the AM peak hour. During the PM peak hour, the projected volume increases are so high that the LOS software cannot accurately calculate the delay, but the increase would be more than 4 seconds. Hexagon found that there are no improvements possible at this intersection to improve this LOS F other than signalization or installation of a roundabout. The level of service calculation sheets are included in Appendix D.

Table 7
Existing Plus Project Intersection Levels of Service - Weekday

Study Number	Intersection	Peak Hour	Existing		Existing + Project					
			Average Delay (sec.)	Worst Delay (sec.)	Average Delay (sec.)	Worst Delay (sec.)				
1	Prospect Way and Capistrano Rd (Unsignalized)	AM	7.5	A	9.4	A	7.8	A	9.7	A
		PM	7.2	A	10.4	B	8.0	A	11.0	B
2	Broadway and Prospect Way (Unsignalized)	AM	8.4	A	10.2	B	9.0	A	10.6	B
		PM	8.1	A	10.4	B	8.6	A	11.3	B
3	Airport St and Stanford Ave/Cornell Ave (Unsignalized)	AM	5.3	A	11.3	B	4.9	A	12.8	B
		PM	6.0	A	10.7	B	5.4	A	12.2	B
4	Airport St and La Granada Ave (Unsignalized)	AM	7.3	A	9.4	A	5.7	A	10.1	B
		PM	4.1	A	9.5	A	3.2	A	9.4	A
5	Airport St and Los Banos Ave (Unsignalized)	AM	2.3	A	9.1	A	1.4	A	9.6	A
		PM	1.6	A	9.2	A	1.2	A	9.6	A
6	SR 1 and Cypress Ave (Unsignalized)	AM	3.3	A	36.5	E	5.0	A	51.6	F
		PM	4.3	A	78.8	F	28.8	B	(1)	F
7	SR 1 and Capistrano Rd (N) (Unsignalized)	AM	0.2	A	17.8	C	0.2	A	17.8	C
		PM	0.6	A	24.3	C	0.6	A	24.3	C
8	SR 1 and Capistrano Road (S)	AM	14.9	B	--	--	16.1	B	--	--
		PM	14.8	B	--	--	15.0	B	--	--
9	SR 1 and Main St	AM	30.7	C	--	--	31.0	C	--	--
		PM	32.5	C	--	--	32.9	C	--	--
10	SR 1 and SR 92 *	AM	24.5	C	--	--	24.8	C	--	--
		PM	23.5	C	--	--	23.6	C	--	--
11	Main St and SR 92 *	AM	22.6	C	--	--	22.6	C	--	--
		PM	19.7	B	--	--	19.9	B	--	--

Notes:
 * Denotes CMP intersection
Bold indicates a substandard level of service.
Bold indicates a significant project impact.
 (1) indicates the delay cannot be calculated, V/C >1.0

During the midday peak hour on Saturday, the results of the level of service analysis show that all of the study intersections would operate at an acceptable LOS C or better, except for the intersection at Highway 1/Cypress Avenue and Highway 1/Capistrano Road (N). The eastbound left-turn movement at the intersection of Highway 1 and Cypress Avenue is shown to operate at LOS F. The eastbound left-turn movement at the intersection of Highway 1 and Capistrano Road (N) is shown to operate at LOS E.

Table 8
Existing Plus Project Intersection Levels of Service - Saturday

Study Number	Intersection	Peak Hour	Count Date	Existing				Existing Plus Project			
				Average		Worst		Average		Worst	
				Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
6	SR 1 and Cypress Ave <i>(Unsignalized)</i>	Midday	05/24/14	6.9	A	137.2	F	12.3	B	(1)	F
7	SR 1 and Capistrano Rd (N) <i>(Unsignalized)</i>	Midday	05/24/14	1.4	A	38.9	E	1.4	A	38.9	E
8	SR 1 and Capistrano Road (S)	Midday	05/24/14	18.6	B	--	--	18.8	B	--	--
9	SR 1 and Main St	Midday	05/24/14	32.8	C	--	--	33.2	C	--	--
10	SR 1 and SR 92 *	Midday	05/24/14	28.4	C	--	--	28.7	C	--	--
11	Main St and SR 92 *	Midday	05/24/14	22.6	C	--	--	22.8	C	--	--

Notes:
 * Denotes CMP intersection
Bold indicates a substandard level of service.
 (1) indicates the delay cannot be calculated, V/C >1.0

Traffic on Highway 1

The project would add very little, if any, traffic to Highway 1 along the Airport segment. Traffic to and from the north would use Cypress Avenue to get to and from Highway 1. Traffic to and from the south would use Capistrano Road to get to and from Highway 1. The impact of the project to the highway operations is reflected in the intersection analyses.

The counts show that the highest traffic volume along Highway 1 in the vicinity of the project site happens on weekends and holidays. Because the office/industrial park component of the project would generate little traffic on weekends, its impact to Highway 1 on weekends would be minimal. The Wellness Center would also have little impact on traffic volumes on weekends and holidays simply because it generates so little traffic during any time period. The developmentally disabled residents of the proposed apartments would not drive and therefore would not generate traffic at any time. The proposed project provides space for staff of the Wellness Center to live on-site, so there is expected to be relatively little traffic generated by employees, either. Further, trips taken by employees on weekends and holidays are likely to have a different trip distribution pattern than recreational traffic, i.e., Wellness Center employees may head eastbound “over the hill” on Hwy 92 or north on Hwy 1 early in the day, whereas recreational traffic flows in the opposite direction in the mornings. The reverse patterns would occur at the end of the day. Thus, the proposed project’s impact on traffic volumes and intersection levels of service on weekends and holidays would be negligible.

CMP Policy

As the regional administrator of the San Mateo Countywide Congestion Management Program (CMP), the City/County Association of Governments (C/CAG) requires new development projects to limit their impact on regional roadway facilities. According to C/CAG CMP guidelines:

Local jurisdictions must ensure that the developer and/or tenants will reduce the demand for all new peak hour trips (including the first 100 trips) projected to be generated by the development. The local jurisdiction can select one or more of the options that follow or may

propose other methods for mitigating the trips. It is up to the local jurisdiction working together with the project sponsor to choose the method(s) that will be compatible with the intended purpose of the project and the community that it will serve.

This project would add more than 100 trips to Highway 1 which is a CMP facility. Therefore, this project will need to prepare and submit a trip reduction plan in accordance with the C/CAG guideline.

Site Access and Circulation

The site access and circulation review is based on the site plan dated 5/28/2014 by Macleod and Associates. The site access was evaluated in accordance with generally accepted traffic engineering standards. Access to the north parcel project site would be provided by two full access driveways and one inbound only driveway on Airport Street. Because of the relatively low traffic volume on Airport Street, vehicles would experience no delays or queuing going into or out of the site.

Access to the south parcel project site, where the boat storage is located, would be provided by one full access driveway on Airport Street. The south parcel also includes public beach parking in diagonal spaces separated from Airport Street by islands.

The onsite circulation was reviewed in accordance with generally accepted traffic engineering standards. The plan shows good on-site circulation.

Bicycle access to the site is adequate. Airport Street is a designated bike route. While it doesn't have bike lanes or shoulders, it has relatively low traffic volume, even with the project. Pedestrian access to the site is limited. There are no sidewalks on any of the streets south of the site. However, this is a largely industrial area with few walking destinations. There is a sidewalk on the west side of Airport Street north of the site. The project proposes a sidewalk along its frontage. This sidewalk should be made to connect to the existing sidewalk. That would create a continuous sidewalk to the nearby bus stop at La Granada Lane.





4. Background Conditions



This chapter describes background traffic conditions, which are defined as conditions with the addition of traffic from approved but not constructed projects in the area. Traffic volumes for background conditions comprise volumes from the existing traffic counts plus traffic generated by approved projects in the vicinity of the site. Hexagon also applied a 2% per year growth factor for two years to the volumes on SR 1 and SR 92 to account for general traffic growth in the area. This chapter describes the procedure used to determine approved traffic volumes and the resulting traffic conditions.



Background Transportation Network

It is assumed in this analysis that the transportation network under background conditions would be the same as the existing transportation network.

Approved Developments



Table 9 lists the approved but not-yet-completed developments in the project vicinity, which would add traffic to the roadway network under background conditions. The list was obtained from the County of San Mateo Planning Department. Projected traffic volumes associated with the approved developments were estimated based on the project size (dwelling units or square footage) using ITE trip generation rates, and project trips were assigned to the study roadway network.

These approved trips are tabulated in the Volume Summary Tables in Appendix C.



Background Traffic Volumes

Background peak-hour traffic volumes were calculated by adding to existing volumes the estimated traffic from approved but not yet constructed developments and by applying a 2% per year growth factor for two years to the volumes on SR 1 and SR 92 to account for general traffic growth in the area. Background traffic volumes are shown on Figure 11.



Background Intersection Levels of Service

The results of the intersection level of service analysis under existing and background conditions are summarized in Table 10. The results show that all of the study intersections would operate within the adopted level of service standard, except for the intersection at Highway 1 and Cypress Avenue. The eastbound left-turn movement at the intersection of Highway 1 and Cypress Avenue is



shown to operate at LOS E with a delay of 41.3 seconds during the AM peak hour and at LOS F with a delay of 96.1 seconds during the PM peak hour under Background Conditions. The level of service calculation sheets are included in Appendix D.

**Table 9
Approved Project List**

Address	Case	Status	Project Description
332 and 334 Princeton	BLD2011-00237	Under Construction	New 5,100 sf mixed-use building for office and residence
102 California	BLD2009-00009	Under Construction	new 2-story warehouse (1,981 sf) & office (400 sf)
105 California	BLD2013-00366	Under Construction	New 2,755 sf warehouse
134 Harvard	PLN2009-00339	Approved and not expired	New 5,820 sf warehouse/storage

**Table 10
Intersection Levels of Service Under Background Conditions**

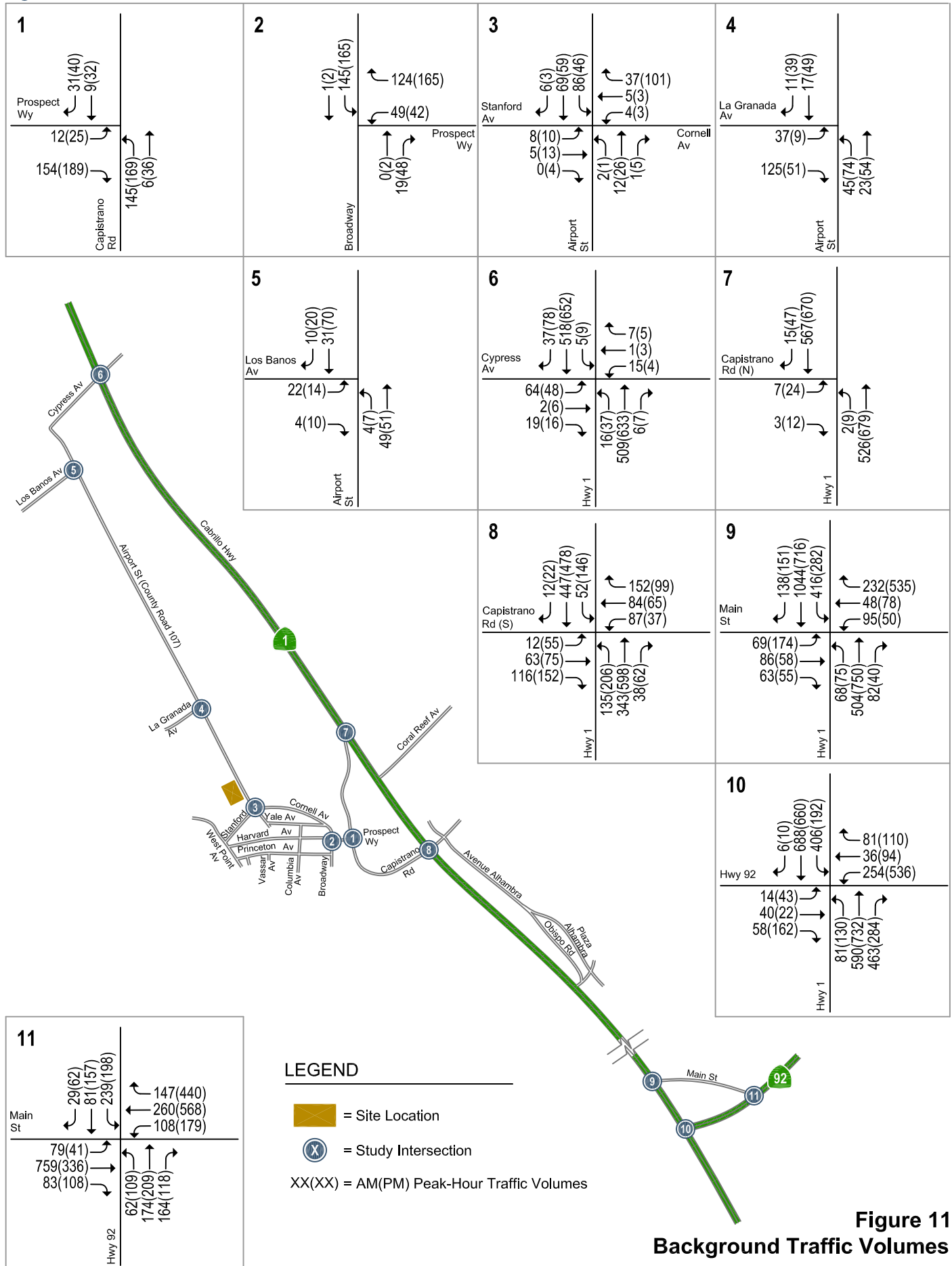
Study Number	Intersection	Peak Hour	Existing				Background			
			Average		Worst		Average		Worst	
			Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
1	Prospect Way and Capistrano Rd (Unsignalized)	AM	7.5	A	9.4	A	7.5	A	9.4	A
		PM	7.2	A	10.4	B	7.3	A	10.4	B
2	Broadway and Prospect Way (Unsignalized)	AM	8.4	A	10.2	B	8.5	A	10.2	B
		PM	8.1	A	10.4	B	8.1	A	10.5	B
3	Airport St and Stanford Ave/Cornell Ave (Unsignalized)	AM	5.3	A	11.3	B	5.3	A	11.4	A
		PM	6.0	A	10.7	B	5.9	A	10.8	B
4	Airport St and La Granada Ave (Unsignalized)	AM	7.3	A	9.4	A	7.2	A	9.4	A
		PM	4.1	A	9.5	A	4.1	A	9.2	A
5	Airport St and Los Banos Ave (Unsignalized)	AM	2.3	A	9.1	A	2.2	A	9.1	A
		PM	1.6	A	9.2	A	1.6	A	9.2	A
6	SR 1 and Cypress Ave (Unsignalized)	AM	3.3	A	36.5	E	3.6	A	41.3	E
		PM	4.3	A	78.8	F	5.1	A	96.1	F
7	SR 1 and Capistrano Rd (N) (Unsignalized)	AM	0.2	A	17.8	C	0.2	A	18.5	C
		PM	0.6	A	24.3	C	0.6	A	25.8	D
8	SR 1 and Capistrano Road (S)	AM	14.9	B	--	--	15.1	B	--	--
		PM	14.8	B	--	--	15.3	B	--	--
9	SR 1 and Main St	AM	30.7	C	--	--	31.5	C	--	--
		PM	32.5	C	--	--	33.3	C	--	--
10	SR 1 and SR 92 *	AM	24.5	C	--	--	25.9	C	--	--
		PM	23.5	C	--	--	25.6	C	--	--
11	Main St and SR 92 *	AM	22.6	C	--	--	23.2	C	--	--
		PM	19.7	B	--	--	19.9	B	--	--

Notes:

* Denotes CMP intersection

Bold indicates a substandard level of service.

Big Wave North Parcel Alternative





5. Background Plus Project Conditions

This chapter describes near-term traffic conditions that most likely would occur when the project is complete. It includes a description of the significance criteria used to establish what constitutes a project impact, the method by which project traffic is estimated, and any impacts caused by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts. This traffic scenario represents a more congested traffic condition than the existing plus project scenario, since it includes traffic generated by approved but not yet built projects in the area.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis, the criteria used to determine significant impacts on study intersections are based on County of San Mateo Traffic Impact Study Requirements (9/1/2013).

Intersection Currently in Compliance with LOS Standard

A project will be considered to have a significant impact if the project will cause the intersection to operate at a level of service that violates the standard overall LOS of 'C' with no individual movement operating at worse than 'D'. On occasion, level of service 'D' may be allowed for peak periods in very dense urban conditions at the County's discretion.

Intersection Currently Not in Compliance with LOS Standard

A project will be considered to have a significant impact if the project will cause the intersection to operate at a level of service that violates the standard LOS mentioned above and the proposed project increases average control delay at the intersection by four (4) seconds or more.

CMP Intersection

The intersections of Highway 1/SR 92 and Main Street/SR 92 are San Mateo County Congestion Management Program (CMP) intersections. The San Mateo County of Governments (C/CAG) has developed LOS standards for roadways on the designated CMP network. The Highway 1 and SR 92 intersection has a CMP LOS standard of LOS E and the intersection of Main Street/SR 92 has a CMP LOS standard of LOS F. Significant traffic impacts at CMP intersections are defined to occur when the addition of new project traffic causes:

- Peak hour intersection operations to deteriorate from an acceptable level (LOS E or better) to an unacceptable level (LOS F); or

- Exacerbation of unacceptable operations by increasing the average critical delay by four (4) seconds or more at an intersection operating at LOS F.

Background Plus Project Conditions Transportation Network

It is assumed in this analysis that the transportation network under background plus project conditions, including roadways and intersection lane configurations, would be the same as that described under existing conditions.

Project Trip Estimates

As previously described in Chapter 3 (see Table 5), the project is estimated to generate 1,479 daily trips, including 199 trips (163 inbound and 36 outbound) during the AM peak hour, and 192 trips (42 inbound and 150 outbound) during the PM peak hour.

Background Plus Project Traffic Volumes

The peak hour trips generated by the project were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 12). The project trips were assigned to the roadway system in accordance with the trip distribution pattern discussed in Chapter 3. Traffic volumes for all components of traffic are tabulated in Appendix C.



Big Wave North Parcel Alternative

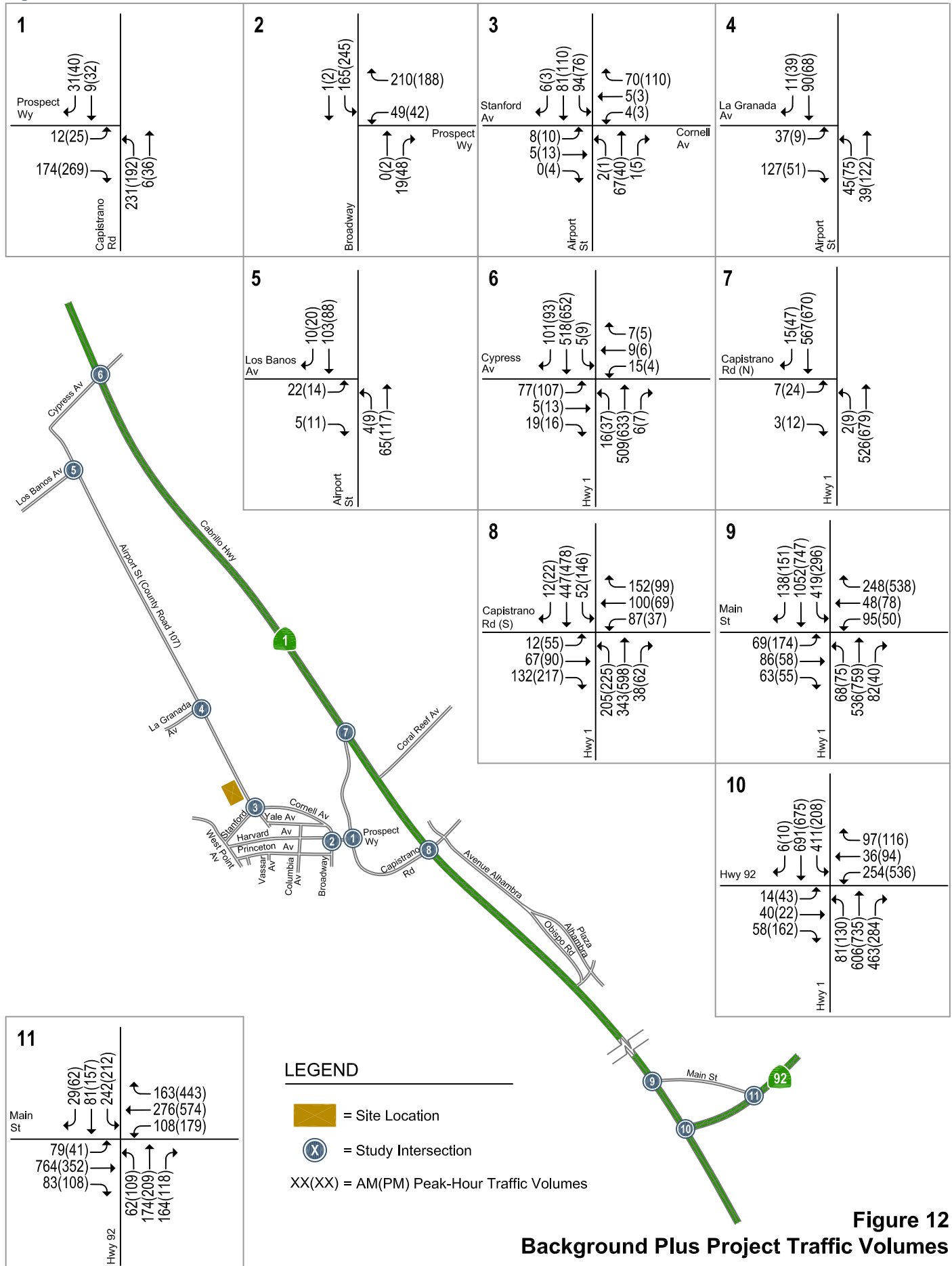


Figure 12
Background Plus Project Traffic Volumes

Background Plus Project Intersection Level of Service Analysis

The results of the intersection level of service analysis under background plus project conditions are summarized in Table 11. The results of the level of service calculations show that under background plus project conditions, all of the study intersections would continue to operate at acceptable levels of service, except for the intersection at Highway 1 and Cypress Avenue. Under background conditions, there would be a 41.3 second delay during the AM peak hour and a 96.1 second delay during the PM peak hour for the worst movement (eastbound left) of the Cypress Avenue at Highway 1 intersection. This delay would increase with the addition of the project. The delay for this movement would be 19.6 seconds more than without the project during the AM peak hour. During the PM peak hour, the projected volume increases are so high that the LOS software cannot accurately calculate the delay, but the increase would be more than 4 seconds. This constitutes a significant project impact according to the County LOS standards.

Table 11
Background plus Project Intersection Levels of Service

Study Number	Intersection	Peak Hour	Background				Background + Project			
			Average		Worst		Average		Worst	
			Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
1	Prospect Way and Capistrano Rd (Unsignalized)	AM	7.5	A	9.4	A	7.8	A	9.8	A
		PM	7.3	A	10.4	B	8.0	A	11.0	B
2	Broadway and Prospect Way (Unsignalized)	AM	8.5	A	10.2	B	9.0	A	10.7	B
		PM	8.1	A	10.5	B	8.6	A	11.4	B
3	Airport St and Stanford Ave/Cornell Ave (Unsignalized)	AM	5.3	A	11.4	A	4.9	A	12.8	B
		PM	5.9	A	10.8	B	5.3	A	12.2	B
4	Airport St and La Granada Ave (Unsignalized)	AM	7.2	A	9.4	A	5.7	A	10.1	B
		PM	4.1	A	9.2	A	3.3	A	9.4	A
5	Airport St and Los Banos Ave (Unsignalized)	AM	2.2	A	9.1	A	1.4	A	9.6	A
		PM	1.6	A	9.2	A	1.2	A	9.6	A
6	SR 1 and Cypress Ave (Unsignalized)	AM	3.6	A	41.3	E	5.6	A	60.9	F
		PM	5.1	A	96.1	F	34.1	B	(1)	F
7	SR 1 and Capistrano Rd (N) (Unsignalized)	AM	0.2	A	18.5	C	0.2	A	18.5	C
		PM	0.6	A	25.8	D	0.6	A	25.8	D
8	SR 1 and Capistrano Road (S)	AM	15.1	B	--	--	16.3	B	--	--
		PM	15.3	B	--	--	15.4	B	--	--
9	SR 1 and Main St	AM	31.5	C	--	--	31.9	C	--	--
		PM	33.3	C	--	--	33.9	C	--	--
10	SR 1 and SR 92 *	AM	25.9	C	--	--	26.2	C	--	--
		PM	25.6	C	--	--	25.8	C	--	--
11	Main St and SR 92 *	AM	23.2	C	--	--	23.3	C	--	--
		PM	19.9	B	--	--	20.1	C	--	--

Notes:

* Denotes CMP intersection

Bold indicates a substandard level of service.

Bold indicates a significant project impact.

(1) indicates the delay cannot be calculated, V/C >1.0



Mitigation

The significant impact could be mitigated with the installation of a traffic signal or roundabout, as described below. The proposed significant impact and mitigations at the intersection of Highway 1 and Cypress Avenue fall within Caltrans' right of way. Therefore, approval of the proposed mitigation measures would be required from Caltrans. The approved mitigation measures should be constructed by the applicant as part of the project before occupancy.



Signal Warrant Analysis

With the project, the peak hour signal warrant would be met at the intersection of Highway 1 at Cypress Avenue. With signalization, this intersection would operate at LOS C under both the AM and the PM peak hours. Under signalized conditions, the existing roadway geometry would be adequate to handle the anticipated traffic demand. It is not advisable to install a traffic signal prior to a warrant being met, and the warrant is not met under existing conditions. The signal warrant analysis sheets are included in Appendix D.



Roundabout

Caltrans now considers roundabouts whenever evaluating potential intersection improvements. The roundabout analysis at the intersection of Highway 1 and Cypress Avenue shows that a one-lane roundabout would operate with acceptable delay and LOS during the AM and PM peak hour under all project conditions on weekdays. During the midday peak hour on Saturday, there would be a need for a by-pass lane for the southbound right-turn traffic in order for the intersection to operate at an acceptable level of service C under existing plus project conditions. The roundabout analysis calculation sheets are included in Appendix D. Hexagon has not evaluated whether the intersection is large enough to accommodate a roundabout or whether additional right-of-way would be required.



The roundabout analysis calculation sheets are included in Appendix D.





6. Cumulative Conditions

This chapter presents a summary of the traffic conditions that would occur under cumulative plus project conditions with a 20 year horizon. It is assumed in this analysis that the transportation network under cumulative conditions would be the same as described under existing conditions.

Cumulative Condition Traffic Volumes

Traffic volumes under cumulative plus project conditions were estimated using the San Mateo County Travel Demand Model long range forecast in the study area, which represents cumulative with project conditions. The increases on the model estimated link volumes between base year and future year were applied to the existing counts to get the cumulative condition volumes. For those intersections where the model forecasted volume increase are less than the added trips by the proposed project, project trips were added to the come up the cumulative condition volumes.

Traffic volumes under cumulative no project conditions were estimated by subtracting the project trips from the cumulative plus project volumes. The peak hour cumulative no project traffic volumes are shown on Figure 13 and the cumulative with project traffic volumes are shown on Figure 14.

Traffic volumes for all components of traffic are tabulated in Appendix C.

Cumulative Plus Project Conditions Intersection Levels of Service

The intersection levels of service under Cumulative No Project and Cumulative Plus Project Conditions are summarized in Table 12. The level of service calculation sheets are included in Appendix C. The results of the level of service calculations show that under cumulative plus project conditions, eight of the eleven study intersections would continue to operate at levels of service C or better. At the intersection of Highway 1 and Cypress Avenue, the LOS software cannot accurately calculate the delay due to the high volumes in the future during both AM and PM peak hours. The increase in delay would be more than 4 seconds. This constitutes a significant project impact according to the County LOS standards. The same mitigation measures as proposed under Background Plus Project conditions would be required under Cumulative Plus Project conditions. Any improvements at this intersection would need approval from Caltrans. The approved mitigation measures should be constructed by the applicant as part of the project before occupancy.

At the intersection of Highway 1 and Capistrano (North), the worst movement (eastbound left-turn) delay would increase to 46.7 seconds with LOS E during the PM peak hour under both no project and with project conditions, which is due to the traffic growth in the overall area. As shown in the trip distribution pattern, the project would not add any traffic to this movement.

The intersection at Highway 1 and Main Street would operate at LOS E during the PM peak hour under cumulative no project and cumulative plus project conditions. The deficiency would be caused mostly by overall traffic growth with a small contribution from the project. The project would cause an increase in average delay by two seconds during the PM peak hour, which would not be a significant impact based on the impact criteria. If any improvements are planned for this intersection, it would be appropriate for the project to make a fair share contribution toward the cost of improvements.

Table 12
Cumulative with Project Intersection Level of Service

Study Number	Intersection	Peak Hour	Cumulative No Project				Cumulative + Project			
			Average		Worst		Average		Worst	
			Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
1	Prospect Way and Capistrano Rd (Unsignalized)	AM	5.9	A	9.4	A	6.6	A	9.7	B
		PM	7.3	A	10.7	B	8.1	A	11.3	B
2	Broadway and Prospect Way (Unsignalized)	AM	8.7	A	10.5	A	9.3	A	11.0	B
		PM	8.4	A	10.7	B	8.9	A	11.8	B
3	Airport St and Stanford Ave/Cornell Ave (Unsignalized)	AM	5.7	A	12.0	B	5.3	A	13.6	B
		PM	6.4	A	11.0	B	5.8	A	12.5	B
4	Airport St and La Granada Ave (Unsignalized)	AM	7.0	A	9.7	A	5.8	A	10.4	B
		PM	4.1	A	9.2	A	3.2	A	9.4	A
5	Airport St and Los Banos Ave (Unsignalized)	AM	1.9	A	9.3	A	1.3	A	9.8	A
		PM	1.6	A	9.2	A	1.2	A	9.6	A
6	SR 1 and Cypress Ave (Unsignalized)	AM	35.4	C	(1)	F	61.0	F	(1)	F
		PM	(1)	F	(1)	F	(1)	F	(1)	F
7	SR 1 and Capistrano Rd (N) (Unsignalized)	AM	0.2	B	34.4	D	0.2	A	34.4	D
		PM	0.8	A	46.7	E	0.8	A	46.7	E
8	SR 1 and Capistrano Road (S)	AM	19.9	B	--	--	21.7	C	--	--
		PM	20.2	C	--	--	20.4	C	--	--
9	SR 1 and Main St	AM	39.7	D	--	--	42.4	D	--	--
		PM	64.0	E	--	--	66.6	E	--	--
10	SR 1 and SR 92 *	AM	31.4	C	--	--	31.9	C	--	--
		PM	49.8	D	--	--	49.9	D	--	--
11	Main St and SR 92 *	AM	23.1	C	--	--	23.2	C	--	--
		PM	28.7	C	--	--	29.2	C	--	--

Notes:

* Denotes CMP intersection

Bold indicates a substandard level of service.

Bold indicates a significant impact.

(1) indicates the delay cannot be calculated, V/C >1.0

Cumulative Signal Warrant Analysis

The peak-hour signal warrant (*MUTCD 2010*, Rural Warrant) was checked for the intersection at Highway 1 and Cypress Avenue to determine whether signalization would be justified on the basis of cumulative peak-hour volumes. The analysis showed that the study intersection of Highway 1 at Cypress Avenue would meet the peak hour signal warrant under cumulative conditions. With signalization, this intersection would operate at LOS D under the AM and PM peak hours. The signal warrant analysis sheets are included in Appendix D.



Cumulative Roundabout Analysis

The roundabout analysis at the intersection of Highway 1 and Cypress Avenue shows that a one-lane roundabout would not work well to bring an acceptable delay and LOS at this intersection during either AM or PM peak hour under cumulative plus project conditions. A detailed study about a feasible roundabout design would be recommended to accommodate future volumes. The roundabout analysis sheets are included in Appendix D.



Big Wave North Parcel Alternative

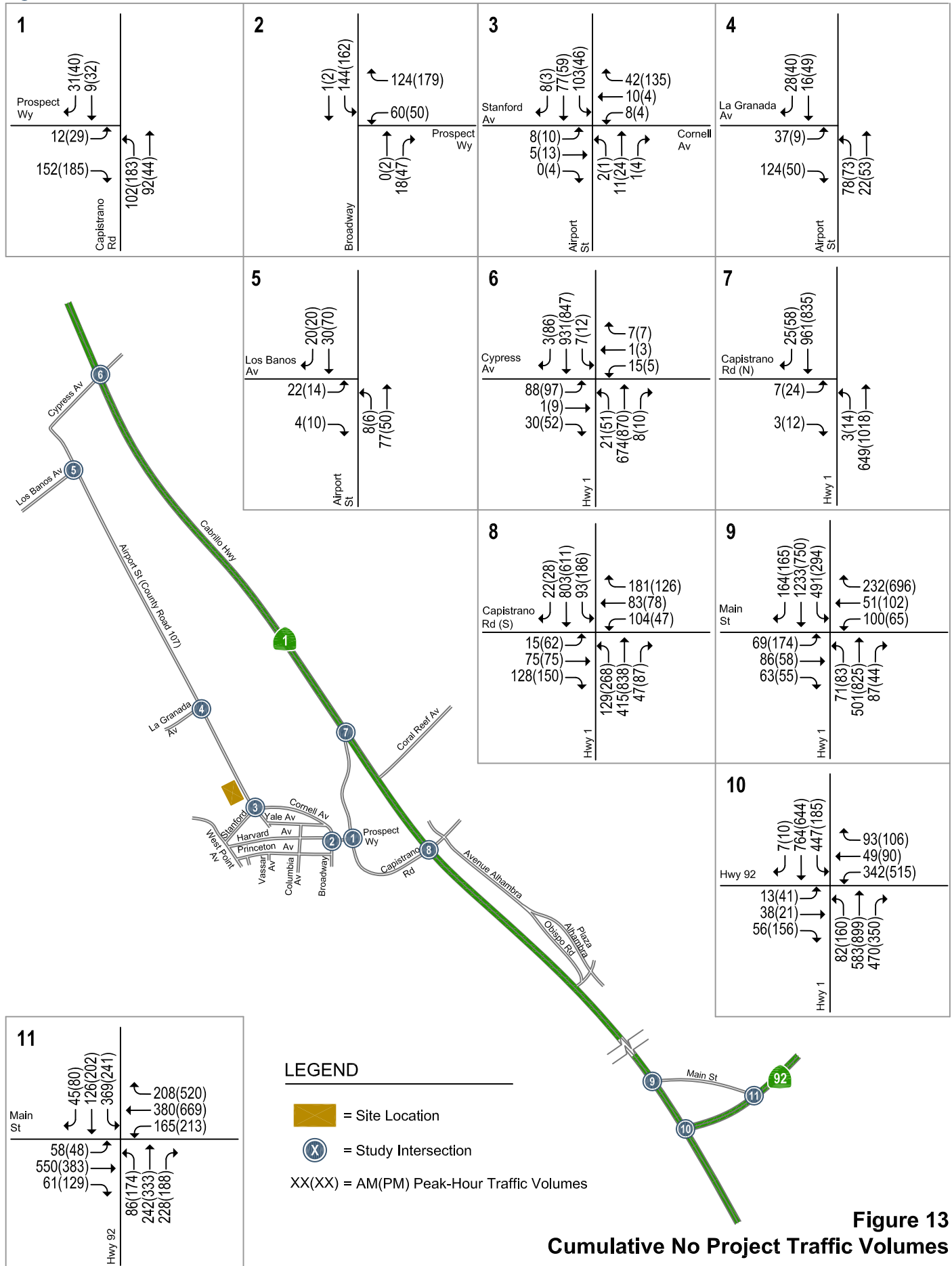


Figure 13
Cumulative No Project Traffic Volumes

Big Wave North Parcel Alternative

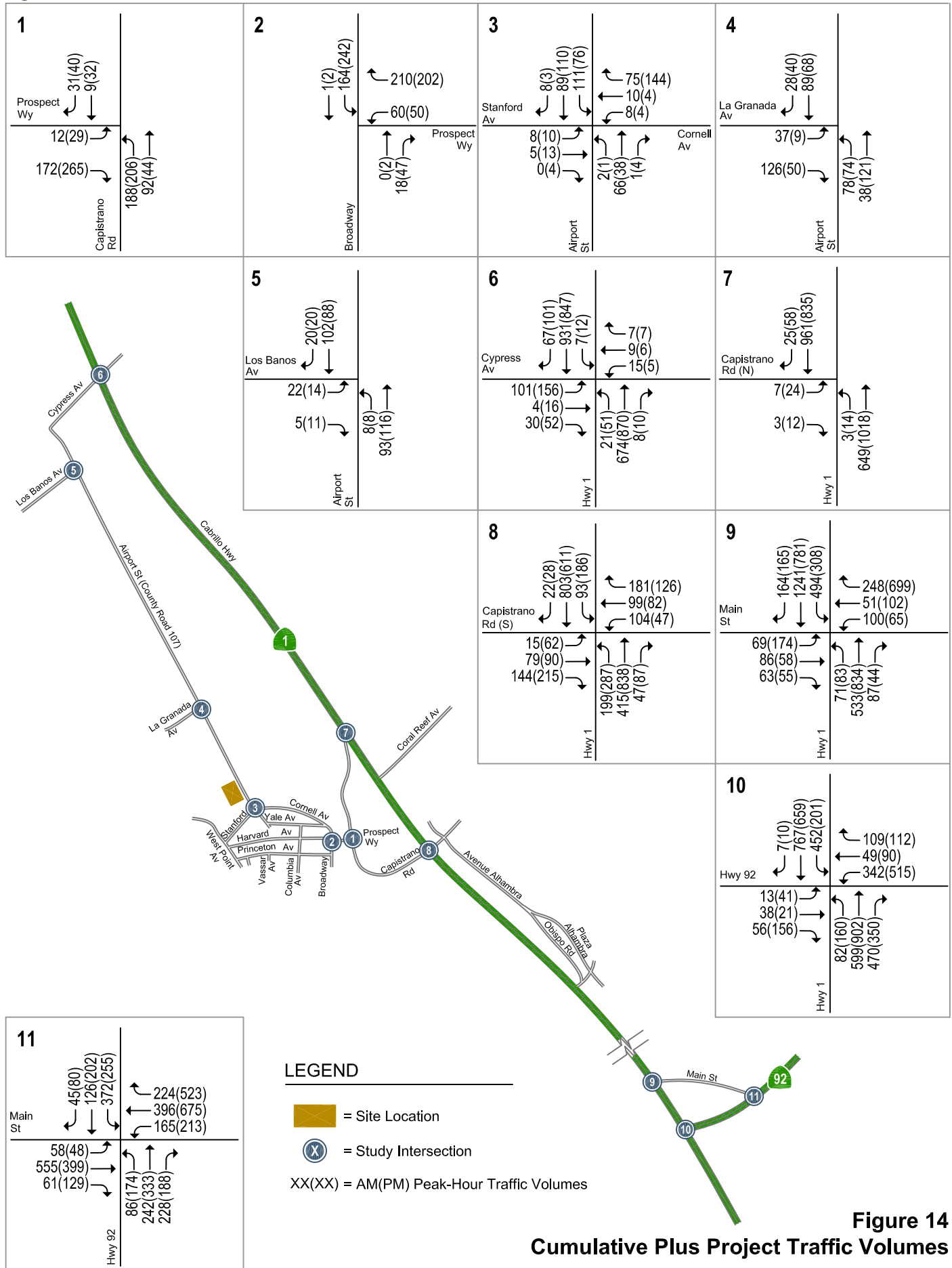


Figure 14
Cumulative Plus Project Traffic Volumes



7. Conclusions

This report presents the results of the traffic impact analysis conducted for the Big Wave Office Park and Wellness Center. The project site is located on Airport Street, north of the Princeton/Pillar Point Harbor area in unincorporated San Mateo County. The project includes a Wellness Center and an Office Park with the following components:

- Housing for developmentally disabled adults and their aides: including 57 bedrooms to provide affordable housing for a maximum of 50 developmentally disabled adults and 20 staff persons.
- Gym and basketball court
- 27,500 s.f. of storage space

In addition to the Wellness Center, the proposed project would include an Office Park, which includes 161,263 s.f. for office, research and development, light manufacturing, and storage uses. The project would have two full-access driveways and one inbound-only driveway on Airport Street. Parking for the project would be provided on site. Currently the site is vacant.

The potential impacts of the project were evaluated in accordance with the standards set forth by the County of San Mateo. The study included an analysis of AM and PM peak-hour traffic conditions at four signalized intersections and seven unsignalized intersections.

Project Trip Generation

Application of ITE standard trip generation rates to the proposed development shows that the project is estimated to generate 1,479 daily trips, including 199 trips (163 inbound and 36 outbound) during the AM peak hour, and 192 trips (42 inbound and 150 outbound) during the PM peak hour.

Project Impacts

The results of the level of service calculations show that under all project conditions, the LOS for the worst movement at the intersection at Highway 1 and Cypress Avenue would be F and the delay increase would be more than 4 seconds. This constitutes a significant project impact according to the County LOS standards.



Mitigation

Hexagon found that the significant impact could be mitigated with the installation of a traffic signal or roundabouts described below.

Signalization of Intersection at Highway 1 and Cypress Avenue

Under project conditions, the peak hour signal warrant would be met at the intersection of Highway 1 at Cypress Avenue. With a traffic signal, the Highway 1/Cypress Avenue intersection would operate at LOS C during both the AM and PM peak hours under existing plus project, background, and background plus project conditions and would operate at LOS D under cumulative plus project conditions. Under signalized conditions, the existing roadway geometry would be adequate to handle the anticipated traffic demand. It is not advisable to install a traffic signal prior to a warrant being met, and the warrant is not met under existing conditions.



Roundabout at the Intersection of Highway 1 and Cypress Avenue

Caltrans now considers roundabouts whenever evaluating potential intersection improvements. The roundabout analysis at the intersection of Highway 1 and Cypress Avenue shows that a one-lane roundabout would operate with acceptable delay and LOS during the AM and PM peak hour under background plus project conditions on weekdays. Under cumulative plus project conditions, the one-lane roundabout would not work well to bring acceptable delay and LOS at this intersection during either AM or PM peak hour. A detailed study about a feasible roundabout design would be recommended to accommodate future volume growth at this intersection. During the midday peak hour on Saturday, there would be a need for a by-pass lane for the southbound right-turn traffic in order for the intersection to operate at an acceptable level of service C under existing plus project conditions. The roundabout analysis calculation sheets are included in Appendix D. Hexagon has not evaluated whether the intersection is large enough to accommodate a roundabout or whether additional right-of-way would be required.



The proposed mitigations at the intersection of Highway 1 and Cypress Avenue fall within Caltrans' right of way. Therefore, approval of the proposed mitigation measures would be required from Caltrans. The approved mitigation measures should be constructed by the applicant as part of the project before occupancy.



Site Access and Circulation

The site access and circulation review is based on the site plan dated 5/28/2014 by Macleod and Associates. The site access was evaluated in accordance with generally accepted traffic engineering standards. Access to the north parcel project site would be provided by two full access driveways and one inbound only driveway on Airport Street. Because of the relatively low traffic volume on Airport Street, vehicles would experience no delays or queuing going into or out of the site.



Access to the south parcel project site, where the boat storage is located, would be provided by one full access driveway on Airport Street. The south parcel also includes public beach parking in diagonal spaces separated from Airport Street by islands.



The onsite circulation was reviewed in accordance with generally accepted traffic engineering standards. The plan shows good on-site circulation.



Bicycle access to the site is adequate. Airport Street is a designated bike route. While it doesn't have bike lanes or shoulders, it has relatively low traffic volume, even with the project. Pedestrian access to the site is limited. There are no sidewalks on any of the streets south of the site. However, this is a largely industrial area with few walking destinations. There is a sidewalk on the west side of Airport Street north of the site. The project proposes a sidewalk along its frontage. This sidewalk should be made to connect to the existing sidewalk. That would create a continuous sidewalk to the nearby bus stop at La Granada Lane.



ATTACHMENT C

Final Mitigation Measures

Mitigation Measure AES-4: Light Impacts to Day or Nighttime Views in the Area.	
•	Prior to the approval of final project plans, a detailed lighting plan shall be submitted to San Mateo County for review and approval, consistent with the County's requirements. The lighting plan shall prohibit light spillover across property lines and limit lighting to the minimum necessary for security and exterior lighting purposes, as determined by the Community Development Director. All lighting shall be designed to be compatible with surrounding development. The project shall not propose light sources that are atypical of the surrounding environment.
•	Reflective glass or other glaring building materials shall be discouraged. The exterior of the proposed building shall be constructed of non-reflective materials such as, but not limited to: high-performance tinted non-reflective glass, metal panel, and pre-cast concrete or cast in-place or fabricated wall surfaces. The proposed materials shall be reviewed and approved by the Community Development Director prior to approval of the Final Map.
Mitigation Measure AQ-2: Construction Emissions.	
The property owner(s) shall require the grading and construction contractor(s) to implement a dust control program. The program shall be applied to all construction activities involving grading, excavation, and use of unpaved areas for staging, extensive hauling of materials, or building demolition. The dust control program shall include the following measures:	
•	Water all active construction areas at least twice daily.
•	Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard.
•	Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
•	Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.
•	Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
•	Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for 10 days or more).
•	Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
•	Limit traffic speeds on unpaved roads to 15 miles per hour (mph).
•	Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
•	Replant vegetation in disturbed areas as quickly as possible.
•	Install wheel washers for all existing, or wash off the tires or tracks of all trucks and equipment leaving the site.

•	Limit the area subject to excavation, grading, and other construction activity at any one time.
•	Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
•	Post a publicly visible sign with the name and telephone number of the construction contractor and San Mateo County staff person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The publicly visible sign shall also include the contact phone number for the BAAQMD to ensure compliance with applicable regulations.
Mitigation Measure BIO-1a: Special-Status Species.	
A qualified biologist (hereafter, biological monitor) capable of monitoring projects with potential habitat for western pond turtle (WPT), San Francisco garter snakes (SFGS), and California red-legged frogs (CRLF) shall be present at the site, prior to any disturbance activities, as follows:	
(1)	Prior to and within three (3) days of installation of exclusion fencing (type to be determined through consultation with CDFG and USFWS), the monitor shall survey the location for the installation for the presence of WPT, SFGS and CRLF. In addition, should any burrows be observed, the burrows shall be inspected by the biologist to determine if any are being used by any of the species. Should any of these species be observed, the area shall be vacated and re-inspected in one week. If no animal use is noted, the burrows shall be carefully excavated using a small trowel or shovel. Careful prodding using a blunt object will aid in determining the course of the tunnel such that the tunnel is excavated from the sides rather than the top, reducing the potential for any injury should an animal be present. Excavated burrows with no WPT, CRLF or SFGS shall be left open so they cannot be reoccupied. If any non-listed species are located, they shall be translocated outside of the construction zone. Should any individual WPT, CRLF or SFGS be found during the field survey or excavation, the area where that individual has been found shall remain undisturbed. If any life stage of the WPT, SFGS or CRLF is found during these surveys or excavations, the Department of Fish and Wildlife and the U.S. Fish and Wildlife Service shall be contacted immediately, and activities that could result in take shall be postponed until appropriate actions are taken to allow project activities to continue.
(2)	During installation of grading and construction zone exclusion fencing, the biological monitor shall be present and will oversee the installation of all grading and construction fencing. The exclusionary fencing shall be installed on one parcel site first so that if any animals are within the grading and construction zone, they will have the opportunity to move out of the area freely.
	Immediately following installation of exclusion fencing, the biological monitor shall survey the enclosed grading and construction zone for the presence of WPT, SFGS and CRLF. If any life stage of the SFGS or CRLF is found during these surveys, the Department of Fish and Wildlife and the U.S. Fish and Wildlife Service shall be contacted immediately, and activities that could result in take shall be postponed until appropriate actions are taken to allow project activities to continue.
	The biological monitor shall be present at all times during restoration area planting activities outside the grading and construction zone and within the buffer area, to monitor for the presence of WPT, SFGS and CRLF.

	<p>The biological monitor shall prepare a training document in both English and Spanish about the animals of concern, their identification, and the methods of avoidance and reporting requirements and procedures, should the species be observed. The document shall provide photographs of the species and notification numbers for the monitor, the Department of Fish and Wildlife, and the U.S. Fish and Wildlife Service. The training document and contact information for the monitor shall be posted at the grading and construction zone and maintained in the monitoring log. All contractors, subcontractors and construction workers shall be provided a copy of the training document in advance of their respective grading and construction activities and shall be required to adhere to its contents.</p>
	<p>A highly visible warning sign shall be installed along the project perimeter. The warning sign shall be in English and Spanish and shall state: "Stay Out - Habitat Area of Federally Protected Species." A document drop shall be attached to several warning signs and stocked with a supply of training documents.</p>
	<p>The biological monitor shall conduct weekly site visits when grading and construction are occurring to verify that all construction zone exclusionary fencing is in place and functioning as intended. Any repair or maintenance to the fencing deemed necessary by the biological monitor shall be completed under the monitor's supervision. Such maintenance activities include adequate removal of vegetation at the construction fence line to ensure that vegetation "ladders" for species access are not allowed to establish.</p>
	<p>Once restoration activities are complete, the exclusion fencing shall be removed under the supervision of the biological monitor. Prior to the removal of the buffer area/restoration area fencing, permanent exclusionary measures shall be put in place to prevent special-status species movement beyond the buffer areas. Wildlife movement through the sites shall be facilitated via a buffer zone on either side of the drainage that bisects the parcels.</p>
	<p>The general contractor shall assign a crew member that will be responsible for conducting site inspections, monitoring gate opening and closing, and assuring that other species protection measures are in place and being enforced when the biological monitor is not present. The crew member shall adhere to the procedures contained in the training document and shall be able to contact the biological monitor should any violations be noted or listed species observed on-site.</p>
	<p>The biological monitor has the authority to halt all or some grading and construction activities and/or modify all or some grading and construction methods as necessary to protect habitat and individual sensitive species. The monitor shall be responsible for contacting USFWS should any endangered or threatened species be observed within the grading and construction zones.</p>
	<p>The biological monitor shall complete daily monitoring reports for each day present, to be maintained in a monitoring logbook kept on-site. Reports must contain the date and time of work, weather conditions, biological monitor's name, construction or project activity and progress performed that day, any listed species observed, any measures taken to repair and/or maintain fencing, and any grading and construction modifications required to protect habitat. The monitoring logbook with compiled reports shall be submitted to the Community Development Director upon cessation of construction as part of a construction monitoring report.</p>

Mitigation Measure BIO-1b: Special-Status Species.	
<p>Prior to any disturbance activities, Any active bird nests in the vicinity of proposed grading shall be avoided until young birds are able to leave the nest (i.e., fledged) and forage on their own. Avoidance may be accomplished either by scheduling grading and tree removal during the non-nesting period (September through February), or if this is not feasible, by conducting a pre-construction nesting bird survey. Provisions of the pre-construction survey and nest avoidance, if necessary, shall include the following:</p>	
	<p>If grading is scheduled during the active nesting period (March through August), a qualified wildlife biologist shall conduct a pre-construction nesting survey no more than 30 days prior to initiation of grading to provide confirmation on presence or absence of active nests in the vicinity.</p>
	<p>If active nests are encountered, species-specific measures shall be prepared by a qualified biologist in consultation with CDFW and implemented to prevent nest abandonment. At a minimum, grading in the vicinity of the nest shall be deferred until the young birds have fledged. A nest-setback zone shall be established via consultation with CDFW and USFWS, within which all construction-related disturbances shall be prohibited. The perimeter of the nest-setback zone shall be fenced or adequately demarcated, and construction personnel restricted from the area.</p>
	<p>If permanent avoidance of the nest is not feasible, impacts shall be minimized by prohibiting disturbance within the nest-setback zone until a qualified biologist verifies that the birds have either (a) not begun egg-laying and incubation, or (b) that the juveniles from the nest are foraging independently and capable of independent survival at an earlier date. A survey report by the qualified biologist verifying that the young have fledged shall be submitted to CDFW and USFWS prior to initiation of grading in the nest-setback zone.</p>
Mitigation Measure BIO-1c: Special-Status Species.	
<p>Project grading, construction, and staging activities shall not result in impacts to project area wetlands and/or habitat for special-status species known to occur in the vicinity of the site. The applicant's biologist has obtained a verified wetland delineation and has consulted with the regulatory agencies regarding special-status species. The property owner(s) shall continue to coordinate all project activities potentially regulated by State, Federal, and local agencies and shall obtain all necessary permits from CDFW, Corps, USFWS, and the RWQCB as required by Federal and State law to avoid, minimize or offset impacts to any species listed under either the State or Federal Endangered Species Acts or protected under any other State or Federal law.</p>	
Mitigation Measure BIO-1d: Special-Status Species.	
<p>Sensitive and general habitat features outside the limits of approved grading and development shall be protected by identifying a construction and development boundary on all project plans and prohibiting construction equipment operation within this boundary. The boundary shall be staked and flagged in the field with a highly visible color-coded system and all construction and equipment operators shall be instructed to remain outside this no-disturbance boundary for the duration of construction. This measure is in addition to the wildlife exclusion fencing described in Mitigation Measure Bio-1a and applies to the protection of all habitat features outside of the project limits.</p>	

Mitigation Measure BIO-4a: Wildlife Movement and Habitat Connectivity.	
Measures recommended in Mitigation Measures BIO-1a through BIO-1d would serve to protect important natural habitat on the site for wildlife, avoid the potential loss of bird nests, and protect sensitive natural areas. Although wildlife movement and habitat connectivity impacts were found to be less than significant, the following additional provisions shall be implemented to further protect wildlife habitat resources:	
	Fencing that obstructs wildlife movement shall be restricted to building envelopes and wildlife exclusionary fencing along special-status species protection corridors and shall not be allowed elsewhere on the site. Fencing that obstructs wildlife movement contains one or more of the following conditions: lowest horizontal is within 1.5 feet of the ground OR highest horizontal is over 6 feet OR top or bottom wire is barbed OR distance between top wires is less than 10 inches OR it combines with existing structures or fences, even on neighboring parcels, to create an obstacle to wildlife movement.
	Lighting shall be carefully designed and controlled to prevent unnecessary illumination of natural habitat on the site. Lighting shall be restricted to building envelopes, at the minimum level necessary to illuminate roadways and other outdoor areas. Lighting shall generally be kept low to the ground, directed downward, and shielded to prevent illumination into adjacent natural areas.
	Dogs and cats shall be confined to individual residences and the fenced portion of the building envelopes to minimize harassment and loss of wildlife.
	All garbage, recycling, and composting shall be kept in closed containers and latched or locked to prevent wildlife from using the waste as a food source.
Mitigation Measure CULT-2a: Archaeological Resources.	
All final improvements for the proposed project shall be designed and approved by County staff, as well as a County-approved qualified archaeologist, to avoid impacts to prehistoric archaeological site CA-SMA-151 due to the proposed development. To avoid impacts to CA-SMA-151, the archaeological site shall be excluded from disruption during project grading and construction and during project operation (excluding agricultural activities limited to soil disturbance within 6 inches of the existing grade). Avoidance shall be assured by fencing the site perimeter (to be confirmed by a County-approved qualified archaeologist or licensed surveyor prior to any start of grading) to exclude construction equipment, particularly for grading activities. Fencing shall be removed when all construction activities are finished to avoid drawing attention to the site. Additionally, the area within the meets and bounds of identified site CA-SMA-151 shall be included in a deed restriction recorded with the County Recorder's Office that permanently protects this archaeological resource. The deed restriction shall limit uses within the site perimeter of CA-SMA-151 to farming within the existing plow zone (within 6 inches of the existing grade) and require any ground-disturbing activity or development within the cultural site perimeter to be subject to a Coastal Development Permit and meet California Environmental Quality Act (CEQA) requirements for disturbance of a mapped cultural resource.	
The site may continue to be used for growing crops, provided that no ground-disturbing activity such as ripping, plowing, disking, etc., is allowed to extend deeper than the existing plow zone (approximately 6 inches from the existing grade). Any building on the flake scatter portion of the site must avoid ground-disturbing activity below the plow zone. Prior to placing fill materials on top of the area being covered, an archaeological investigation shall be conducted to gather baseline data about the nature of the site.	

<p>Mitigation Measure CULT-2b: Archaeological Resources.</p>
<p>A qualified archaeologist, as determined by the County, who can consult with representatives of Native American tribal groups, shall monitor future ground-disturbing activities in the monitoring area north of site CA-SMA-151.</p>
<p>Mitigation Measure CULT-2c: Archaeological Resources.</p>
<p>In the event that additional subsurface archaeological resources are encountered during the course of grading and/or excavation, all development shall temporarily cease in these areas where such subsurface archaeological resources are encountered until the County Planning Department is contacted and agrees upon a qualified archaeologist to be brought onto the project site to properly assess the resources and make recommendations for their disposition. Construction activities may continue in other areas, subject to review by a qualified archaeologist and the approval of the Community Development Director. If any findings are determined to be significant by the archaeologist, they shall be subject to scientific analysis; duration/disposition of archaeological specimens as agreed to by the Native American community, landowner, and the County; and a report prepared according to current professional standards.</p>
<p>Mitigation Measure CULT-3: Paleontological Resources.</p>
<p>A qualified paleontologist, as determined by the County, shall monitor future ground-disturbing activities in native soil both on-site and off-site as related to the project. In the event that paleontological resources are discovered during grading and/or excavation, the monitor shall be empowered to temporarily halt or divert construction in the immediate vicinity of the discovery while it is evaluated for significance. Construction activities could continue in other areas. If any findings are determined to be significant by the paleontologist, they shall be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.</p>
<p>Mitigation Measure GEO-3a: Seismic-Related Ground Failure.</p>
<p>The final geotechnical investigation for the project shall evaluate the potential for cyclic densification and develop final mitigation measures, as needed to the satisfaction of the County Planning and Building Department's Geotechnical Engineer. Potential mitigation measures may include, but are not limited to: (1) over-excavating and replacing loose sandy soil with compacted engineered fill; (2) applying deep soil compaction techniques, such as DDC, RIC, or equivalent soil densification method; and (3) designing building foundations to accommodate total and differential ground settlement resulting from cyclic densification, as well as post-liquefaction settlement and consolidation ground settlement (if applicable). Approval of the report by the County Planning and Building Department's Geotechnical Engineer shall be obtained prior to issuance of building permits for construction.</p>
<p>Mitigation Measure GEO-3b: Seismic-Related Ground Failure.</p>
<p>Additional subsurface exploration using rotary-wash drilling methods and/or Cone Penetration Testing (CPTs) shall be performed to better characterize the subsurface conditions at the sites. Based on the results of subsurface investigation, the potential for soil liquefaction and liquefaction-induced ground failures, such as lateral spreading, post-liquefaction reconsolidation, lurch cracking, and sand boils shall be reevaluated at the site. The final geotechnical investigation report shall provide mitigation measures for liquefaction-induced hazards, to the satisfaction of the County Planning and Building Department's Geotechnical Engineer. Potential mitigation measures may include: (1) improving the soil with deep soil compaction techniques, such as DDC, RIC, or equivalent method, to reduce the liquefaction potential; (2) buildings</p>

supported on stiffened shallow foundations (i.e., footings with interlocking grade beams) bearing on a layer of well-compacted fill; (3) buildings supported on deep foundations such as drilled piers, driven piles or propriety piles (i.e., torque-down piles and auger cast piles); and (4) constructing a structural slab that spans supported between columns.

Mitigation Measure GEO-4: Total and Differential Settlement.

Additional subsurface exploration using rotary-wash drilling methods and/or CPTs and consolidation laboratory testing shall be performed to better characterize the subsurface conditions and soil properties at the site. Based on the results of subsurface investigation, total and differential ground settlement due to cyclic densification, post-liquefaction reconsolidation, and consolidation settlement due to building loads and fill placement shall be reevaluated. The final geotechnical investigation report shall provide mitigation measures for ground settlement, to the satisfaction of the County Planning and Building Department's Geotechnical Engineer. Potential mitigation measures may include: (1) improving the soil with deep soil compaction techniques, such as DDC, RIC, or equivalent method, to reduce the potential for total and differential ground settlement; (2) supporting the buildings on stiffened shallow foundations (i.e., footings with interlocking grade beams) bearing on a layer of well-compacted fill; (3) supporting the buildings on deep foundations such as drilled piers, driven piles or propriety piles (i.e., torque-down piles and auger cast piles); and (4) constructing a structural slab that spans supported between columns. If deep foundations are selected, they shall be designed to accommodate load conditions resulting from post-liquefaction reconsolidation and consolidation due to the placement of new fill (if applicable).

Mitigation Measure GEO-6: Expansive Soil.

The final geotechnical investigation shall provide an estimate of differential movement associated with the shrinking and swelling of the existing on-site expansive soil at the site, to the satisfaction of the County Planning and Building Department's Geotechnical Engineer. Mitigation measures for expansive soils may include designing the buildings to be supported on: (1) shallow foundations that rest on a layer of non-expansive engineered fill; (2) a deepened spread footing system where the proposed footings gain support at or below the depth of significant seasonal moisture fluctuation and the slab-on-grade floor will be supported on a layer non-expansive fill, as described above; (3) a stiffened foundation system, such as a reinforced concrete or post-tensioned mat, that is capable of resisting the differential movement and soil pressures associated with the expansive soil; or (4) a deep foundation system that transfers the building and slab loads to competent soil beneath the near-surface moderately to highly expansive soil layer.

Mitigation Measure GEO-7: Pervious Pavements.

The near-surface soil may consist of moderately to highly expansive clay and special subgrade preparation, and foundation and pavement design recommendations shall be required to prevent near-surface clayey soil from ponding water, and becoming saturated and weak under the proposed site loading conditions, such as foundation and traffic loads. Final design recommendations for a pervious pavement system shall be submitted as a part of the building permit application prior to system construction and shall allow surface water to percolate through the pavement without causing adverse impacts to new pavements and building foundations due to moisture fluctuations in the near-surface expansive clay, to the satisfaction of the County Planning and Building Department's Geotechnical Engineer. Potential mitigation measures may include: (1) collecting and redirecting surface and subsurface water away from the proposed building foundations; (2) using permeable base material within pavement areas; and (3) installing subdrains to collect and redirect water from areas that could adversely impact building

foundations and vehicular pavement to a suitable outlet.		
Mitigation Measure GEO-8: Review and Approval of Final Grading, Drainage, and Foundation Plans and Specifications.		
To ensure the property owner(s)'s geotechnical consultant is given the opportunity to participate in the final design and construction phases of the project, the property owner(s)'s consultant (Registered Geotechnical Engineer and Registered Engineering Geologist) shall review and approve the final grading, drainage, and foundation plans and specifications. Also, upon completion of construction activities, the property owner(s)'s consultant shall provide a final statement to the County Planning and Building Department's Geotechnical Engineer indicating whether the work was performed in accordance with project plans and specifications, and the consultant's recommendations. All mitigations and final design recommendations shall be reviewed and approved by the County prior to issuance of applicable permits and approval of the Final Map.		
Mitigation Measure HAZ-2: Accidental Release of Hazardous Materials.		
Prior to issuance of the grading permit "hard card" by the County Planning and Building Department, a Phase II Environmental Site Assessment (Phase II ESA) shall be performed at the project site to evaluate whether the recognized environmental conditions identified in the Phase I ESA represent an actual release of hazardous substances to soil or groundwater at the project site. To determine whether hazardous substances have migrated onto the project site from the north or northeast, a groundwater sample shall be collected from the agricultural supply well. The Phase II ESA shall include parameters that may be applied to a health risk assessment and remediation (Site Management Plan) if soil is inappropriate for reuse and required to be transported off the project site. The recommendations of the Phase II ESA shall be incorporated into project plans to the satisfaction of the County and in conformance with applicable regulations. If soil is determined to be inappropriate for reuse and required to be transported off the project site, the change to the grading plans shall be considered a modification of the project, subject to the requirements of Condition 1.		
Mitigation Measure HAZ-3: Hazards Associated with Airport Operations.		
Prior to approval of the Parcel Map for the Wellness Center, an avigation easement shall be prepared for the project site, in a form satisfactory to the County Director of Public Works. The avigation easement shall be recorded and shown on the vesting tentative map. With approval of the Wellness Center, it is understood that the Wellness Center property owner(s) and tenants, and their successor's in interest, in perpetuity, acknowledge the project's location adjacent to the Half Moon Bay Airport and the noise level inherent in its present and future use. The following statement shall be included in the details of the avigation easement on the recorded Final Map, prior to the issuance of the Certificate of Occupancy for any residential unit at the subject property:		
<table border="1"> <tr> <td data-bbox="167 1541 245 1885"></td> <td data-bbox="245 1541 1448 1885">"This parcel is adjacent to the Half Moon Bay Airport. Residents on this parcel may be subject to inconvenience or discomfort arising from airport operations, including but not limited to noise associated with aircraft landings, take-offs, in air maneuvers and fly-overs, and on-the-ground engine start-ups and taxiing. San Mateo County recognizes the value of the Half Moon Bay Airport to the residents of this County and seeks to protect airport operations from significant interference and disruption. With approval of the Wellness Center owners, it is understood on the part of both the Wellness Center property owner(s) and the Half Moon Bay Airport that airport operations are intended to continue, notwithstanding potential noise complaints received from property owners, residents, staff, guests, and others at the Wellness Center. In the event that the Wellness Center</td> </tr> </table>		"This parcel is adjacent to the Half Moon Bay Airport. Residents on this parcel may be subject to inconvenience or discomfort arising from airport operations, including but not limited to noise associated with aircraft landings, take-offs, in air maneuvers and fly-overs, and on-the-ground engine start-ups and taxiing. San Mateo County recognizes the value of the Half Moon Bay Airport to the residents of this County and seeks to protect airport operations from significant interference and disruption. With approval of the Wellness Center owners, it is understood on the part of both the Wellness Center property owner(s) and the Half Moon Bay Airport that airport operations are intended to continue, notwithstanding potential noise complaints received from property owners, residents, staff, guests, and others at the Wellness Center. In the event that the Wellness Center
	"This parcel is adjacent to the Half Moon Bay Airport. Residents on this parcel may be subject to inconvenience or discomfort arising from airport operations, including but not limited to noise associated with aircraft landings, take-offs, in air maneuvers and fly-overs, and on-the-ground engine start-ups and taxiing. San Mateo County recognizes the value of the Half Moon Bay Airport to the residents of this County and seeks to protect airport operations from significant interference and disruption. With approval of the Wellness Center owners, it is understood on the part of both the Wellness Center property owner(s) and the Half Moon Bay Airport that airport operations are intended to continue, notwithstanding potential noise complaints received from property owners, residents, staff, guests, and others at the Wellness Center. In the event that the Wellness Center	

resident(s) or property owner(s) express an inability or unwillingness to accept such noise conditions authorized under the terms of the avigation easement and/or remain unsatisfied with the noise reduction measures being implemented by the airport, the affected resident(s) shall be relocated, with assistance provided by the property owner, to the satisfaction of the Planning and Building Department and/or the Department of Housing. This condition shall be included in all contracts including rental agreements between residents of the Wellness Center and the owners and/or operators of the Wellness Center.

Mitigation Measure HYDRO-3: Drainage, Erosion, and Siltation.

Prior to issuance of a grading permit “hard card” by the County, the property owner shall demonstrate compliance with the requirements of the San Francisco Bay Regional Water Quality Control Board (RWQCB). The applicant shall prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) for the proposed project. The applicant’s SWPPP shall identify the Best Management Practices (BMPs) to control erosion and sedimentation and provide for treatment of 80 to 85% of post-construction runoff from new impervious areas. Neighborhood- and/or lot-level treatment BMPs shall be emphasized, consistent with San Francisco Bay RWQCB and San Mateo County Water Pollution Prevention Program (SMCWPPP) guidance for National Pollution Discharge Elimination System (NPDES) Phase 2 compliance. These types of BMPs, which may also assist in reducing post-project peak flows, include infiltration basins and trenches, dry wells, rain gardens, on-contour grassy swales, media filters, biofiltration features and grassy swales. BMPs shall be designed in accordance with engineering criteria in the California Stormwater BMPs Handbook or other accepted guidance and designs shall be reviewed and approved by the County prior to issuance of grading or building permits. As discussed under Mitigation Measure HYDRO-5, if lot-level BMPs are accepted by SMCWPPP as a suitable control measure, the applicant shall establish a mechanism for enforcement to assure that BMPs functioning is being maintained as designed. The applicant shall implement the detailed maintenance schedule, which includes monthly inspection of system components, annual weeding, annual replanting, bi-annual cleaning of catch basins, bi-monthly parking lot vacuuming, and daily trash pickup in the parking lots.

Submittal of a project erosion control plan and SWPPP to San Mateo County for review shall be required as part of the building permit application. The erosion control plan shall include components for erosion control, such as phasing of grading, limiting areas of disturbance, designation of restricted-entry zones, diversion of runoff away from disturbed areas, protective measures for sensitive areas, outlet protection, and provision for revegetation or mulching. The plan shall also prescribe treatment measures to trap sediment once it has been mobilized, at a scale and density appropriate to the size and slope of the catchment. These measures typically include inlet protection, straw bale barriers, straw mulching, straw wattles, silt fencing, check dams, terracing, and siltation or sediment ponds. Other aspects of the SWPPP, especially those related to water quality, are discussed below for other mitigation measures.

Landscape plans showing the grassy swales and indicating flow paths shall also be provided by the property owner(s) to the County Planning and Building Department.

Mitigation Measure HYDRO-4: Alteration of Drainage Patterns Resulting in Increased Flooding.

The applicant shall submit a drainage report and plans to the County that identify the drainage pathways and the extent of any off-site drainage that flows on-site. How such off-site drainage will be infiltrated on-site or conveyed through the site shall also be detailed. The drainage plan shall provide designs consistent with recognized engineering criteria. The drainage plan shall be reviewed and approved by the County Department of Public Works prior to issuance of

grading or building permits.
Mitigation Measure HYDRO-5: Surface Water Runoff Quality.
<p>The applicant shall prepare and submit a comprehensive erosion control plan and SWPPP. Potential construction-phase and post-construction pollutant impacts from development can be controlled through preparation and implementation of an erosion control plan and a SWPPP consistent with recommended design criteria, in accordance with the NPDES permitting requirements enforced by SMCWPPP and the San Francisco Bay RWQCB. The erosion control plan forms a significant portion of the construction-phase controls required in a SWPPP, which also details the construction-phase housekeeping measures for control of contaminants other than sediment, as well as the treatment measures and BMPs to be implemented for control of pollutants once the project has been constructed. The SWPPP also sets forth the BMPs monitoring and maintenance schedule and identifies the responsible entities during the construction and post-construction phases.</p>
<p>The applicant's SWPPP shall identify the BMPs that will be used to reduce post-construction peak flows to existing levels in all on-site drainages where construction will occur. Neighborhood- and/or lot-level BMPs to promote infiltration of storm runoff shall be emphasized, consistent with San Francisco Bay RWQCB and SMCWPPP guidance for NPDES Phase 2 permit compliance. These types of BMPs, which may also enhance water quality, include infiltration basins and trenches, dry wells, rain gardens, and biofiltration features. BMPs shall be designed in accordance with engineering criteria in the California Stormwater BMPs Handbook or other accepted guidance and designs shall be reviewed and approved by the County prior to issuance of grading or building permits. The applicant shall prepare a clearly defined operations and maintenance plan for water quality and quality control measures. The design and maintenance documents shall include measures to limit vector concerns, especially with respect to control of mosquitoes. The applicant shall identify the responsible parties and provide adequate funding to operate and maintain stormwater improvements (through a HOA, Geological Hazard Abatement District, CSD, CFD or similar organization). If lot-level BMPs are accepted by the County as a suitable control measure, the applicant shall establish a mechanism for enforcement to assure that BMPs functioning is being maintained as designed. The applicant shall also establish financial assurances, as deemed appropriate by the Community Development Director, enabling the County to maintain the stormwater improvements should the HOA or other entity disband/or cease to perform its maintenance responsibilities.</p>
<p>The SWPPP must also include post-construction water quality BMPs that control pollutant levels to pre-development levels, or to the maximum extent practicable (MEP). To confirm that structural BMPs will function as intended, design must be consistent with engineering criteria, as set forth in guidance such as the recently revised California Stormwater BMPs Handbook for New and Redevelopment. These types of structural BMPs are intended to supplement other stormwater management program measures, such as street sweeping and litter control, outreach regarding appropriate fertilizer and pesticide use practices, and managed disposal of hazardous wastes.</p>
<p>The main post-construction water quality enhancement measure indicated by the applicant report is the use of bioretention areas and infiltration trenches to control pollutants. Locations and designs of the stormwater infiltration system shall be provided to the County Department of Public Works as part of the grading plans during Final Map review.</p>
<p>Many of the distributed BMPs that could prove useful to address control of post-project peak flows at the lot- and/or neighborhood-level could reasonably be linked with measures to enhance water quality, thereby providing compliance with the NPDES Phase 2 permit requirements as</p>

<p>well. For example, downspouts could direct roof runoff to biofiltration features, with percolated stormwater conveyed through subdrains to small infiltration basins or dry wells.</p>
<p>Per Technical Memorandum #1 (TM #1), dated May 15, 2009, prepared by Schaaf and Wheeler (included in Appendix H of the DEIR), Stormwater Best Management Practices should serve several hydrologic and water quality functions, including maximizing groundwater recharge, minimizing quantities of stormwater runoff, and reducing pollutant loadings in stormwater runoff.</p>
<p>Mitigation Measure HYDRO-6: Groundwater Quality.</p>
<p>The property owner(s) shall abandon all unused wells on the project site consistent with San Mateo County Environmental Health Division standards and the standards described in the State of California Department of Water Resources Well Standards (Bulletins 74-81 and 74-90).</p>
<p>Any on-site wells left in service for landscaping, gardening, and agricultural uses should meet CDPH criteria for well protection.</p>
<p>Mitigation Measure HYDRO-9: Exposure to Tsunami and Seiche.</p>
<p>In areas subject to tsunami and seiche effects, implementing agencies, including the County Planning and Building Department, shall, where appropriate, ensure that the project incorporates features designed to minimize damage from a tsunami or seiche. Structures should either be placed at elevations above those likely to be adversely affected during a tsunami or seiche event or be designed to allow swift water to flow around, through, or underneath without causing collapse. Other features to be considered in designing projects within areas subject to tsunami or seiche may include using structures as buffer zones, providing front-line defenses, and securing foundations of expendable structures so as not to add to debris in the flowing waters.</p>
<p>Mitigation Measure LU-2</p>
<p>The property owner(s) shall work with the California Coastal Commission (CCC) to identify and delineate the CCC's jurisdiction over the project site, subject to CCC review and approval. The property owner(s) shall obtain all necessary approvals from the Coastal Commission prior to the initiation of any development within areas of CCC's jurisdiction.</p>
<p>Mitigation Measure LU-3</p>
<p>The property owner(s) shall comply with the following recommendations of the State Department of Transportation, Division of Aeronautics: (1) Federal Aviation Administration (FAA) Advisory Circular 150/5370-2E "Operational Safety on Airports during Construction" shall be incorporated into the project design specifications; (2) in accordance with Federal Aviation Regulation, Part 77 "Objects Affecting Navigable Airspace," a Notice of Proposed Construction or Alteration (Form 7460-1) shall be provided if required by the FAA; and (3) the location and type of landscape trees shall be selected carefully so they do not become a hazard to aircraft around the airport. Evidence of compliance with these requirements shall be submitted for the review and approval of the County Department of Public Works prior to the issuance of any building permit for project structures.</p>
<p>Mitigation Measure LU-4</p>
<p>The property owner(s) shall comply with the recommendations of the County's Coastsides Design Review Officer to implement changes as necessary to the Office Park building to improve consistency with applicable policies of the LCP and the Community Design Manual, to the satisfaction of the County's Coastsides Design Review Officer, prior to the issuance of a building permit for each building.</p>

Mitigation Measure NOISE-1: Construction Noise.	
The construction contractor shall implement measures to reduce the noise levels generated by construction equipment operating at the project site during project grading and construction phases. The construction contractor shall include in construction contracts the following requirements or measures shown in the sole discretion of the Community Development Director to be equally effective:	
•	All construction equipment shall be equipped with improved noise muffling, and maintain the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine isolators in good working condition.
•	Stationary construction equipment that generates noise levels in excess of 65 dBA Leq shall be located as far away from existing residential areas as possible. The equipment shall be shielded from noise sensitive receptors by using temporary walls, sound curtains, or other similar devices.
•	Heavy-duty vehicle storage and start-up areas shall be located a minimum of 150 feet from occupied residences where feasible.
•	All equipment shall be turned off if not in use for more than five minutes.
•	Drilled piles or the use of sonic or vibratory pile drivers shall be used instead of impact pile drivers. The driving heads of sonic or vibratory pile drivers shall be screened on all sides by acoustic blankets capable of reducing noise levels by at least 15 dBA.
•	Temporary barriers, such as flexible sound control curtains, shall be erected between the proposed project and the Pillar Ridge Manufactured Home Community to minimize the amount of noise during construction. The temporary noise barriers shall reduce construction-related noise levels at Pillar Ridge Manufactured Home Community to less than 80 dBA Leq.
•	Two weeks prior to the commencement of grading or construction at the project site, notification must be provided to all occupants of the Pillar Ridge Manufactured Home Community that discloses the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the grading and construction periods.
•	Two weeks prior to the commencement of grading or construction at the project site, an information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours, per Condition 43, and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. The property owner(s) shall rectify all received complaints within 24 hours of their receipt. The County may be required to determine whether a complaint is reasonable and subject to being rectified. Should the property owner(s) consider a complaint to be unreasonable, the property owner(s) shall contact the County Planning Department within 24 hours of the receipt of the complaint to discuss how the complaint should be addressed.
Mitigation Measure PS-1: Police Services.	
The property owner(s) shall provide on-site manned security with clear lines and reliable means of communication to fire and emergency medical response, for the life of each project.	
Mitigation Measure PS-2a: Fire Protection Services.	
When there are partial closures, roadblocks, or encroachments to streets surrounding the	

project site during the grading and construction periods, flagmen shall be utilized to facilitate the traffic flow.

Mitigation Measure TRANS-1: Intersection Level of Service and Capacity.

Mitigation Measure TRANS-1

The project's potentially significant impact to AM and PM peak hour delays at the intersection of Highway 1 and Cypress Avenue would be mitigated to a less-than-significant level with the installation of a traffic signal or roundabout as described below ~~or other alternate mitigation acceptable to Caltrans and the County.~~

Signal Warrant Analysis

With the project, the peak hour signal warrant would be met at the intersection of Highway 1 at Cypress Avenue. With signalization, this intersection would operate at LOS C under both the AM and the PM peak hours. Under signalized conditions, the existing roadway geometry would be adequate to handle the anticipated traffic demand. Hexagon states that it is not advisable to install a traffic signal prior to a warrant being met, and the warrant is not met under existing conditions.

Roundabout

The roundabout analysis at the intersection of Highway 1 and Cypress Avenue shows that a one-lane roundabout would operate with acceptable delay and LOS during the AM and PM peak hour under all project conditions on weekdays. During the midday peak hour on Saturday, there would be a need for a by-pass lane for the southbound right-turn traffic in order for the intersection to operate at an acceptable level of service C under existing plus project conditions.

Prior to the issuance of a building permit for any Office Park building, the property owner(s) shall obtain approval(s) for implementation of any one of the two mitigation measures described above from the Community Development Director and Caltrans, comply with CEQA requirements, and obtain any other necessary permits (e.g., encroachment permit). Prior to applying to Caltrans, the property owner(s) shall submit plans to the Planning and Building Department showing the design and construction details of the mitigation measure and details for the integration of pedestrian crossing(s), should the Midcoast Pedestrian Crossing and Turn Lane Improvement Project include recommendation(s) for a pedestrian crossing(s) at this intersection. In this instance, the design of pedestrian crossing(s) shall be consistent with designs developed through the Midcoast Pedestrian Crossing and Turn Lane Improvement Project to the greatest degree feasible. The property owner(s) shall maintain or replace any intersection improvements made by the County at this intersection.

Construction of the approved mitigation measure is required at the time the signal warrant is met at the Cypress Avenue and Highway 1 intersection, as determined by a Professional Transportation Engineer. The property owner(s) shall submit a traffic report to the Department of Public Works after the full occupancy of the West Business Building (or equivalent square footage of other buildings) and after the occupancy of every additional 40,000 sq. ft. of space at the Office Park, until full project buildout or until the mitigation measure has been constructed. The report shall be signed and stamped by a Professional Transportation Engineer licensed in the State of California. Any mitigation shall be paid for by the property owner(s), at no cost to the County.

In the instance that a signal or roundabout is not approved by Caltrans, occupancy of the Office

<p><u>Park and Wellness Center shall be limited to operations that generate no more than 104 vehicles in the AM peak hour and 50 vehicles in the PM peak hour, for the life of the project or until comparable mitigation is approved and installed.¹</u></p>	
<p>Mitigation Measure TRANS-8: Construction.</p>	
<p>Prior to issuance of grading permits, the property owner(s) shall submit a traffic control plan to the County Department of Public Works for review and approval. All staging during construction shall occur on-site.</p>	
<p>All grading and construction traffic shall be scheduled during non-commute hours (weekdays 7:00 a.m. to 9:00 a.m. and 3:00 p.m. to 8:00 p.m.) and shall avoid using Cypress Avenue. Vehicles carrying extra wide and/or long loads (including scrapers, excavators, cat crawlers and extended lift trucks) shall access the site between 9:00 p.m. and midnight and between 11:00 a.m. and 2:00 p.m. only, using the following route to and from the project sites: Capistrano Road-Prospect Way-Broadway-California Avenue-Cornell Avenue-Airport Street.</p>	
<p>Mitigation Measure UTIL-2: Wastewater Collection System Capacity.</p>	
<p>The property owner(s) shall file a complete Application with and obtain a Sewer Connection Permit from GSD. The applicant shall construct an 8-inch gravity sanitary sewer main line complying with GSD standard specifications and details that would run approximately 1,900 ft. north along the Airport Street right-of-way from the existing manhole at Airport Street and Stanford Avenue to the northern limit of the northern parcel (Figure 8). GSD currently estimates the required size of this sewer main to be 8 inches in diameter, but the final system and sizing shall be based on a detailed sewer system design and analyses satisfying GSD.</p>	
<p>Mitigation Measure UTIL-11: Solid Waste Disposal.</p>	
<ul style="list-style-type: none"> • 	<p>To facilitate on-site separation and recycling of construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during construction. These bins shall be emptied and recycled as a part of the project's regular solid waste disposal program.</p>
<ul style="list-style-type: none"> • 	<p>The property owner(s) shall prepare and submit a facility recycling program for the collection and loading of recyclable materials prepared in response to the California Solid Waste Reuse and Recycling Access Act of 1991 as described by the CIWMB, Model Ordinance, Relating to Areas for Collecting and Loading Recyclable Materials in Development Projects, March 31, 1993. Adequate space or enclosures for recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.</p>

¹ From the August 2014 traffic report prepared by Hexagon Transportation Consultants, Inc., the traffic volume on Cypress Avenue is 84 vehicles during the AM peak hour and 69 vehicles during the PM peak hour. Based on Signal Warrant Part B, the volume on Cypress Avenue needs to reach 188 vehicles during the AM peak hour or 119 vehicles during the PM peak hour in order to meet the Signal Warrant Part B.

ATTACHMENT D

Letter from Clemens Heldmaier, General Manager, Montara Water and Sanitary District (MWSD), dated October 24, 2014.



MONTARA WATER & SANITARY DISTRICT

Serving the Communities of Montara and Moss Beach

P.O. Box 370131
8888 Cabrillo Highway
Montara, CA 94037-0131

Tel: (650) 728-3358
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Visit Our Web Site: <http://mwsd.montara.org>

October 24, 2014

Camille M. Leung
Planning and Building Department
455 County Center, Second Floor
Redwood City, CA 94063

Subject: Montara Water and Sanitary District (MWSD) Responses to California Coastal Commission Information Requests.

Dear Ms. Leung,

By letter dated October 2, 2014, Montara Water and Sanitary District (MWSD or District) responded to the items relevant to the District in the California Coastal Commission's September 2, 2014 comment letter to the Addendum to the Big Wave project Final Environmental Impact Report. Subsequent to sending the October 2, 2014 letter, MWSD received a revised Table 6 to the Addendum that updated the estimated water consumption for the project that includes a total consumption of approximately 15,000 gallons per day (gpd). This letter responds to the Coastal Commission's letter taking into consideration the updated Addendum Table 6. It also supplements our letter to you dated April 11, 2014 regarding the District's capability to provide water service to the project based upon the then estimated demand of 8,000 gpd. We analyze and repeat herein MWSD's capability to provide service with regard to the increased demand of approximately 15,000 gpd. Our current responses to the Coastal Commission's letter follow:

3. WATER SUPPLY

[PARAGRAPH 2, Page 3 of CCC Letter dated 09/02/2014]

California Coastal Commission writes:

"...when proposed development has a projected daily demand of over 200 gallons per day (gpd), as does the proposed project, ... MWSD will determine, based on its existing supply and demand, whether the District has adequate capacity to serve the development..."

MWSD has reviewed the North Parcel Alternative as a "large development" under PWP Article 2, PWP Objective, Section 1. B (Large Service Connections) and has concluded that MWSD has sufficient supply capacity to serve the North Parcel Alternative (NPA) as stated in the District's letter dated April 11, 2014 to Camille Leung, et. al. A copy of the April 11, 2014 letter from the District is attached to this correspondence. The review essentially provided for a demand comparison because it took into consideration current and other projected demands corresponding to the LCP projected growth.

[PARAGRAPH 3, Page 3 of CCC Letter dated 09/02/2014]

California Coastal Commission writes:

"As of December 11, 2013, 47,041 gallons per day (gpd) were available for non-priority uses, such as residential commercial, and industrial uses. MWSD would need to demonstrate that there is adequate capacity to serve the NPA based on current estimates for non-priority uses consistent with the requirements of the PWP and LCP. "

In order to respond to the questions posed in the September 2, 2014 letter received from the California Coastal Commission, MWSD has updated the analysis provided in previous correspondences with Commission to provide the most accurate data available regarding the supply, demand, and usage for the MWSD water system.

Since the approval of the MWSD PWP Amendment, MWSD has updated the demand values based on additional data available, and therefore warranting an update of the supply and demand analysis for the water system. To date, MWSD has collected ten (10) full years of data on water source production and customer consumption, allowing for a comprehensive evaluation of water use and system efficiency. Water consumption and production data were used to determine the trends in water use and system efficiency over the ten-year time period (2004-2013). Results of this analysis demonstrated a continued reduction in water demands coupled with unchanged water source production capacity. A supply and demand analysis established the available water surplus. A summary of the analysis is presented in the sections below.

Current MWSD Supply

Supply capacity is determined through rated source capacities of MWSD groundwater and surface water sources, not through recorded source production. As no new sources have been added to the MWSD water system since the 2011 Master Plan was published, the MWSD supply capacity calculation included below is identical to the calculation presented in the 2011 Master Plan and PWP Amendment documentation.

A conservative approach was utilized in determining MWSD's water supply capacity. The conservative approach represents the supply capacity under drought conditions, water shortages, or other extreme conditions. The drought supply capacity was calculated based on the rated capacity of all sources at only 50-percent of rated capacity. The 50-

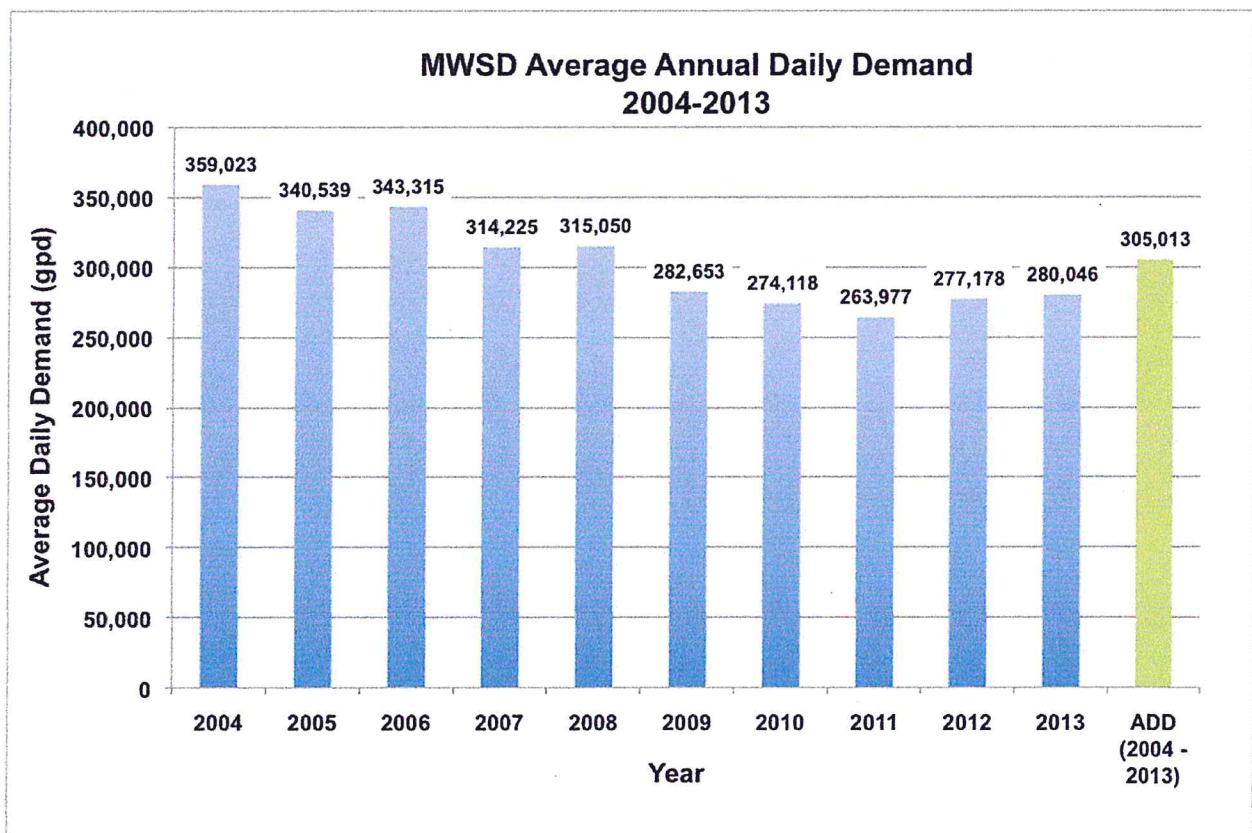
percent reduction is theoretical, is not an indication of actual operating capacity, and presents a standard methodology utilized by water resource planners throughout the State of California. The rated capacity and reliable supply capacities of the system (per the data underlying the analysis in the 2011 Master Plan) are:

- Rated Capacity = 892,800 gallons per day (gpd)
- Drought Supply Capacity (50% Rated Capacity) = 446,400 gpd

Current MWSD Water Demands

MWSD's current demand is calculated based on actual source production data. Since water facilities only produce water in response to customer demands, MWSD source production is dependent upon customer consumption, which provides the most accurate gauge of existing demand. Therefore, the production numbers presented do not represent the water source production capacity. The method for determining the water source production capacity is detailed in the section above.

Source water production records from 2004 through 2013 were used to calculate the current demand on the water system. The following figure illustrates the trend in water demand over the period of time, generally decreasing from 2004 through 2013. The decrease in water demand is indicative of effective conservation practices and increased system efficiencies.



The most recent full calendar year of data collected (2013) was evaluated and established the average annual daily demand of 280,046 gpd for the year. Over the entire period of data collection, 2004 – 2013, the average daily demand (ADD) and the per capita daily water demand were established as follows:

- ADD = 305,013 gpd, and
- Per Capita Demand = 69 gallons per capita per day (gpcd).

Priority Use Reservation

Consistent with the LCP Land Use Plan, including Policies 2.8 and 2.24 and Table 2.17, the District shall reserve water supply for priority uses. Currently, 80,959 gallons per day is required to be reserved for priority uses. However, this requirement may be reduced through an update to the LCP since current estimates for priority uses are significantly below that established in 1985, when the foregoing figure was established for the initial version of the LCP. Moreover, the amount of water required to be reserved will decrease as priority connections are made, including allocation of at least 5,000 gpd priority reserve to the Big Wave project (see discussion following Table 2, below).

Available Supply Calculation

Using accepted water resources planning guidelines, the District developed its available water supply capacity. Table 1 provides an estimate of MWSD's available supply based on data presented in the sections above. The existing demand (305,013 gpd) and priority use reservation (80,959) is subtracted from the drought supply capacity of 446,400 gpd and the difference (available supply, "surplus" in water industry terminology) is the water currently available for connecting additional customers to the system. Based on the most recent full year of data collected by MWSD, there are 60,428 gpd of available, non-priority supply to serve the NPA.

Table 1 Available Water Supply

System Capacity, gpd	892,800
Drought Supply Capacity (Supply), gpd <i>= 50% Total System Capacity</i>	446,400
Average Daily Demand (ADD), gpd	<i>(305,013)</i>
Reservation for Priority Uses, gpd	<i>(80,959)</i>
Available Supply, gpd <i>= Supply less ADD less Priority Use Reservation</i>	60,428

Big Wave has presented updated water demand estimates based on comments from the Commission, resulting in a demand increase from the original estimate presented (9,765 gpd). The current Big Wave water demand estimates proposed to be met by MWSD supply are included in Table 2. Additionally, communications with County staff have

confirmed that the Wellness Center demands are considered priority uses under the San Mateo County LCP. Table 2.17 of the San Mateo County LCP includes a priority use reservation of 5,000 gpd for "Other Affordable Housing", a category that would include the Big Wave Wellness Center development. Therefore, the estimated demands of the Wellness Center will be designated as priority use reservations, and they will be applied to the "Reservation for Priority Uses" category included in the above table. Table 2 includes the use designations, available water supply, Big Wave estimated demands, and remaining available supply for each use category.

Table 2 Big Wave Water Demand Estimates and Use Designations

Use Designation	Total Available	Facility	Number of Persons	Flow per Capita (gpcd)	Total Flow (gpd)	Total	Remaining Available Supply
Priority Use	80,959	Wellness Center Residential	50	60	3,000	5,380 ¹	75,959 ²
		Wellness Center Employees	20	44	880		
		Wellness Center Recreation	200	1.5	1,500		
Commercial/ Non-Priority	60,428	Office Park Business	420	15	6,300	9,385	50,663 ³
		Boat Storage Restroom	1.3	65	85		
		Showers for Bicycle Trans.	--	--	3,000		
Total Estimated Demand						14,765	

Based on the values presented above, MWSD has water available to meet the demands of the Big Wave NPA. MWSD will issue a conditional "will serve" letter to Big Wave when requested, however, neither this letter nor a conditional will serve letter constitutes an approval or guarantee to Big Wave or to the County for water connections. In compliance with District policy and regulations, Big Wave is required to submit an application for water service, detailed information on water demands, and payment of fees to MWSD after County Planning Department approvals and before issuance of a building permit in order to verify the demand and determine the appropriate water meter size.

¹ Based on the LCP use designations and communications with San Mateo County, 5,000 gpd of the demand in this category will be applied to the priority use reservations. However, MWSD is of the view that the Office Park and other commercial consumption should also be allocated to priority use because the project is an integrated project wherein the Wellness Center is entirely dependent upon the commercial uses for its continuing economic support.

² 80,959 gpd less 5,000 gpd based on Table 2.17 of the San Mateo County LCP.

³ 60,428 gpd less 9,385 gpd, less 380 gpd (the remaining balance from Wellness Center usage that is not designated priority use).

[PARAGRAPH 3, Page 3 of CCC Letter dated 09/02/2014]

California Coastal Commission writes:

“MWSD should also provide an estimate of the actual amount of water consumption by land use currently used and the growth rate of development as they are required to monitor pursuant to LCP Policy 2.21, and evaluate how the proposed development and subdivision may affect the water consumption estimates outlined in the LCP. It will also be important for the MWSD to conduct this evaluation in light of any conditions that may be changed due to the recent drought. ”

LCP Policy 2.21, Water Monitoring, reads, *“Require that the water service providers, presently Coastside County Water District (CCWD) and the Montara Water and Sanitary District (MWSD), monitor: (1) the actual amount of water consumption by land use, and (2) the rate of growth of new development. Require them to submit an annual data report to the County summarizing the results of this monitoring.”* Given that the updated LCP was approved in 2012, and LCP Policy 2.21 is a newly added policy, only one calendar year has passed since its approval.

MWSD has prepared estimates of the actual amount of water consumption by land use designation currently provided by the District's sources based on the metered usage records for 2013. See Table 3 below.

Table 3 Water Usage per Zoning Designation

Zoning Designation	Water Consumption Estimates at Buildout (gpd)¹	Water Supply Used by Existing Demands (gpd)²
Neighborhood Commercial	18,000	3,100
Coastside Commercial Recreation	6,000	5,100
Waterfront	20,000	None
Industrial	94,000	3,000
Institutional	15,500	8,300
Public Recreation	Priority Use	600
Residential	800,000	259,900

¹ Based on Table 2.9 of the San Mateo County LCP.

² Existing demands estimated by 2013 commercial consumption value (MWSD), adjusted by 8% to account for water losses.

10/24/2014

Page 7 of 7

Regarding new development, there was no new development served by MWSD in 2013, as the PWP Amendment allowing for new connections to the MWSD water system was recently approved in December 2013. Therefore, the rate of growth of new development is not relevant for 2013.

The proposed development and subdivision will not affect the water consumption estimates outlined in the LCP. The water consumption estimates are values associated with buildout that do not have a direct impact on the current state of development within the MWSD service area. Since MWSD has water supply available to serve the NPA development, also taking into account priority use reservations, the District has a legal obligation to provide the available water to the applicant.

We trust that this submittal fully satisfies the information requests of the Commission's September 2nd letter, and is in conformance with the San Mateo County LCP as required by Coastal Act Section 30605. Please contact me if you have any questions or would like additional information.

Sincerely,



Clemens Heldmaier
General Manager, MWSD

CC: Scott Holmes, Big Wave,
District Water Engineer
District Counsel

ATTACHMENT E

Letters from Chuck Duffy, General Manager, Granada Sanitary District (GSD), dated April 11, 2014.



GRANADA SANITARY DISTRICT
OF SAN MATEO COUNTY

Board of Directors
Matthew Clark, President
Leonard Woren, Vice-President
Jim Blanchard, Secretary
David Seaton, Treasurer
Ric Lohman, Board Member

April 11, 2014

Ms. Camille Leung, Project Planner
San Mateo County Planning and Building Department
455 County Center, 2nd Floor
Redwood City, CA 94063

Re: PLANNING PERMIT APPLICATION REFERRAL
PRIMARY PERMIT: PLN2013-00451
APN: 047-311-060
LOCATION: PILLAR POINT MARSH
OWNER: BIG WAVE LLC; BIG WAVE GROUP

Dear Ms. Leung:

This letter is in response to the County's Planning Permit Application Referral for the Big Wave Wellness Center and Office Park - North Parcel Alternative ("NPA") regarding sewer service by the Granada Sanitary District (GSD). In addition to being involved in this Referral process, GSD qualifies as a Responsible Agency under CEQA and looks forward to working with the County and the Applicant in that role as well.

The referral documents indicate that anticipated wastewater generated by the NPA will total 8,800 gallons per day. On that basis, this letter confirms that GSD preliminarily estimates that it has sufficient wastewater collection, transmission and treatment capacity to accommodate the NPA. **This response is provided based upon the preliminary documents of Big Wave's proposal provided by the County. Final wastewater generation and impact calculations will be determined by GSD at the time an application for a Sewer Permit is received by GSD.** At that time, the District's Engineer will also need to review the engineering design for the proposed flow equalization facilities, since GSD will be handling all wastewater generated at the time it is generated in the event the flow equalization facilities malfunction.

As further clarification, we note that the NPA Daily Flow Analyses specifically states that "the NPA does not utilize water recycling." Any utilization of private wastewater treatment or water recycling would require reevaluation and would require a separate permit from GSD.

The NPA Daily Flow Analysis provided in the materials from the County also states that "the Wellness Center has one central kitchen" and "The primary cooking facilities are located in building 4 along with the Central dining area." Big Wave has previously represented to GSD by a letter dated February 12, 2014 that there will be 56 residential units at the Big Wave Wellness Center and "[n]one of those units will have a kitchen." This response therefore assumes that by "primary" cooking facilities, the NPA daily Flow

Analysis means to say “exclusive” cooking facilities. Should Big Wave’s plans change and individual kitchen facilities be added, then wastewater generation from the units will need to be reevaluated, and this change may implicate the GSD variance ordinance. (GSD Code Section 603(04)).

We also note that the County’s incompleteness letter dated February 5, 2014 requested “[d]ocumentation that addresses the question of whether the Wellness Center will offer services to the public such as laundry, dog grooming, [or] maintenance/ janitorial ...” and also the types of uses which will be in the Office Buildings. Furthermore, the materials provided by the County list under the heading “Project-related Business Operations to Generate Income for Wellness Center Residents” the following: “Big Wave (BW) Catering/Food Services; BW Energy; BW Farming; BW Water; BW Transportation; BW Recycling; BW Communications (radio/telecom link); and BW Maintenance. These types of uses would affect the calculation of the amount and strength of wastewater generated, and would clearly implicate wastewater service as well.

Service by GSD will be conditioned (among other requirements) upon compliance with all pertinent requirements of GSD's District Code including, without limitation, submittal of an application for service accompanied by an application fee deposit, detailed plans and drawings for the construction of the NPA improvements, preparation of plans, specifications and drawings for the utility service conforming to GSD's requirements, entering into all required agreements with GSD providing for construction of the wastewater service facilities and that also cover any unique requirements regarding service to the NPA development, and payment of all fees, assessments and charges for connection to the public sewer. Service is also subject to compliance with all necessary federal, State, and local requirements and/or approvals.

GSD also wishes to make clear that nothing in this letter can be a basis for avoiding appropriate mitigation measures and conditions of approval in the CEQA documents for the County’s Planning Approvals or for GSD’s Sewer Connection Permit or any other approvals or permits.

If you need additional information or have further questions regarding the District’s ability to provide sewer service to the referenced project, please feel free to contact the District at (650) 726-7093.

Sincerely,

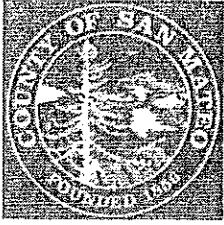


Chuck Duffy, General Manager

cc: Board of Directors

ATTACHMENT F

Coastside Design Review Committee (CDRC) recommendations for modification to the project, from meetings of July 10, 2014, September 11, 2014, and October 9, 2014.



County of San Mateo

Planning & Building Department

455 County Center, 2nd Floor
Redwood City, California 94063
650/363-4161 Fax: 650/363-4849

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September 4, 2014

David J. Byers, Esq.
Big Wave Group/Big Wave LLC
259 W. Third Avenue
San Mateo, CA 94402

Dear Mr. Byers:

SUBJECT: Coastside Design Review Continuance
Airport Street, Princeton
APNs 047-311-060 and 047-312-040
County File No. PLN 2013-00451

At its meeting of July 10, 2014, the San Mateo County Coastside Design Review Committee (CDRC) considered your application for a Design Review Permit to allow construction of the Big Wave Wellness Center (4 buildings containing a total of 70,500 sq. ft. and 57 bedrooms for 50 developmentally disabled adults and 20 staff) and Office Park (5 buildings containing a total 189,000 sq. ft. of industrial/office/manufacturing/storage uses) and associated parking uses, proposed on the undeveloped north parcel (APN 047-311-060). An Outdoor Boat Storage Use is proposed on the undeveloped south parcel (APN 047-312-040) containing 26 boat storage spaces, 27 parking spaces associated with the boat storage use, and a 190 sq. ft. restroom building. The Design Review Permit is a part of the County's review of other associated permits and actions including: a Use Permit for a modern sanitarium, Outdoor Boat Storage Use, and proposed parking uses to be located within the Airport Overlay (AO) Zoning District; a Major Subdivision of the north parcel into seven (7) lots; a Minor Subdivision of the south parcel into two (2) lots; a Grading Permit to perform 735 cubic yards of cut (for utility trenching) and 21,400 cubic yards of fill (gravel import); a Coastal Development Permit, appealable to the California Coastal Commission; and Development Agreement with the County of San Mateo to allow for phasing of project construction over 15 years.

The CDRC was unable to make the findings to recommend project approval based on insufficient information on the submitted project plans, warranting a continuance of this item to the September 11, 2014 meeting. In order to resolve these project submittal deficiencies, a more thorough review of the Community Design Manual and Section 6565.17 of the San Mateo County Zoning Regulations for Design Review Districts is required. As such, submittal requirements and recommendations from the CDRC are as follows:

1. Submit an integrated and comprehensive site plan that combines landscaping, building plans, parking and driveway areas addressing the following issues:

- a. Abrupt changes in topography to address safety and provide a smooth transition, to the extent feasible.
 - b. Stepping down of building heights along with the topography, to the extent feasible.
 - c. Conflicts between pedestrian and vehicular traffic through courtyard areas of the Office Park.
 - d. Integration of landscaping at the Wellness Center site.
 - e. Location and elevation detail of rooftop solar panels.
 - f. Location of trash enclosures (if located outside).
 - g. Conflicts between landscaping plan and designated fire lane.
2. Provide more information on proposed lighting for the buildings to meet building code, which requires adequate lighting at all exterior doors.
 3. Site section drawing from the street to the rear of the project site showing landscaping at full maturity, and smooth transition from surrounding vegetation and proposed perimeter/site landscaping.

Please contact Dennis P. Aguirre, Design Review Officer, at 650/363-1867 if you have any questions.

Sincerely,



Dennis P. Aguirre
Design Review Officer

DPA:fc - DPAY0780_WFN.DOCX

cc: Dianne Whitaker, Member Architect
Willard Williams, Member Architect
Annette Merriman, Alternate
Beverly Garrity
J. Cadigan
Lorraine Page
Jamie Barber
Lisa Ketcham
Jeff Peck
David Schonberg
Karen Holmes

Christopher Johnson
Francis Young
Tom Daly
Kris Liang
Patricia Hanson
Laura Stein
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Sabrina Brennan
Mary Lou Williams
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October 7, 2014

David J. Byers, Esq.
Big Wave Group/Big Wave LLC
259 W. Third Avenue
San Mateo, CA 94402

Dear Mr. Byers:

SUBJECT: Coastside Design Review Continuance
Airport Street, Princeton
APNs 047-311-060 and 047-312-040
County File No. PLN 2013-00451

At its meeting of September 11, 2014, the San Mateo County Coastside Design Review Committee (CDRC) considered your application for a Design Review Permit to allow construction of the Big Wave Wellness Center (4 buildings containing a total of 70,500 sq. ft. and 57 bedrooms for 50 developmentally disabled adults and 20 staff) and Office Park (5 buildings containing a total 189,000 sq. ft. of industrial/office/manufacturing/storage uses) and associated parking uses, proposed on the undeveloped north parcel (APN 047-311-060). An Outdoor Boat Storage Use is proposed on the undeveloped south parcel (APN 047-312-040) containing 26 boat storage spaces, 27 parking spaces associated with the boat storage use, and a 190 sq. ft. restroom building. The Design Review Permit is a part of the County's review of other associated permits and actions including: a Use Permit for a modern sanitarium, Outdoor Boat Storage Use, and proposed parking uses to be located within the Airport Overlay (AO) Zoning District; a Major Subdivision of the north parcel into seven (7) lots; a Minor Subdivision of the south parcel into two (2) lots; a Grading Permit to perform 735 cubic yards of cut (for utility trenching) and 21,400 cubic yards of fill (gravel import); a Coastal Development Permit, appealable to the California Coastal Commission; and Development Agreement with the County of San Mateo to allow for phasing of project construction over 15 years.

The CDRC was unable to make the findings to recommend project approval based on insufficient information on the submitted project plans, warranting a continuance of this item to the October 9, 2014 meeting. In order to resolve these project submittal deficiencies, a more thorough review of the Community Design Manual, with emphasis on the following chapters that discuss Grading, Site Development, Vegetative Preservation, Landscaping, View and Open Space Preservation, Paved Areas and Signs, and Section 6565.17 of the San Mateo County Zoning Regulations for Design Review Districts is required. As such, recommendations from the CDRC for re-design are as follows:

1. Acquire the services of an architect or designer to establish a design that reflects the character of Princeton, as represented in building facades, streetscape, and other elements specified in the Community Design Manual and Zoning Regulations (i.e., use of cypress trees as the existing landscaping in Princeton).
2. Break up the large parking lot into smaller lots using landscaping, pavers, or other measures.
3. Include pedestrian pathways through the parking lot(s).
4. Preserve existing view corridors to the coast.
5. Use landscaping to identify main entrances to Wellness Center and Office Park.
6. Improve the design of the Office Park courtyard to accommodate pedestrian safety and use.
7. Consider adding a courtyard for the Wellness Center.

Please contact Dennis P. Aguirre, Design Review Officer, at 650/363-1867 if you have any questions.

Sincerely,



Dennis P. Aguirre
Design Review Officer

DPA:fc – DPAY0882_WFN.DOCX

cc: Dianne Whitaker, Member Architect
Willard Williams, Member Architect
Greg Sarab, Community Representative
Scott Holmes
Stephen St. Marie
Lisa Ketcham
Jeff Peck
Jim Larimer
Karen Holmes
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October 28, 2014

David J. Byers
Big Wave Group, LLC
259 West Third Avenue
San Mateo, CA 94402

Dear Mr. Byers:

SUBJECT: Coastside Design Review Continuance
Airport Street, Princeton
APNs 047-311-060 and 047-312-040
County File No. PLN 2013-00451

At its meeting of October 9, 2014, the San Mateo County Coastside Design Review Committee (CDRC) considered your application and requested modifications for a Design Review Recommendation to allow construction of the Big Wave Wellness Center (4 buildings containing a total of 70,500 sq. ft. and 57 bedrooms for 50 developmentally disabled adults and 20 staff) and Office Park (5 buildings containing a total 189,000 sq. ft. of industrial/office/manufacturing/storage uses) and associated parking uses, proposed on the undeveloped north parcel (APN 047-311-060). An Outdoor Boat Storage Use is proposed on the undeveloped south parcel (APN 047-312-040) containing 26 boat storage spaces, 27 parking spaces associated with the boat storage use, and a 190 sq. ft. restroom building. The Design Review Permit is a part of the County's review of other associated permits and actions including: a Use Permit for a modern sanitarium, Outdoor Boat Storage Use, and a Major Subdivision of the north parcel into seven (7) lots; a Minor Subdivision of the south parcel into two (2) lots; a Grading Permit to perform 735 cubic yards of cut (for utility trenching) and 21,400 cubic yards of fill (gravel import); a Coastal Development Permit, appealable to the California Coastal Commission; and Development Agreement with the County of San Mateo to allow for phasing of project construction over 15 years.

The CDRC was again unable to determine the findings to recommend approval based on unresolved project design deficiencies to warrant a continuance of this item to a special meeting on November 3, 2014. In order to resolve these project design deficiencies, further review of the Community Design Manual and Section 6565.17 of the San Mateo County Zoning Regulations for Design Review Districts is required. As such, additional recommendations for re-design from the CDRC are as follows:

1. Break up the length of the entire facade of the East Business Office Building and add at least one (1) additional view corridor oriented towards the bluff.

2. Revise the southern building wall areas on the East Business Office Building by squaring their corner angles in order to achieve consistency with the rest of the Office Park and Wellness Center Buildings.
3. Improve the design of courtyard areas between the Wellness Center and Office Park Buildings and between East and West Business Buildings by breaking up the East Office Building and setting in building corners.
4. Use contrasting paving patterns to show pedestrian pathways.
5. Reduce color variety and styles for all facades.
6. Break up flat front wall planes via wall articulation, with emphasis on buildings located at the ends of the two driveways/entryways.
7. Further articulate the roof designs by varying the building roof heights as viewed along the streetscape.
8. Reduce color brightness and contrast between the main body and trims. Use earth tone colors that blend with the surrounding bluff area. Avoid using "Southern Moss" and "Lambskin" colors.
9. Provide plant and height details of the 5-foot wide landscaping strip along the Front Office Park area.
10. Remove all parking spaces in front of roll-up doors along the East Business Building.
11. Consider adding loading zones for buildings with roll-up doors.

Please contact Dennis P. Aguirre, Design Review Officer, at 650/363-1867 or by email at dagguire@smcgov.org if you have any questions.

Sincerely,



Dennis P. Aguirre
Design Review Officer

DPA:pac – DPAY0996_WPN.DOCX

cc: Dianne Whitaker, Member Architect
Willard Williams, Member Architect
Greg Sarab, Community Representative
Lisa Ketcham
Christopher Johnson
Laura Stein

APPENDIX A

Copies of the comment letters and email communications received on the Addendum during the 30-day public review period from July 31 through September 2, 2014.

CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT OFFICE
45 FREMONT STREET, SUITE 2000
SAN FRANCISCO, CA 94105
PHONE: (415) 904-5260
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September 2, 2014

Camille M. Leung
Planning and Building Department
455 County Center, Second Floor
Redwood City, CA 94063

Subject: Addendum to the Big Wave Wellness Center and Office Park Project Environmental Impact Report (EIR) North Parcel Alternative, State Clearinghouse #2008102109, July 2014

Dear Ms. Leung:

Thank you for sending the Big Wave Wellness Center EIR Addendum (Addendum) provided by San Mateo County (County) regarding the above referenced project, which was received in the Commission's North Central Coast District office on July 31, 2014. The proposed Big Wave Wellness Center and Office Park North Parcel Alternative (NPA) includes subdivision of two parcels (APN 047-311-060 subdivided into 7 lots and APN 047-312-040 subdivided into 3 lots); construction of 5 office park buildings totaling 162,000 square feet; 4 wellness center buildings totaling 97,500 square feet and related improvements; construction of a concrete restroom and boat storage parking; and grading consisting of 735 cubic yards of cut and 13,000 cubic yards of fill, located on the west side of Airport Street, north of Stanford Avenue and across the street from the Half Moon Bay Airport, in the unincorporated Princeton area of San Mateo County. We have reviewed the submitted materials and would like to make the following preliminary comments:

- 1. Project Phasing:** Some aspects of the project phasing are unclear from the information provided in the Addendum. The Addendum states, "Phasing timeframes for the Office Park buildings are approximate and based on demand." What does this mean for the future maximum potential development of the site? And over what time frames? Without a clearly defined project description and timeline, it is difficult to fully evaluate the individual and cumulative impacts of the project, including in regards to public service (water, sewer, and traffic) availability and infrastructure, sensitive resource impacts, coastal hazards, and public views discussed further in the sections below. Please ensure that there is clear information on all aspects of project phasing, and that information showing the overall impacts of the project at its completion are clearly described, evaluated, avoided, and mitigated.

It appears from the Big Wave Business Operations description on pages 8-10 of the Addendum that the building owned by the Wellness Center, which would provide job opportunities to residents and "generate revenue to maintain the economic sustainability of the Wellness Center," will be housed in Building A. According to the Addendum, Building A is currently proposed to

Addendum to the Big Wave Wellness Center and Office Park Project EIR North Parcel Alternative

September 2, 2014

Page 2

be constructed during Phase 3 which is proposed to occur in 8 to 15 years. If Building A contributes to the affordable housing component of the project, please explain how this meets the objectives and intents of the LCP for affordable housing in regard to the overall project, and whether such phasing needs to be adjusted to meet such LCP criteria.

In addition, the stated purpose of the restoration component to the proposed project landscape plan adjacent to the project site wetlands as stated in the Addendum is in part to help minimize the visibility of buildings and associated development for consistency with the visual resources policies of the LCP. If so, why is the actual landscape planting proposed to occur within the wetland buffer area on the North Parcel being delayed until Phase 3 and 4, when portions of the building construction will occur and be completed on the North Parcel during Phase 1? It is also not clear from the phasing description how the proposed project landscaping to screen the office park will be completed in line with the development phasing to provide for the necessary screening. Please provide information showing how proposed phasing and screening interact in such a way as to avoid and mitigate impacts as they occur.

2. **Allowable Uses:** The Wellness Center is proposed to be located on a parcel that is zoned M-1 (Light Industrial District), which uses do not include residential uses. Through the original Big Wave Project County approval, the County granted a Use Permit for the project, agreeing with the applicant's position that the Wellness Center was a sanitarium, which is allowed pursuant to County Regulation section 6500(d) within any district within the Urban Areas of the Coastal Zone, when found to be necessary for the public health, safety, convenience or welfare. There is no definition of "sanitarium" in the County regulations. Further, in order to issue a use permit for a sanitarium, it must be found "necessary for the public health, safety, convenience or welfare." The County found the sanitarium necessary in its original approval because there is a shortage of affordable housing. It is our understanding that the County intends to allow the NPA Wellness Center use as affordable housing. As defined by LCP Section 6102.48.6, affordable housing is "housing with a contract rent or price which is affordable by low and moderate income households." Please provide a clear description of the way the project meets the LCP's affordable housing tests, including in relation to project phasing (see also above).
3. **Water Supply:** LCP Policy 1.19 requires that, "no permit for development in the urban area shall be approved unless it can be demonstrated that it will be served with adequate water supplies and wastewater treatment facilities" consistent with the subsections contained in LCP Policy 1.19 including subsection c. Subsection c states, "New public water connections in the Montara Water and Sanitary District water service area will be allowed only if consistent with the MWSD Public Works Plan (CC PWP No. 2-06-006), Chapter 2 of the LCP, and all other applicable policies of the LCP as amended."

The Addendum indicates that water for the proposed project will be provided by Montara Water and Sanitary District (MWSD). We received a copy of the letter sent to the Big Wave Group, LLC's (Applicants) representative, David Byers, dated February 10, 2014 from Martha Poyatos of the Local Agency Formation Commission (LAFCo) which outlined the process which the Applicants would need to complete in order to switch water providers from their current provider, the Coastside County Water District (CCWD) to MWSD. The LAFCo letter indicated

that the Applicants would need to apply for a sphere of influence amendment removing their property from the CCWD sphere, place it in the MWSD sphere, and apply for and receive approval from LAFCo for extension of water service outside MWSD boundaries. This amendment would involve an evaluation under CEQA which the County planned to provide with the revised EIR for the NPA as indicated in a meeting on March 18, 2014 between Coastal Commission staff, staff from the County, the project Applicants and their representatives, MWSD staff, and LAFCo. Regarding MWSD's application to LAFCo for the amendment, the Addendum states "The application would include a Plan for Providing Service pursuant to Government Code Section 56653 detailing how water service would be provided, the capital improvements needed, and how the service would be funded." This plan should be included in the Addendum so that it can be adequately evaluated.

In addition, as required by the certified MSWD Public Works Plan (PWP), when proposed development has a projected daily demand of over 200 gallons per day (gpd), as does the proposed project, the applicant must "provide additional analysis regarding the projected demand and potential for future growth and associated increased water demand. MWSD will determine, based on its existing supply and demand, whether the District has adequate capacity to serve the development, given requirements to reserve water supply for priority uses, allowances for additional residential connections for well conversions, and for building permits or Coastal Development permits or other entitlements authorized for issuance by San Mateo County in compliance with its LCP."

As of December 11, 2013, 47,041 gallons per day (gpd) were available for non-priority uses, such as residential, commercial and industrial uses. MWSD would need to demonstrate that there is adequate capacity to serve the NPA based on current estimates for non-priority uses consistent with the requirements of the PWP and LCP. MWSD should also provide an estimate of the actual amount of water consumption by land use currently used and the growth rate of development as they are required to monitor pursuant to LCP Policy 2.21, and evaluate how the proposed development and subdivision may affect the water consumption estimates outlined in the LCP. It will also be important for the MWSD to conduct this evaluation in light of any conditions that may have changed due to the recent drought.

We would prefer that the proposed project resolve LAFCo and related water issues prior to the County taking a final coastal development permit (CDP) action. Our current understanding, though, is that the County intends to take CDP action before that process is complete, relying on the Addendum to demonstrate that the water issues with the project (including adequacy of services and LAFCo service provider change) are adequately resolved for LCP purposes. We are concerned with this approach, including the fact that the current Addendum does not provide an adequate basis from which to make a CDP decision in this respect, and also in terms of the sequencing and timing for the LAFCo determination, including in terms of ensuring that such changes are finalized when the CDP for the project is ultimately decided upon by the County.

In short, the Addendum does not currently provide sufficient detail to demonstrate that a change in sphere of influence and extension of a new water source to serve the proposed project is consistent with LCP requirements and the MWSD PWP, including but not limited to, by

illustrating adequate capacity reserved for priority land uses consistent with LCP Policy 2.8, and substantial evidence that there is adequacy of water to serve the proposed project. Please ensure that adequate information is provided to allow the County to conclude on these points in its CDP decision.

In addition, as part of resolving LAFCo and MSWD issues the estimates of project water demand appear to be low in comparison to estimates used for similar projects. Please ensure that the origin of these estimates is explained, and that a comparative analysis of water usage for other similar development within the Midcoast Area is provided. Also, the water demand for the Office Park Businesses is based on toilet flushes and hand washing and does not include estimates for water usage that may result from the proposed business uses which have the potential to include general office, research and development, light manufacturing, and storage uses. Please include these demands as part of the project water demand analysis, as the current estimates do not seem to reflect the maximum potential water demand for these uses. Please ensure that updated water demand estimates based on the maximum potential demand for the proposed uses are provided, and please make sure that all sources from which estimates are based are cited.

Similarly, the water estimate for the Wellness Center pool is based on toilet flushing, evaporation, and washdown but does not include the water required to fill the pool. These details should be included and added to the project water demand estimate. There is also a discussion in the Addendum about proposed water storage tanks for fire protection being used in lieu of the pool. Other sections of the Addendum seem to suggest that a water storage tank of 100,000 to 200,000 gallons is necessary for fire protection. In addition, the project plans indicate water storage tanks in addition to the pool. Please clarify whether the pool, water storage tank, or both are being proposed and evaluated in the Addendum. Please also specify the water tank estimates in the project water demand table so it can be adequately evaluated.

The current water demand table suggests that the on-site well will only support organic gardening and landscaping, as does Mitigation Measure HYDRO-6, while the description on page 14 states “the on-site well would be used for irrigation purposes and to fill a storage tank (up to 200,000 gallons) for fire protection.” Please clarify how the water storage tank for fire protection will be supplied and reflect this amount of up to 200,000 gallons within the water demand estimate table.

The NPA would also use water for required landscape screening, and these estimates need to be a part of the water supply and demand analysis.

Finally, it is not clear from the information provided how the water demand for the organic gardening and landscaping was estimated. Please include these details and a basis for these estimates. Since the water for the organic gardening and landscaping will be supported by the well which will also potentially fill the water storage tanks for fire protection as discussed above, the Addendum should include an evaluation of the well capacity and its ability to support the proposed uses and the two 6,000 gallon water tanks it currently supplies, consistent with the continuation of the adjacent sensitive habitats (consistency with LCP Policy 2.28). If as a result,

increased well use would be needed for the proposed project, then this increased use should be evaluated for consistency with LCP Policy 2.27. In addition, since the proposed project would connect to a public water supply, the continued use of the well for new development should be evaluated for consistency with LCP Policy 1.19(f).

Any changes to the water demand estimates of the proposed project based upon response to these questions and comments should be included in the MWSD evaluation of water capacity.

- 4. Wastewater:** The wastewater capacity is based on the water demand estimates. If the water demand estimates are updated/modified as discussed above, the wastewater estimates should also be updated/modified and the Addendum should explain how the proposed development and provision of services by Granada Sanitary District (GSD) would accommodate the new proposed flows. Please also ensure that the Regional Water Quality Control Board is consulted regarding wastewater issues, and their concerns addressed. Finally, signed agreements from GSD demonstrating adequate wastewater arrangements should be provided prior to the County taking a final CDP action.
- 5. Traffic:** The LCP Update substantively revised policies regarding traffic, including but not limited to, LCP Policy 2.52 which requires all proposals for new development in the Midcoast that generate any net increase in vehicle trips on Highways 1 and 92, except for a single-family dwelling, a second dwelling unit, or a two-family dwelling, to provide traffic studies that include mitigation measures that offset the project's impacts. Further, prior to CDP approval, the County must be able to make the finding that proposed mitigation measures are adequate to offset new vehicle trips generated by the project to the extent feasible.

As described in the Addendum, "The applicant proposes General Office, Research and Development, Light Manufacturing and Storage uses, with square footages of each use to be determined by prospective tenants and the parking required/available for each permitted use." *The Big Wave North Parcel Alternative Drafted Transportation Impact Analysis* prepared by Hexagon transportation Consultants, Inc, July 17, 2014 included in the Addendum assumed that the Office Park would include "64,505 s.f. of office use, 40,316 s.f. of research and development (R&D) use, 32,253 s.f. of light manufacturing use, and 24,189 s.f. of storage space" but provided no basis for these estimates. Please include an explanation of how these estimates were derived. Since the Addendum states that usage and square footage will be determined by the prospective tenants, it is unclear whether the proposed development potential is accurately evaluated through the traffic study. In addition, LCP Policy 2.52 requires, "Calculation of new vehicle trips generated shall assume maximum occupancy/use of any approved development." The project trip generation estimates are based on average rates for different land uses. The highest usage rate reflected in these calculations is for office buildings. It would seem more appropriate to use the highest land use rate and square footage possible for any potential use that could be developed for the proposed Office Park as there seems to be some uncertainty as to the final mix of uses in the proposed development. This will ensure that the maximum potential traffic impacts, cumulative and otherwise, of the proposed project can be evaluated and mitigated for appropriately. Also, assuming maximum occupancy for the development consistent with the LCP, it is not clear why the AM and PM trip estimates in and out only total 199 and 192

considering that the parking proposed is 525 spaces on the North Parcel (420 spaces for the Office Park, 42 for the Wellness Center, and 63 spaces for coastal access) and 56 for the South Parcel (29 for coastal access and 27 for boat use and storage). Lastly, please clarify if the weekend estimates in the traffic study reflect summertime data, and if not, please supplement the figures to ensure that peak summertime visitor use periods are accounted for in the analysis.

On Page 118, the Addendum states, “The revised project would add more than 100 trips to Highway 1 which is a CMP facility and the Property Owner(s) must prepare a trip reduction plan in accordance with the City/County Association of Government’s CMP guidelines.” Has this trip reduction plan been developed? If so, it should be included in the Addendum.

In short, the proposed project needs to be accompanied by a more complete traffic analysis that assumes maximum buildout and occupancy of the site and subsequent impacts to traffic.

- 6. Parking:** The proposed parking to support the development includes 525 spaces on the North Parcel (420 spaces for the Office Park, 42 for the Wellness Center, and 63 spaces for coastal access) and 56 spaces on the South Parcel (29 for coastal access and 27 for boat use and storage). The LCP zoning regulations require different amounts of parking based on use. Since the Office Park uses have not clearly been established and uses may vary depending on tenants and demand, it is not clear that there is enough space provided on the site to meet the potential parking demand associated with the proposed development. For example, the Addendum notes the Office Park square footage to be 189,000 square feet. Section 6119 of the LCP requires 1 parking space for 200 square feet of floor area for business offices. Thus, the maximum parking required could be up to 945 spaces. In addition, it is not clear how the parking demand for the Wellness Center was estimated. Please provide this information to reflect estimates in a worst case parking scenario consistent with parking supply and demand figures of Chapter 3 of the LCP zoning regulations. Finally, there are 20 spaces depicted on the North Parcel adjacent to the buildings that do not appear to have road access. Please explain how these spaces will be accessed and used.
- 7. Public Views:** The Addendum includes visual representations of the proposed project from various viewpoints. Have these simulations been site verified through the use of story poles or by other means? The Addendum also includes a landscaping plan to further provide for visual screening of the proposed project. The landscaping plan should include supplemental material demonstrating the capacity of the site to support the landscaping plan as proposed, including with respect to water supply as further discussed above and the limited amount of space available due to the parking requirements. Page 37 described the soils to have “moderate limitations.” Please explain how these limitations may impact the ultimate success of the landscape screening plan.

We are interested in the modifications to landscaping, grading, and architecture requested by the Coastside Design Review Committee (CDRC) on July 10, 2014 and how this may affect other aspects of the project. We are also interested in reviewing the feedback from the CDRC on the lighting plan and how this may affect other aspects of the project after their review.

Lastly, as discussed previously, please provide better clarity on the proposed timing and completion of the landscaping plan in light of the currently proposed project phasing to ensure that development is screened appropriately as it is developed.

- 8. Coastal Hazards:** We have reviewed the *Sigma Prime Geosciences, Inc Fault Study*, dated February 2014 and also *Sigma Prime Geosciences, Inc Fault Study* dated April 2014 included in the Addendum. The fault trench study as submitted is insufficient to evaluate the risk of fault rupture at the site. The report should contain a trench log and continuous photographs (even if the soil horizon appears not to change across the trench), and the photographs should be of sufficient quality so that they can be used to evaluate soil features. The report should also describe previous studies, the location of nearby trenches, and age control based on soil development. In addition, the February 2014 study recommends and proposes additional studies including a subsurface geotechnical study and a second fault trench. It is unclear why the recommendation to dig a second trench was removed in the April 2014 study included in the Addendum. These additional studies are necessary to determine if the proposed project is consistent with the coastal hazards policies of the LCP. Consistent with our letter dated April 22, 2014, we continue to recommend that the second trench is dug, logged and photographed properly as indicated in the description above so that the site can be properly evaluated relative to coastal hazards. Please explain when these studies will be conducted and provide the relevant information from the studies when available.

Also important to note, the new configuration places two of the Wellness Center buildings within the Alquist-Priolo Earthquake Fault Zones. As stated on the Department of Conservation Website, “Alquist-Priolo Earthquake Fault Zones are regulatory zones that encompass surface traces of active faults that have a potential for future surface fault rupture...Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults...If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet).”¹ Based on the information currently provided, we cannot conclude at this time that the site is safe from geological hazards consistent with the LCP until an adequate geologic investigation is provided as part of this Addendum.

In regards to tsunami hazards, the modified project appears to partially address the requirements of Section 6326.2 of the LCP. For example, assuming that the maximum inundation of a tsunami would be +28 feet NGVD, the placement of all residential development at +30 to 34 feet NGVD will ensure all residential development will be at least 2 feet above water levels consistent with the LCP. However, the Applicants still need to submit designs for a pile supported building that, with sufficient pile depth, would be able to withstand the projected horizontal wave force. This information would need to be submitted and further evaluated in order to determine consistency with the LCP in regard to tsunami hazards. These designs should also comply with the requirements outlined in LCP Section 6825.3 for coastal high hazard areas.

¹ <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/disclose.aspx>

We recognize and appreciate that the residential living space has been elevated out of the tsunami hazard zone consistent with the requirements of the LCP. However, we also note that this restricts the square footage within the Wellness Center Buildings that can be used for residential uses resulting in 4 buildings to be developed to accommodate the space needed for residents. Have alternative site locations been considered that may be able to better accommodate this use and provide a greater amount of living space on less square feet of developed area? As part of the analysis of project alternatives, please evaluate whether residential uses may be better accommodated on a smaller project site out of the tsunami hazard area where such issues can be avoided.

- 9. Sensitive Habitats:** It is not clear from the information provided in the Addendum where the boundaries of all existing sensitive habitats occur on the project site, including the wetland and riparian corridor boundaries as defined by the LCP. Figure 4 does illustrate the California Coastal Commission wetland boundary on the South Parcel but this boundary is not clear on the North Parcel.

The Addendum states, “the CCC has specified 150 feet as the minimum buffer that should be applied to the wetlands at the Big Wave project site due to proximity to the important habitat at Pilarcitos Marsh, the documented uncertainty of the delineated wetland boundary due to plowed vegetation, and due to the sensitive nature of the potential species and habitat present at this location.” Firstly, this statement should refer to the important habitat of Pillar Point Marsh not Pilarcitos Marsh. Secondly, it appears that the planned boat storage use is located only 100 feet away from the California Coastal Commission’s wetlands boundary and some areas of the proposed coastal trail sidewalk also appear to be located within this 100 foot area. The public parking and boat storage parking are also located within 150 feet of the Coastal Commission wetlands boundary. Has the project considered alternatives which would accommodate location of the public parking and boat storage out of the 150 foot buffer, including by moving all public parking to the North Parcel and expanding the boat storage on the South Parcel outside of the buffer? Please include such evaluation in the alternatives analysis.

It is also not clear how the proposed organic farming operations would be consistent with the continuation of the adjacent sensitive habitats. The description on Page 9 regarding the organic farming operations includes “the production of agricultural commodities including produce, chicken, and eggs” and a native plant nursery. Where will the keeping of chickens and the native plant nursery occur on the project site? Are they proposed to occur within the wetland buffer? Please better specify the activities proposed to occur within the wetland buffer and how these uses are consistent with LCP policy 7.19 and 7.3.

Lastly, how will the project ensure that the sensitive habitats and their respective buffers are protected from future development in perpetuity on the newly created lots?

- 10. Agricultural Lands:** As previously communicated to the County in a letter dated June 18, 2014, “all development on “prime agricultural soils,” “prime agricultural land” or “other land suitable for agriculture” as defined by the LCP is still subject to LCP agriculture policies that apply generally to such lands regardless of the designation, such as LCP Policies 1.3 and 5.22. These

policies would apply to the proposed project in a similar manner as they applied to its predecessor project, and should be considered carefully in the evaluation of the project.” Attachment D of the Addendum does not include an evaluation of LCP Policy 1.3 which recognizes that some lands, including prime agricultural soils and sensitive habitats, included in the urban boundary should not be developed at relatively high densities. Please evaluate the proposed project’s densities as well as any potential alternatives, for consistency with LCP Policy 1.3.

11. Alternatives Analysis: It is going to be critical to the CDP decision that the County’s record includes an accessible evaluation of alternatives to the proposed NPA that is sufficient to identify alternatives to the proposed project that might lessen coastal resource impacts under the County’s Local Coastal Program (LCP). The proposed NPA project needs to be able to be understood in terms of possible alternative permutations (such as alternative siting and design) across the same set of evaluation criteria. Please ensure that the record includes an adequate explanation and analysis in this regard, including in light of concerns regarding allowable land use within the M-1 zoning district, public service (water, sewer, and traffic) availability and infrastructure to support the proposed project and subdivision, the nature and phasing of the project, sensitive resources, high density development on agricultural lands, coastal hazards, and public views, all as discussed further in the sections above.

12. Other:

Coastal Permit Requirements - In addition to what is described on Page 17, a CDP is also required for the proposed subdivision pursuant to LCP regulations.

Public access - The Big Wave transportation description on Page 10 discusses collecting fees for event parking. Will the public parking areas be used for these paid parking events or will other project parking be utilized? Please describe all aspects of proposed events and related elements, including parking fees.

South Parcel Development - How will the proposed project ensure that boat storage, public parking, public trail usage, restoration and landscaping, and the proposed organic gardening use, are the only uses that would occur on the South Parcel for the future life of the subdivided land?

We appreciate the opportunity to comment on the Addendum and this project. We hope that these comments prove useful, and we look forward to additional coordination and discussion on the proposed project, including as new information and materials are developed moving through the County’s CDP evaluation process. If you have any questions regarding these comments, please contact me at the address and phone number listed below.

Sincerely,

Addendum to the Big Wave Wellness Center and Office Park Project EIR North Parcel Alternative

September 2, 2014

Page 10

Jeannine Manna
District Supervisor
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105
(415) 904-5250 Phone
(415) 904-5400 Fax
Jeannine.Manna@coastal.ca.gov

Cc: Dan Carl, CCC, Deputy Director, North Central District

Nancy Cave, CCC, District Manager, North Central District

From: "Manna, Jeannine@Coastal" <Jeannine.Manna@coastal.ca.gov>
To: 'Camille Leung' <cleung@smcgov.org>
Date: 9/30/2014 10:56 AM
Subject: Big Wave Follow Up Questions

Hi Camille,

In reviewing the notes from our meeting, a few other questions came up for me. Just wanted to make sure you had these sooner rather than later.

* We still need a better idea about what is being approved by this use permit, coastal permit for development and subdivision, and other approvals, and for how long. If all the development is not undertaken in the timeframe of any of the permits or approvals what happens? Will the subdivision remain in perpetuity? Will utilities stay allocated to the subdivided parcels in perpetuity? How will this be kept in check through special conditions?

* Will the permit conditions also require that the low income housing be for the specific use as a sanitarium?

* Can you provide better clarification on the sequencing of Lafco's determination and our potential appeal action.

* How was the rate for the wellness center estimated in the traffic study?

* We are very interested in seeing what the CDRC recommendations are and how that plays out in the project design.

Thanks!
Jeannine

Jeannine Manna
District Supervisor
North Central Coast District
California Coastal Commission
(415)-904-5250
Jeannine.Manna@coastal.ca.gov<mailto:Jeannine.Manna@coastal.ca.gov>

From: Walter Abrazaldo
To: Leung, Camille
CC: Wong, Sandy; SHolmes@BigWaveProject.org
Date: 10/1/2014 1:23 PM
Subject: Re: C/CAG Comments on Addendum to Big Wave EIR

Hi Camille,

The larger of the peak hour trips generated in the AM or PM. I believe the Addendum showed 199 trips being generated in the AM peak and 191 in the PM peak. Therefore, the project would have to provide a plan to mitigate at least 199 peak hour trips.

Wally

Wally Abrazaldo
Transportation Program Specialist
C/CAG of San Mateo County
(650) 599-1455

>>> Camille Leung 10/01/14 1:14 PM >>>
Hi Wally,

Just a question for clarification, must the project mitigate/reduce all peak hours trips? 391 trips?

Thanks!

Camille M. Leung
Planning and Building Department
455 County Center, Second Floor
Redwood City, CA 94063
Phone: (650) 363-1826
Fax: (650) 363-4849

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>>> Walter Abrazaldo 9/2/2014 4:14 PM >>>
Dear Ms. Leung:

Please accept the attached letter as C/CAG's comments on the Addendum to the Certified 2010 Big Wave Wellness Center and Office Park Project Draft EIR and Final EIR.

If you have any questions, please contact me at wabrazaldo@smcgov.org or 650-599-1455.

Thank you,

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

September 2, 2014

VIA E-MAIL

Camille Leung, Project Planner
San Mateo County Planning and Building Department
455 County Center, 2nd Floor
Redwood City, CA 94063

RE: **Big Wave North Parcel Alternative Project**

Dear Ms. Leung:

Thank you for offering the City/County Association of Governments of San Mateo County (C/CAG) the opportunity to review the Addendum to the Certified 2010 Big Wave Wellness Center and Office Park Project Draft Environmental Impact Report (EIR) and Final EIR. Our review focused on the consistency of the Traffic Impact Analysis (TIA) included as Attachment J to the Addendum with the San Mateo County Congestion Management Program (CMP), which requires mitigation measures for land use development projects that are projected to significantly impact or generate more than 100 new, net peak hour trips on the CMP roadway network.

According to the TIA, the revised project is estimated to generate 1,479 daily trips, including 199 trips during the AM peak hour and 192 trips during the PM peak hour. The report acknowledges C/CAG's CMP policy on Page J-34 and notes that a trip reduction plan will need to be prepared for the project in accordance with C/CAG guidelines.

As the Addendum does not include a copy of the trip reduction plan for review, C/CAG staff recommends that a Condition of Approval be imposed requiring the property owner to submit a trip reduction plan prior to the issuance of any building permit on the project site. The trip reduction plan should be subject to review and approval by C/CAG staff and demonstrate compliance with C/CAG's "Guidelines for Implementing the Land Use Component of the Congestion Management Program", which is included in the 2013 CMP as Appendix I. A typical plan documents how transportation demand management (TDM) measures at the project site contribute to mitigating the peak hour trips generated by the project.

If you have any questions, please contact me at wabrazaldo@smcgov.org or 650-599-1455.

Sincerely,



Wally Abrazaldo
Transportation Programs Specialist

From: [Camille Leung](mailto:Camille.Leung@sanmateo.ca.us)
To: [Ramona Arechiga](mailto:Ramona.Arechiga@sanmateo.ca.us)
Cc: SHolmes@BigWaveProject.org
Subject: Re: Fwd: Big Wave - Parks Conditions
Attachments: [Parks land.pdf](#)

Hi Ramona,

Thank you for your comments. I will incorporate them as conditions of approval. While planting and maintenance will be done by the Wellness Center residents, monitoring will be performed by a licensed biologist or ecologist.

I'm sure the applicant will be happy to work with you. According to the applicant, Parks had required restoration of County lands outside of the Big Wave's west property line, due to land disturbance by Big Wave associated with farming in the past. See Attached map for County lands that will be restored.

Please feel free to call or email Scott Holmes at 773-1870 (see email above).

Thanks

Camille M. Leung
Planning and Building Department
455 County Center, Second Floor
Redwood City, CA 94063
Phone: (650) 363-1826
Fax: (650) 363-4849

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>>> Ramona Arechiga 8/18/2014 2:12 PM >>>
Hi Camille,

Thanks for providing the information I requested. The restoration plan is very strong. I extracted the pages specific to Attachment B and have included my notes directly in the PDF. I realize that I missed the informational hearing but I do hope my comments are useful. In the future where would we find out more about these hearings? I was only aware of the hearing date, no time or location information was provided.

Will the Parks Department have any opportunity to work with this group in the future? The proposed restoration work has the potential to affect the PP Marsh and it would be nice to collaborate as much as possible. I am planning on developing a PP Marsh restoration strategy in the next several months. In your email dated 8/7/2014 to Sam Herzberg you said, "Restoration of areas of wetland owned by the County, wetland areas owned by Big Wave, and wetland buffers is still a part of the proposal (see attached)." It was unclear from the report that I read and the maps I viewed that they would be working in County owned wetlands. Can you clarify this point? I have not been able to locate Fig. of the Addendum.

As far as I can tell from your email dated 8/7 included, "The delineated wetland boundary occurs roughly 40 feet outside of the north parcel along 820 feet of property line on land owned by San Mateo County (APN 047-311-050). The project proposes including this adjacent property strip, roughly 30,000 square feet, in its Landscape Plan as shown in Figure 5. See Section 2.3.3 above for discussion of the planting plan." Provided we have the property boundary delineated prior to work I do not anticipate this being an issue, provided they conduct the work on their side of the property boundary. If they anticipate needing to stage or work on our side of this boundary, they will need an encroachment permit.

Please provide my contact information to Big Wave or their contractor for collaboration on implementing their restoration plans. IF it is possible to share the contact information for the Big Wave Group with me I would appreciate it. I am already working with the US Air Force and it would be good to be able to include Big Wave in the conversation for the broader wetland/ marsh restoration work.

Thanks again for providing the opportunity to review these documents.

Sincerely,
Ramona

Ramona Arechiga
Natural Resource Manager
San Mateo County Parks Department
455 County Center, 4th Floor
Redwood City, CA 94063

Midcoast Community Council

*An elected Advisory Council to the San Mateo County Board of Supervisors
representing Montara, Moss Beach, El Granada, Princeton, and Miramar*
P.O. Box 248, Moss Beach, CA 94038-0248 - www.MidcoastCommunityCouncil.org

Lisa Ketcham **Dave Olson** **Chris Johnson** **Laura Stein** **Erin Deinzer** **Dan Haggerty** **Joel Janoe**
Chair Vice-Chair Secretary Treasurer

Date: August 27, 2014

To: Camille Leung, Project Planner

Cc: SMC Planning Commission
Supervisor Don Horsley
Coastal Commission staff: Nancy Cave, Renée Ananda

Subject: **Big Wave North Parcel Alternative (PLN2013-00451) and
Addendum to Big Wave Environmental Impact Report**

The Midcoast Community Council (MCC) has held four public meetings¹ on the Big Wave (BW) North Parcel Alternative (NPA) to receive applicant and County presentations and community input. We submitted initial comments on the March 2014 project referral, and now submit these additional comments and questions on the July 2014 NPA Project and EIR Addendum.

PROJECT DESCRIPTION

The project description needs to be clear, but even now, nine years after the Wellness Center was added to the previously proposed major commercial development for the Big Wave site,² the plans remain in flux, with details out-of-date, in error, or lacking, as noted throughout this letter.

- At Coastside Design Review on 7/10/14 when committee members objected to the landscape screening as demonstrated with simulation drawings, they were told the landscaping wouldn't actually look like that. Yet the landscape plan and the visual simulations were unchanged when presented to MCC on 8/13/14.
- Site description (p.3) describes the adjacent Pillar Point Marsh as salt marsh habitat. The 23-acre portion of the marsh adjacent to the Big Wave site is fresh water marsh.
- BW Farming products would be used on-site or sold to Office Park employees only, but BW Transportation would transport food and produce to market (p.9-10).

Speculative development of the Office Park is not planned, and no interested buyers or tenants have come forward since the project was introduced to the public in 2006. The building plans are just ciphers for what some future tenant might want. Even the Wellness Center plans are only conceptual. Actual configuration would depend on demand (p.8).

¹ 11/13/13, 4/9/14, 8/13/14, 8/27/14

² "PLN 2002-00288: Grading Permit for 44,000 cy of fill for a proposed 10 acre development (unspecified storage, boat yard and commercial bldgs) on a 14 acre parcel. The applicant stated during the meeting that this proposed plan was for a major Commercial Development in the M-1 zoning, however, they were unable to obtain water for that project which has since been canceled. Currently, the applicant is undecided on a final proposal for the site and is only going to use it for storage." (8/28/02 MCC letter to Planning)

The Wellness Center project description is permanent low-income housing for special needs adults, a goal that clearly has community support, in spite of this challenging location. Loosely calling this housing a sanitarium, that technically lacks any dwelling units, is said to avoid the M-1 industrial zoning restrictions and LCP Policy 1.23 on new housing limits. Given the new phasing plan showing Wellness Center to be developed first, and uncertainty about tenants for the Office Park, what assurance is there that a significant portion of the 50 residents will be from our local area and will indeed be able to afford to live there on their SSI income as the project promises?

PROJECT SCALE

The reduced NPA Office Park scale (189,000 s/f) is an improvement, but still exceeds the 2006 BW Project, which was presented as fully supporting all project goals. As presented at the 2006 pre-development workshop, the BW Project had four two-story office buildings totaling 155,000 s/f and Wellness Center consisting of 36 one- and two-story apartment and condominium housing units for an unspecified number of residents plus associated common areas and commercial uses.

Although the community expressed concern in 2006 at the large scale of development, the north parcel office park was subsequently increased to three stories and 225,000 s/f, and a separate 20,000 s/f commercial building was added to the south parcel. That brought the total 2010 BW Project commercial space from 155,000 to 245,000 s/f. It would seem no hardship to scale back the Office Park to the 155,000 s/f level of the 2006 proposal.

NPA development density on the north parcel is relatively unchanged from the 2010 project denied by the Coastal Commission. Benefit from this alternative is dependent on protection of the south parcel from future development and restoration of those wetlands. The project description states that only the south parcel's Lot 2 would remain undeveloped, but there is no mention of how that would be enforced in perpetuity, such as a conservation easement.

The square footage of the Wellness Center in the NPA Project is described as 70,500 s/f of building floor area, but this total does not include the ground floors of Building 2 and 3 (19,500 s/f). Clearly these floors are intended to be finished and used as pool, or storage, or anything except living space. Similar areas in the previous project were included in building totals (pool, offices, meeting rooms, BW businesses, maintenance, janitorial, storage). To leave out this square footage is comparable to not counting the square footage of the unfinished floors of the Office Park. The 19,500 s/f should be included in building totals for an accurate description of the Wellness Center of 90,000 s/f.

LCP Policy 3.13 Maintenance of Community Character – compatible in scale, size, and design, with housing height limited to two stories.

Community Design Manual: "Structures should relate in size and scale to adjacent buildings and to the neighborhood in which they are located."

The NPA Project 38-foot building height is out of scale with adjacent development and will dramatically alter the local community character. The tallest existing warehouse in the immediate vicinity is 24 feet, on the north side of Pillar Ridge, a 22-acre residential community of single-story manufactured homes. A more appropriate building height limit

in this neighborhood would be 28 feet. Other comparisons of scale are the only other buildings on Airport St., otherwise surrounded by preserved open space and airport fields:

- Warehouse, 850 Airport: 2 stories, 24' tall
- Warehouse, 860 Airport: 2 stories, 23' tall
- Warehouse, 333 Airport at Stanford: 22' at Airport frontage, sloping up to 30' at the narrow back edge (height verified on building permit BLD98-0691)
- Pillar Ridge community center, next to the bluff: 17' on 6' elevated hillside, total 23'

The vast majority of development in Princeton is one and two-story. Upcoming zoning changes may include lowering the Waterfront building height limit from 36 to 28 feet, as was already done for the area east of Denniston Creek.

A key theme identified in the Plan Princeton Community Visioning Report (October 2013, p.1-3) is to preserve the area's existing character -- its small scale, and its natural environment. "Many people want to see Princeton retain and enhance what makes it special today and to limit the height, bulk, and mass of new development." The Plan Princeton Existing Conditions Report (May 2014, p.4-50) states, "Large-scale hotel development along Capistrano Road should not be used to represent community character."

Story Poles should be required for the perimeter of the tightly grouped buildings, and the standard wide strip of orange webbing should be used at the maximum building height so that it is visible from all the viewpoints analyzed in the EIR. As the project engineer told the Coastside Design Review Committee on 7/10/14, the visual simulations are not all reliable. It is important for the community at large to see an accurate real life depiction of the height and mass of the proposed development.

TRAFFIC

Jobs/Housing Imbalance: The potential for many new high-paying local jobs at the BW Office Park is touted as helping to address the Coastside housing/jobs imbalance. San Mateo County has a jobs/housing imbalance, which leads to long commute distances from outlying bedroom communities of which the Coastside is an example. A useful solution is more housing near Bayside jobs and transit corridors to reduce vehicle miles traveled (VMT) and greenhouse gas emissions. The reverse housing/jobs imbalance of the Coastside (particularly for high paying jobs) is a symptom of the countywide problem. To add non-coastal-related jobs on the Coastside will not help the county's jobs/housing imbalance, nor reduce VMT and greenhouse gas emissions. It will only increase pressure for more Coastside housing, infrastructure expansion, and traffic congestion from sources unrelated to Coastal Act priority uses.

Reverse Commute: The Traffic Analysis proposes that the BW "reverse commute" would not impact peak hour traffic on Highway 1, but does not consider all the unsignalized intersections up and down the highway where vehicles must wait for a break in traffic to turn onto the highway. Reverse commute traffic will make it more difficult to turn onto the highway due to smaller and fewer gaps in traffic. That may trigger the need for more signals along the highway, which will add to congestion. Comparison of BW 2007 and 2014 traffic analyses shows peak hour LOS degradation of Cypress eastbound to northbound turn movement due to increased highway traffic alone (C/D then, E/F now).

Inadequate/Indirect Access: The BW site lacks direct access to major roads, which should be a main ingredient for a business park of this scale. The site is hard to find, even if its size will make it clearly visible from Highway 1. The southern route through Princeton is tortuously indirect, via Capistrano to Prospect to Broadway to California to Cornell to Airport. The northern route via Cypress to Airport is an easily-missed narrow rural/residential road, leading to residential neighborhoods and coastal visitor destinations. The project would flood these narrow secondary marine industrial, residential, and visitor-serving streets with through traffic totally unrelated to Coastal Act priority uses.

Emergency Access: Two chokepoints, Cypress in the north and Prospect in the south, provide the only access to all the area between San Vicente and Denniston Creeks, namely industrial and visitor-serving Princeton, the Pillar Ridge and Seal Cove residential neighborhoods, coastal recreation destinations of Mavericks and Seal Cove beaches, Pillar Point Bluff, CA Coastal Trail, Moss Beach Distillery, and the Big Wave site. These narrow chokepoints, constrained by raised median and curbs on Capistrano, and deep roadside drainage ditches on Cypress, are critical for emergency vehicle access and tsunami evacuation routes. Traffic backing up on Capistrano and Prospect would, for example, delay fire engines from reaching a home burning in Pillar Ridge. LOS degradation acceptable at other locations could be a matter of life and death at these chokepoints. The existing road access was never designed for such large-scale development.

Cypress & Highway 1: The Traffic Report states that NPA office space reduction results in fewer project vehicle trips (from 2,123 to 1,479 daily trips), but still meets peak hour signal warrant requirements for signalization (or roundabout) at Cypress & Highway 1. Proposed mitigation is a warrant study **upon occupancy** of each Office Park building until the signal warrant is met, at which time applicant shall be responsible for Caltrans approvals, CEQA requirements, all permits, and installation of intersection improvements. That process could take years and would not begin until after the signal warrant is met. LCP Policy 2.52 requires that traffic mitigation measures be installed as part of the project prior to occupancy.

- We are told the signal warrant is close to being triggered at Cypress. What is the additional number of vehicles that would trigger the signal warrant?
- Could the local desperation measure of turning left by turning “right/left/left/left/right” have skewed peak hour traffic counts?
- Does the Traffic Analysis take into account that due to constraints of deep roadside drainage ditches, no more than two vehicles can queue at Cypress before the right turn space is blocked?

Vehicle trip projections are based on a completely arbitrary and non-binding apportionment of business park uses that generate significantly fewer vehicle trips and parking space requirements than office space does. It is unrealistic to expect ongoing compliance with the admittedly arbitrary allotment, or effective County oversight of business park uses and resulting traffic impacts, which may therefore be drastically underestimated for the actual built-out project.

Currently undesignated uses of the ground floors of all buildings except #1 and #4 could be additional parking, which would then allow more intensive building occupancy and increased traffic.

Project trip estimates assume the 50 residents would not generate any trips. Surely they will have visitors. Even though they don't drive, they will have to be driven everywhere they need to go, by staff, family, or friends.

Pedestrian and Bicycle Safety: The Traffic Report notes Cypress at San Vicente Creek is only 20 feet wide, and that bicycles need to take the lane, but ignores that pedestrians also must walk in the roadway on this section, and that the lower grade in the creek area limits sight distance. It should be noted that the width of the entire Class 3 bike route from Capistrano through Princeton, on Airport and Cypress requires bicycles to share the road. Vehicles need to use the oncoming lane in order to safely pass bicycles. One section of multi-modal trail fronting the project will not adequately mitigate the increased pedestrian and bicycle hazards of dramatically increased traffic on the rest of Airport and Cypress and through Princeton.

Airport St. at Culvert: Project plans show the addition of K-rail and rows of yellow crash attenuator barrels on both sides of Airport St. at the narrow culvert section between the BW north and south parcels. Rather than adding traffic hazards and visual blight to accommodate the multi-modal trail, it would be preferable to install an 8-foot-wide bridge across the small stream similar to the ones recently used for crossings of environmentally sensitive habitat areas on the Naomi Patridge Trail in Half Moon Bay.

PARKING AND SITE ACCESS (p.10-11)

- Which section of north parcel parking is planned for public beach spaces?
- How will the proposed BW Transportation event parking fees avoid impacting public beach parking spaces?
- The 20 parking spaces alongside Buildings 2, 4, B, C, and E show no road access, which would use up much of the inner courtyard area which otherwise might have been assumed to be landscaped with outdoor gathering places for residents and business park workers. The last-minute placement of these parking spaces occurred due to the need to move them out of the wetland buffer on the south parcel. Beach parking located on the south parcel would provide the most public access benefit.
- The parking plan does not provide planting space for many of the 24-inch-box trees in the landscape plan. To help break up the large expanse of pavement we would like to see a planting island within/along the length of the middle row of parking spaces.
- South parcel beach parking layout has the multi-modal Coastal Trail routed away from the street around the parking lot with a dead end at private property line at south end without access back to Airport St. A 4-foot-wide landscape buffer is required between parking lot and street. We suggest the following arrangement: street, landscape buffer, trail, parking. This would reduce the detour for trail users and allow trail connection to Airport St. on the south end. It would best screen the parking and separate the trail from traffic.
- The proposed trail extension on the NW property line (bordering Pillar Ridge community) for future linkage to County Park leads only to Pillar Point Marsh, private property, and to a steep landslide area unsuitable for bluff access. It is not advisable to lead the public to this secluded, unmonitored, sensitive habitat area.

WATER USE (LCP Policy 1.19 Adequate Public Services and Infrastructure)

Estimated domestic water usage for the 2010 BW Project was 26,000 gallons per day (gpd). The applicant estimates the NPA will require 9,765 gpd, which is a reduction of 16,235 gpd, or 62%. The NPA Project reduces total commercial square footage by 56,000 s/f, or 23% (245,000 down to 189,000 s/f), but does not reduce the number of residents and staff in the Wellness Center.

- What is the explanation for this dramatic reduction in water use estimates from the prior project?
- What will happen if water use estimates are unrealistically low and the project ends up using more than the 10,560 gpd that MWSD has available to supply?

The Daily Flow Analysis assumes significantly below average water use by the residents. The Wellness Center has no allocation for janitorial uses or business operations, such as drop-off commercial laundry services for Office Park workers, or the expanded use of the cafeteria for the Office Park. The Office Park has no allocation for lunchrooms, research and manufacturing uses, or shower facilities for bicycle commuters (a condition of the 2010 project).

The proposed no-chlorine salt-water pool on the ground floor of Building #3 is said to eliminate the need for showers in the pool area.

- Won't people want to wash off the salt water?
- Won't they be encouraged to shower before entering the pool?
- Won't having a heated pool with purposefully limited ventilation (to prevent evaporation and conserve water) underneath the living quarters allow the constant moisture to permeate the building?
- Will the 200,000 gal fire-flow storage tank be filled with MWSD water as stated on p.15, or from the agricultural well as stated on p.4?
- Is the swimming pool intended to double as fire-flow storage tank?

LANDSCAPE PLAN & WETLANDS RESTORATION

The phasing plan calls for north parcel permanent wetland habitat fencing in Phase 1, and north parcel wetland restoration in Phase 4, up to 15 years later. Restoration, especially weed control, will need to occur immediately upon cessation of active farming to prevent further degradation of the natural area by the proliferation of invasive weeds due to neglect after soil disturbance. This includes the adjacent strip of County Parks' Pillar Point Marsh which has been disturbed by farming and whose boundary is to be permanently marked to prevent further incursion.

The wetlands restoration plan is unnecessarily elaborate and complex, including extensive grading and intensive planting. A more realistic and modest restoration plan could be accomplished with the farmer's last tractor pass, followed by a simple planting of the locally native coastal scrub and wetlands plant species that were displaced when the farming operation began in 2005. This would be preferable to postponing the restoration up to 15 years or longer due to prohibitive expense.

The landscape and restoration plan was designed for the 2010 BW Project which proposed to recycle all wastewater, and which required extensive year-round irrigation in order to dispose of all that water. The NPA Project connects to the sanitary sewer system and would not have all that recycled water. Although the onsite agricultural well is

available for landscape water, conservation should be practiced because this well draws from the same limited aquifer as the local drinking water supply, particularly Pillar Ridge and airport wells. From a water-use perspective, the plant list and procedures should be revised due to this significant project revision.

LCP Policy 8.16 encourages landscape plantings common to the area. The landscape and restoration plan would add over 2,000 trees to a 19-acre site that never had any trees, transforming rather than restoring the site. Tree species were chosen that would grow to hide 50-foot-tall buildings, with no thought that the trees themselves, due to their size and placement, would then block public coastal views. A smoother transition from the adjacent natural areas to the development would be to cluster the trees around the buildings, and use shrubs to screen the parking lots. In that way, views of the bluff and Pillar Point, which give the area its sense of place, would not be completely blocked by dense tree plantings around the parcel perimeter.

The tree species in the plan may be unsuitable for the site's extreme marine influence, heavy impermeable soil, and cramped parking lot islands. None have been tested locally in these difficult conditions. Water-seeking alders should not be planted within 100 feet of the clay-tile sewer line on the property line with Pillar Ridge. Consider the Pillar Ridge homes that will be left in the shade by tall trees along this property line.

EECAP Development Checklist - 1.4, Tree planting to shade homes.

In this foggy marine-influenced environment, no one has air conditioning, and many use their heaters year round, at least to warm the house on a foggy morning. Sunshine is a premium in this location for its psychological and warming benefits, whereas shade is not needed or desired for cooling.

SIGNAGE

Signage added by staff high on the sides of the 36-foot-tall buildings only compounds the scenic injury of this massive development and defeats the purpose of the landscape and design efforts to help the buildings blend with their surroundings. We prefer instead low signs at the site entrance on Airport St.

GRADING

Grading permit for 21,400 cy of imported gravel is planned to raise the developed site grade one to two feet, or to three feet as stated at 8/13/14 MCC presentation.

- The grading plan doesn't specify how the soil in landscaped areas within the developed site will be brought up to the new grade level.
- The grading plan shows walkways centered between the buildings, a concept that pre-dates the addition of 20 extra parking spaces in that area without road access.
- Will the existing gentle slope of the site be maintained, or will the entire developed site be raised to one level?
- The grading plan doesn't show how the new fill level will be blended down to the remaining existing grade around the edge of the developed area.
- Will there be only one benchmark to measure building height above existing grade?

AIRPORT HAZARDS

The potential for aircraft hazard due to project-related wind tunnel effect has been brushed aside with the claim that Pillar Point Bluff blocks prevailing winds from the west (DEIR page IV.G-25). Winds don't get blocked – they get diverted, making direction and force variable and unpredictable which is the real concern. Pillar Point Bluff does indeed disrupt prevailing wind direction, resulting in strong winds from either north or south. A group of tall buildings separated by narrow canyons near the runway introduces a whole new variable for pilots.

The analysis of aircraft noise impacts neglects the considerable effect of reflected noise off tall buildings and the increased decibels that residents of Pillar Ridge will have to endure. Multiple reflections of aircraft take-off noise will increase sound intensity as the listener hears the direct sound along with all of the multiple reflections as the plane proceeds down the runway at full power on takeoff. 80% of takeoffs originate directly across the street from the proposed Big Wave Office Park.

DEVELOPMENT AGREEMENT

The proposed 15-year phasing plan with Development Agreement is a one-sided benefit for the developer that cannot be justified and may set an unwanted precedent. There needs to be significant public benefit in exchange for the special entitlement of such an extended freeze of existing zoning regulations. Freezing zoning regulations benefits developers but is a detriment to the community. The County is already more than generous with its policy of freezing zoning regulations for a project as early as when the "application is deemed complete", and liberally grants permit extensions.

The previous massive Midcoast development was Harbor Village, approved in 1989, with a ten-year Development Agreement, but not built until 15 to 19 years later under new ownership and after permit modification to allow for condominium subdivision in order to obtain financing. By the time the project was built, the design was dated and area building height limits had been reduced, but the construction went forward with the 1980's standards, to the detriment of the community.

LCP Policy 5.2, Designation of Prime Agricultural Lands, requires the County to designate any parcel that contains prime agricultural lands as Agriculture on the LCP Land Use Plan Map. The County has not updated the map per LCP policy certified in 2012, and the site remains designated General Industrial. The fact remains that the USDA Natural Resources Conservation Service has mapped the BW north parcel as prime agricultural soil.³ A prime opportunity was missed to correct this land use designation before the NPA Project was submitted in 2013. Does the County have a timeframe for complying with this LCP policy?

Thank you for the opportunity to comment.
MIDCOAST COMMUNITY COUNCIL
s/Lisa Ketcham, Chair

³ Denison clay loam, nearly level (1961)

From: [Fran Pollard](#)
To: cleung@smcgov.org
Subject: Big Wave NPA Project
Date: Tuesday, September 02, 2014 4:13:46 PM

Granada Parks Committee
P O Box 832
El Granada, CA 94018
September 2, 2014

To: Camille Leung, Project Planner
Cc: SMC Planning Commission
Supervisor Don Horsley
Coastal Commission Staff: Nancy Cave, Renee Ananda

Subject: Big Wave North Parcel Alternative (PLN2013-451) and
Addendum to Big Wave Environmental Impact Report

Please include in Planning Commission Packet:

The Granada Parks Committee has reviewed the Aug. 27, 2014 MCC letter submitted to you, concerning the Big Wave NPA Project . We are in complete agreement with their findings and concerns. We also, want to express some of our concerns.

Although the idea of a live/work facility for developmentally disabled young adults is a worthy cause, tying the facility to a commercial office park project is not appropriate. The office buildings are out of scale with the community, and the location next to an airport, a marsh and a propane gas distribution facility is poorly chosen for the facility, the environment and the poor residents forced to live in such an environment. There are few amenities nearby, no local parks, limited shopping facilities, etc.

We believe it is not appropriate to take high quality agricultural land out of production to replace it with a commercial facility. This is not in line with LCP policies.

This location does not have adequate transportation, neither is the infrastructure adequate to support this facility. In particular, routes to Highway 1, both north and south, have major bottlenecks. There does not appear to be any practical way to address these bottlenecks, especially without major changes that are not in keeping with the rural character of the Community.

Any project approval should be conditioned to require completion of all necessary improvements to the road infrastructure prior to issuance of any occupancy permit."

While we understand the county's desire to help these adults, it seems that the Wellness Center is being used to justify a group of commercial buildings that would not otherwise be allowed. The proposed 15 year phasing of the commercial buildings does not match the statements that the Wellness Center requires those buildings in order to support the facility and it is possible they will never be built.

While the county planning process does not require that a project be financially viable in order to receive permits, it does seem in this case that the Wellness Center might require government support in order to serve the young adults.

Additionally, as the plans exist today, it seems that significant details are incomplete and/or

inconsistent, such as the lack of showers for the swimming pool, the uses to which the lower floors of the residences will be put, and the amount of water to be used.

The 15 year development agreement is unreasonable: think of the changes in the Local and State economy in the last 15 years. Had this project been started in 2005, would it now have the commercial development the proponents say is necessary to support the Wellness Center? Very unlikely! Why should other residents of the Coastside have to put up with sporadic construction and infrastructure improvements over a decade and a half?

These are some of our concerns. It remains too large a project in the wrong area. It belongs in a city with all the city amenities such as Half Moon Bay or on the Peninsula where there is proper transportation, health facilities and all amenities.

Therefore we urge you to reject this development and urge the developers to find an appropriate location.

Thank you,

Granada Parks Committee
Fran Pollard and Leni Schultz, Co Chairs

From: [Rich Newman](#)
To: [Camille Leung \(cleung@smcgov.org\)](mailto:cleung@smcgov.org)
Subject: FW: Big Wave
Date: Thursday, July 31, 2014 11:35:29 AM

Hello Camille,

With regard to the EIR addendum, please see below two significant areas which were not studied in any adequate way (other than to dismiss them) in the original EIR. Given that the buildings housing residents, to my knowledge, are being placed closer in proximity to the runway at Half Moon Bay Airport than the original project proposal, certainly the areas of noise impacts and wind effect as described below should be studied this time – by real experts.

Thank you,

Rich Newman

Richard M. Newman
ROCHEX & ROCHEX
P.O. Box 1934
Burlingame, CA 94011-1934

650-259-9559 phone
650-343-6111 fax

From: Rich Newman
Sent: Thursday, July 31, 2014 9:43 AM
To: David Byers
Cc: Scott Holmes
Subject: RE: Big Wave

Thank you Dave. Hope you get this message.

Rich

RICHARD M. NEWMAN
ROCHEX & ROCHEX
P. O. Box 1934
Burlingame, CA 94011

650-343-6111 fax
650-259-9559 phone

From: David Byers [<mailto:DByers@landuselaw.net>]
Sent: Thursday, July 31, 2014 8:07 AM
To: Rich Newman
Cc: Scott Holmes
Subject: RE: Big Wave

Rich, Your email went to my junk mailbox but I have now sent it to Scott Holmes and we will try to get something to you. Dave

Yours,

David J. Byers, Esq.
BYERS / RICHARDSON
LAWYERS
259 W. 3rd Avenue
San Mateo, CA 94402-1551
Telephone No. (650) 759-3375
Facsimile No. (650) 389-7157
Email: dbyers@landuselaw.net

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From: Rich Newman [<mailto:rnewman@rochex.com>]
Sent: Wednesday, July 30, 2014 1:48 PM
To: David Byers
Cc: Sandy Wong (slwong@smcgov.org); Tom Madalena (tmadalena@smcgov.org); Carol Ford (carol_ford@sbcglobal.net); Carole Groom (cgroom@smcgov.org); Don Horsley (donhorsley@sbcglobal.net); Gretchen Kelly (gkelly@smcgov.org); Dave Pine (dpine@smcgov.org)
Subject: Big Wave

Hello Dave,

It was nice to speak to you today regarding the upcoming ALUC meeting tomorrow afternoon. I am informed that Supervisor Groom will attend for Dave Pine tomorrow and the Supervisor Horsley will be in the audience as this project lies in his district. I understand your concerns over the draft ALUCP, as they apply to the Big Wave project and the changes that you believe may impact the development.

As we discussed, I would appreciate Scott Holmes sending me (if he has it prepared) a short memo to inform me of the reasons why the new ALUCP for Half Moon Bay would be a problem for the Big Wave development, other than your assertion that you are essentially beyond that phase and that

the project should continue to be evaluated under the old plan now in effect. I have asked Sandy Wong to tell me if the Office of the County Counsel has given any advice for our use with regard to the Caltrans position (in their letter in the packet) which strongly suggests that your rights are not settled as they see it, and therefore, your project should be reviewed under the newly adopted plan, whatever that turns-out to be. As the role of the ALUC is simply advisory to C/CAG, they will have to make the final call on the language of the document to be approved and the decision on a Mitigated Negative Declaration versus an EIR.

With regard to the Big Wave project itself, I understand that this project is being presented in an informal way tomorrow. As you will recall, my greatest issues as the Aviation Representative, were and continue to be the lack of 1) noise and 2) wind studies for the project, regardless of which plan is used as a guide. I strongly advocated for real experts in those fields to study those issues and report back to us, but the request was essentially disregarded.

The noise concern is one of the impact on your residents from airport operations. Putting more residential units (now closer to the runway, I believe) near a busy airport creates the issue. I heard many times in the approval process that the general nature of developmentally-challenged persons is that they do not complain. Your clients have made that claim several times. In my mind, even if true, it is not a justification for subjecting them to the impacts to begin with. That said, if there are mitigations to those impacts, I would like to hear about them. The most usual response is that the developer will provide sound insulation to achieve an interior 45 decibel noise threshold. I have always thought that may be applicable in areas where people live with their windows closed, not the way people in the Bay Area prefer, a good part of the year.

The issue of wind impacts are simply the direction of wind as it relates to the location, size, orientation, shape and elevation of the buildings near the runway AND the approach or departure ends of same. We have a situation at San Carlos where buildings were allowed to be constructed near the runway, which form essentially a funnel for air to get whipped-up into some rather violent and potentially dangerous patterns, at the very end of the runway. These concerns were also dismissed out of hand.

I believe these matters important to the advice that our committee may give to C/CAG if this project comes before is in an formal way. I suppose the future of our involvement will be guided in large part, by the outcome of the ALUCP discussions.

Please feel free to pass along my contact information to Mr. Holmes.

Regards,

Rich Newman

Richard M. Newman
ROCHEX & ROCHEX
P.O. Box 1934
Burlingame, CA 94011-1934

From: [Rich Newman](#)
To: planning-commission@smcgov.com
Cc: [Camille Leung \(cleung@smcgov.org\)](mailto:Camille_Leung@smcgov.org); [Gretchen Kelly \(gkelly@smcgov.org\)](mailto:Gretchen_Kelly@smcgov.org); [Carol Ford \(carol_ford@sbcglobal.net\)](mailto:Carol_Ford@sbcglobal.net); [Terrence Cross-SSI \(tcross@ssi.samsung.com\)](mailto:Terrence_Cross-SSI@ssi.samsung.com); [Baum Michael \(michael@secureav.com\)](mailto:Michael@secureav.com)
Subject: Big Wave - Planning meeting 8/13/14
Date: Monday, August 11, 2014 1:03:11 PM
Attachments: [BIG_WAVE_LETTER_TO_PLANNING_COMMISSION_8.11.14.PDF](#)

Please include the attached letter in your packet of correspondence on the Big Wave matter at your meeting this week.

Thank you.

Richard Newman

Post Office Box 1934
Burlingame, CA 94011

August 11, 2014

San Mateo County Planning Commission planning-commission@smcgov.com
455 County Center
Redwood City, CA 94063

Re: Big Wave Group; Big Wave LLC
PLN2013-00451

Dear Planning Commission Members:

I am the current Chair of the C/CAG Airport Land Use Committee. I believe the County records show that I have served as Chair for twelve years. However, I write to you today not in any official capacity, but as an individual, a pilot and a concerned citizen who supports the goals of the project sponsors in the Big Wave project.

However, there are two areas of concern which I believe have been paid lip-service over the years this project has been in play, both of which have serious implications if not studied carefully. Those areas are 1) noise impacts on the residents destined to live in the project and 2) wind impacts on aircraft in flight during critical phases of approach and departure procedures from the Half Moon Bay Airport, located just feet from the project boundaries.

During the various presentations and environmental studies for Big Wave, I pressed for examination of these areas by competent professionals. However, the project sponsor asserted with no evidence whatsoever, that these concerns were not valid. I contend he is simply wrong.

The new locations of the residences in the project appear to be closer to the noise sources generated from this busy municipal airport than the old plan, which also warranted close review. We were told by the project sponsor and others, to my complete amazement, that due to the agreeable nature of the projected residents in the project, they would not complain about airport noise. I don't think even if true, this is a justification for subjecting anyone to significant noise, let alone those for whom life is hard enough to begin with. Yes, there are mobile homes in close proximity to the project site. I believe that if there was an application for the mobile home park today; it would be deemed incompatible with the airport environs. Again, even if this offensive notion is true, one can easily understand that office tenants will not be so understanding about the impacts.

On the subject of wind impacts on aircraft, while I am not an expert, I have years of flying experience at San Carlos Airport, where a project was built adjacent to the approach end of the active runway, very much like the cluster of buildings now proposed for Big Wave/Half Moon Bay Airport. Those buildings act as a funnel and often produce very dangerous wind currents almost exactly where aircraft are most vulnerable, near the runway touchdown point. A big gust of wind could be a disaster in that location and logic tells us that putting tall buildings between the ocean winds and the vulnerable zone, which force wind to go around and over them, may be a potential hazard of substantial proportions.

I do not hold myself out as an expert in either field (noise or wind), but neither, I suspect, is the project sponsor. The half-baked wind analysis done as part of the EIR process was simply insufficient. I spent better than a decade becoming quite well versed in these fields as I additionally spent a year as Chair of the SFO Community Roundtable and six years as Vice-Chair, with over 12 years on that body as well. I know more about aircraft noise and impacts than I ever wanted to know.

I believe it is incumbent on the Planning Commission to condition your likely approval of the project on credible third-party studies of these two critical areas. To not do so would be to transfer the consequences of any resultant problems to your shoulders, where it does not properly belong.

Thank you for considering this plea.

Respectfully,



Richard M. Newman

Cc: Camille Leung cleung@smcgov.org

From: [Lisa Ketcham](#)
To: [Camille Leung](#)
Subject: RLF documentation
Date: Thursday, August 14, 2014 10:10:11 AM
Attachments: [2013-08-22-CNDDDB_FieldSurveyForm.pdf](#)
[20130-08-22-RLfrog.jpeg](#)
[201308220027cr.jpeg](#)
[201308220035cr.jpeg](#)
[201308230045.jpeg](#)

Here's the CA red-legged frog sighting documentation. I hand weed this section of creek and have encountered RLFs in 2012, 2013, and 2014, but this was my only formal submittal.

Lisa

California Dept. of Fish & Wildlife
1807 13th Street, Suite 202
Sacramento, CA 95811

Fax: (916) 324-0475 email: CNDDDB@wildlife.ca.gov

Source Code _____ Quad Code _____

Elm Code _____ Occ. No. _____

EO Index No. _____ Map Index No. _____

Date of Field Work (mm/dd/yyyy): 08/22/2013

Reset

California Native Species Field Survey Form

Send Form

Scientific Name: Rana draytonii

Common Name: CA red-legged frog

Species Found? Yes No If not, why? _____

Total No. Individuals 1 Subsequent Visit? yes no

Is this an existing NDDDB occurrence? yes no unk.
Yes, Occ. # _____

Collection? If yes: _____
Number Museum / Herbarium

Reporter: Lisa Ketcham

Address: 172 Culebra Ln
Moss Beach, CA 94038

E-mail Address: Lisa.Ketcham@comcast.net

Phone: 650-302-1098

Plant Information

Phenology: _____% vegetative _____% flowering _____% fruiting

Animal Information

1
adults # juveniles # larvae # egg masses # unknown
 wintering breeding nesting rookery burrow site other

Location Description (please attach map AND/OR fill out your choice of coordinates, below)

Found in and adjacent to small creek directly behind my house at 172 Culebra Ln, Moss Beach. Creek runs along western edge of Pillar Ridge Manufactured Home Community and along the toe of eastern face of Pillar Point Bluff, and drains into Pillar Point Marsh.

County: San Mateo Landowner / Mgr.: private

Quad Name: _____ Elevation: ~30 ft

T _____ R _____ Sec _____, _____ ¼ of _____ ¼, Meridian: H M S Source of Coordinates (GPS, topo. map & type): GPS

T _____ R _____ Sec _____, _____ ¼ of _____ ¼, Meridian: H M S GPS Make & Model iPhone & Google Earth

DATUM: NAD27 NAD83 WGS84 Horizontal Accuracy _____ meters/feet

Coordinate System: UTM Zone 10 UTM Zone 11 OR Geographic (Latitude & Longitude)

Coordinates: 37, 30', 25" N lat
122, 29', 59" W lon

Habitat Description (plants & animals) plant communities, dominants, associates, substrates/soils, aspects/slope:

Animal Behavior (Describe observed behavior, such as territoriality, foraging, singing, calling, copulating, perching, roosting, etc., especially for avifauna):
I didn't see the frog until it jumped into the creek to avoid me as I crossed the creek. It stayed still when I reached in close with iPhone to take pictures. I may have seen this frog or another individual last spring while hand weeding water cress, but didn't get close look and no camera. It was the same large size and jumped into the mud when I inadvertently disturbed it.

Please fill out separate form for other rare taxa seen at this site.

Site Information Overall site/occurrence quality/viability (site + population): Excellent Good Fair Poor

Immediate AND surrounding land use: medium-high density residential to the east, open space to the west

Visible disturbances: some mowing for fire break, 10-25 ft from creek on west side

Threats: This earthen section of ditch has been mechanically cleaned in the past (>5 yrs ago)

Comments: I've been hand weeding the creek (invasive water cress) since 2011 and asked management not to do any mechanical clearing of the ditch.

Determination: (check one or more, and fill in blanks)

- Keyed (cite reference): _____
 Compared with specimen housed at: _____
 Compared with photo / drawing in: _____
 By another person (name): Ellen Gartside, Biologist, MPROSD

Photographs: (check one or more)

	Slide	Print	Digital
Plant / animal	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Diagnostic feature	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



From: [Camille Leung](#)
To: [Gael Erickson](#)
Subject: Re: Big Wave

Hi Gael,

I copied this from the Addendum....Customers would be private customers likely from the area. No maintenance use was proposed and the site is un-staffed. Peter Grenell at the Harbor District was notified of the Addendum.

Hope this helps :)

2.3.1.3 Boat Storage

An outdoor boat storage area (Lot 1), operated by the Wellness Center as a Big Wave business, would be located on the south parcel. The boat storage area would be 1.12 acres in size and provide 26 boat storage spaces (each 40 foot long by 12 wide), 27 vehicle parking spaces associated with boat use and storage, and a 190 square-foot precast concrete restroom building. Driveways allow for boats with trailers to be backed into the spaces.

Locked security fencing would be constructed around the lot perimeter, with combination access for the boat owners. Fencing would be willow wattle (Figure 6; Detail A), less than six feet high with the lowest horizontal more than 1.5 feet above the ground. There would be no specific hours of operation, as the site can be accessed as needed by owners. Lot signage consists of a 12- inch square metal sign on the gate with a contact phone number for the business manager. The site would not be staffed. Lighting includes the installation of 3-foot tall lighting bollards, with 30- feet minimum spacing, along the perimeter of Lot 1.

Camille M. Leung
Planning and Building Department
455 County Center, Second Floor
Redwood City, CA 94063
Phone: (650) 363-1826
Fax: (650) 363-4849

Please help us to serve you better and take a moment to complete our survey, just click on the link below:

<http://www.co.sanmateo.ca.us/planning/survey>

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>>> Gael Erickson <gaalerickson@gmail.com> 8/14/2014 9:36 AM >>>
RE: Minor Subdivision: The south parcel (APN 047-312-040) would be subdivided into two lots (Lots 1-2). Lot 1 would contain outdoor boat storage area. Lot 2 would remain undeveloped.

How big would the boat storage area be, what type of boats, and who would run that? I assume there would be a cost to store a boat and an expense to keep boats safe. Who would pay for that expense and who would money paid to store a boat? Would there also be boat maintenance offered with the storage? Is this something you have worked out with the Harbor District?

Thank you for a response,

Gael Erickson
gaelerickson@gmail.com

P.O. Box 2905
El Granada, Ca

From: [Gael Erickson](#)
To: cleung@smcgov.org
Subject: Big Wave
Date: Tuesday, September 02, 2014 3:21:02 PM

I agree with many residents living on the San Mateo County coastside. The proposed Big Wave project is just too big -- even the most recent proposal is too big.

It is also too far from good public transportation, too far from a general hospital, and too close to very crowded traffic areas. The traffic this past weekend was terrible with cars backed up for miles.

Note that Seton, the local hospital, is being sold to Prime Health Care System which is now in a suit with the health care workers who work for the hospitals like Seton that Prime wants to acquire. This is a messy situation.

The location and the proposed size of this project is not right. Another place and/or a smaller size would be much better. Maybe somewhere in Daly City. That would make it closer to needed services and a place where an office park would be more successful.

Thank you for your time and interest in the concerns of local residents.

Gael Erickson
242 Francisco St. P.O. Box 2905
El Granada, CA 94018
650-465-3360
gaelerickson@gmail.com

Planning Commissioners,

Big Wave is an unusual development proposal in the front of you; unlike others, it has three principals with no development record (let alone development of the largest project on the coast ever), not the massive finances lined up, nor any tenants or prospects signed up in the past 10 years, Hell, they don't even have a study of vacancy rates – which are very high (the nearby Harbor Village is practically empty for years)! The LCP and zoning explicitly prohibit housing at the property. So, as a development the project does not makes sense. But as a land speculation scheme it does make perfect sense.

Specific objections:

1. First and foremost: zoning and LCP both prohibit housing development on the proposed site. Applicant's description of it as "Wellness Center" is a ruse – there is no such category on the San Mateo County Zoning Regulations. Sanatoria, which is one of the allowed uses, provides medical care and temporary housing (rooms) for patients. By contrast Big Wave does not offer medical care and the condos are sold as permanent housing.
2. There are two designated low-income housing sites in Moss Beach alone, one is right next door to Seaton Coastside Hospital with good transportation access. In the past 10 years applicants never made an effort to secure these sites.
3. Traffic situation prohibits the addition of another 1,600 trips along Airport road. Both Capistrano and Cyprus exits to Highway 1 are "F". The cynical view that they already failed and so cannot get worse is simply false – it does matter if you are waiting 5 minutes behind five cars to get on Highway 1, or wait behind 50 cars for fifty minutes.
4. Developer failed to secure any prospective renters for the office/business park. Senior County Planner Steve Monovitz's remarks are outrageous: "It is a risk that the developer will have to take". THIS IS NOT WHAT PLANNING IS, where the future of the community is at stake and the potential for creating blight is real! Feasibility studies are part of EIR!

I urge you to put on your planning hats and rule that **the project is unnecessary, failing LCP and zoning regulations, creates an unacceptable burden on coastal resources and the residents alike.**

Sincerely,

Laslo Vespremi,

190 Arbor Lane, Moss Beach

From: [David Vespremi](mailto:David.Vespremi@smcgov.org)
To: planning-commission@smcgov.org
Cc: cleung@smcgov.org; NCalderon@smcgov.org; midcoastlisa@gmail.com; daveolsonmcc@gmail.com; chrisjohnson_mcc@yahoo.com; laura.stein@comcast.net; erin.deinzer@gmail.com; midcoastdan@gmail.com; joeljano@gmail.com; [Don](mailto:Don@smcgov.org); bos@smcgov.org; cgroom@smcgov.org; [Elizabeth Vespremi](mailto:Elizabeth.Vespremi@hmbreview.com); bill@hmbreview.com; clay@hmbreview.com; megan@greenfoothills.org; lennie@greenfoothills.org; alice@greenfoothills.org; john.cordes@sierraclub.org; conservation@lomaprieta.sierraclub.org; [Laslo Vespremi](mailto:Laslo.Vespremi@smcgov.org)
Subject: Big Wave Opposition Comments to Planning Commission
Date: Thursday, August 21, 2014 4:04:59 PM

PROJECT FILE NO.: [PLN 2013-00451](#)

I am writing in opposition to the recent Big Wave project resubmittal and providing the following comments as set forth below:

(1) I spoke to a prominent land use attorney with intimate knowledge of the recently denied Stillwater rehabilitation center project proposal in Woodside - one with several striking parallels to this one - about concerns that I raised at the previous planning commission information hearing. Specifically, these centered around my observation that because the project was unanimously denied by the Coastal Commission and resubmitted by the applicant, that this now constitutes a new application (as evidenced by the PLN number) and the data supporting the previous application in connection with the LCP analysis, traffic studies, CCAG airport overlay, and a host of other issues would need to be updated and brought into conformance with the current standards for the purposes of resubmittal.

The land use attorney confirmed my hunch that this was in fact the case.

She went on to explain to me that this burden does not fall on county staff, but rather, on the applicant who must now bear the expense of providing updated traffic studies, lighting studies, noise studies, and similar and it was this new set of data points that should properly form the basis for staff's comments.

Having read the staff report, it doesn't appear that this has occurred in earnest as it should have and that this procedural misstep merits a second look at whether the application can even be deemed complete for the purposes of review.

At the very least, since the updated analysis (in particular in connection with the LCP update) is absent by Steve Monowitz's own admission from the staff report that was circulated for public comment, this begs the question of whether it is even proper for the Planning Commission to render a support or denial at this stage.

Back in 2012, the Coastal Commission specifically cautioned the applicant that by denying their offer withdraw the application and work with them to address concerns (the applicant insisted the the application materials be approved or denied as submitted with no changes or adjustments) the supporting application materials and standards would all require updating. This has not occurred. In fact, the limited inquiries (for example a truncated traffic analysis - not a full study) indicate that conditions that existed and were cited as a basis for the Coastal Commission's denial then - at that point a level "C" at Cypress - we're now at an "F" at the same location.

At the very least, this should flag a requirement for a renewed traffic study (including impacts of tunnel traffic that were absent from the prior report) as well as

an obligation on the part of the applicant to identify and address in a meaningful way genuine mitigation measures - not just they would monitor the situation and find a signal or roundabout if that is required at some point. At a present level "F" we're well past the point of monitoring an already untenable situation before a shovel has even hit the ground at the subject property.

This same concern also merits looking at in the context of conformance with the plan Princeton study as well as the Highway 1 safe crossings project.

(2) Further, Steve Monowitz was dismissive of my observation that this project has been - and continues to be plagued - by serious zoning compliance issues. He referenced the fact that a "Sanatarium" could fit any zoning designation as a priority use, but overlooked the fact that the lion's share of the project - the commercial center - is not in compliance with agricultural use (the current site designation). Nor is the "Sanatarium" argument a sound one as a Sanatarium by definition is a center for rehabilitation where patients (note the term) afflicted (note the term again) with tuberculosis could come, receive treatment, and leave. By contrast, one is not afflicted with, cured from, or otherwise recovers from, developmental disabilities - these are life long afflictions that, unlike tuberculosis, require life long treatment. As such, this represents a categorical disconnect from a sanitarium designation.

The application of the term sanitarium or sanitorium in the context of supervised living facilities for the developmentally disabled is an entirely new and novel one existing no where else and I challenge the applicant and county staff to cite any reference to this being an accepted application of the term. There is no treatment or rehabilitation for developmental disabilities that existed at birth and attempting to circumvent zoning laws to make it so is distasteful and disingenuous to those born with these conditions.

Worse still, in the span of 14 years, there is nothing that has prevented the applicant or county staff from simply proposing a zoning update for an area that badly needs one and seeing to it that the zoning allows long term assisted living as a proper use. Instead, we have spent fourteen years repeatedly pointing out to both county staff and the applicant that this location simply isn't suitable for this use as currently zoned only to face a decade and a half of exception requests in the form of special use permits and variances.

(3) Lastly, in fourteen years, not once has anyone made the case for the economic need for such a large scale development. Not one letter of intent or commitment has ever surfaced or been presented on behalf of a would-be commercial leasee that otherwise wanted to, but could not, find space on the coast and believed this to be a viable site. Not one solitary example in fourteen years - nor was the project ever proposed as a phase-in that would allow the commitment to moving forward with approvals conditioned on maximum occupancy being achieved in the prior phase. It has instead - from inception - always been an "all or nothing/take it or leave it" proposition - and I'm afraid that now, as back in 2012, the answer is still "nothing" and "leave it."

Best,
David Vespremi
Seal Cove Resident
Moss Beach

From: [Elizabeth Vespremi](#)
To: planning-commission@smcgov.org; cleung@smcgov.org
Subject: Big Wave opposition PLN 2013-00451
Date: Monday, August 25, 2014 4:25:29 PM
Attachments: [Big Wave opposition Plannin Commission.docx](#)

I am resending my opposition letter.
Please be kind to use the attached file addressed to the Planning Commission.

Thank you,
Elisabeth Vespremi

August 25, 2014

San Mateo County Planning Commission

Opposition to the Big Wave Development
Project File No: PLN 2013-00451

The proposed Big Wave, the largest and most ambitious office park project in the San Mateo coastal zone, unfortunately never conducted a feasibility study for the County, the community, or even for their own project benefit. After the Coastal Commission's rejection, the proposal is back with exactly the same problems.

First:

No element of the project is coastal dependent, which would justify the location to be in a prime coastal area. Consequently it cannot exist without extensive and questionable Use Permit granting, to circumvent the existing zoning of the site.

Coastal Commission denial 2012:

Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

*The Commission finds that denial, for the reasons stated in these findings, is necessary to avoid the significant effects on coastal resources that would occur if the project were approved as proposed and is necessary **because there are feasible alternatives** and mitigation measures available which would substantially lessen any significant adverse effect the project may have on the environment. Accordingly, the Commission's denial of this project represents an action to which CEQA, and all requirements contained therein that might otherwise apply to regulatory actions by the Commission, does not apply.*

Yet at no point was an alternate site considered for this proposal by the developers, even the suggestions were flatly rejected.

The 'Trigger project' for the proposal is the Wellness center, Sanatoria, or Housing (with reference to Independent Living) project element, which, as suggested by the developers, cannot be a stand alone feasible project.

It needs a special use permit on its own, but it is not made clear for which of the three definitions. **All three possible uses have different needs and effects.**

-By definition 'Sanatoria' is an institution or resort, and both are stand alone financial entities. The client/patient of this type of institution or resort have a time limited stay, and are only paying for services, without ownership. Sanatoria is a financially stand alone business.

- 'Wellness Center' has a higher turn over client base, and by nature is closer to the resort definition, and also is a financially stand alone business.

- Housing project designated for disabled people for living can be, by definition either 'housing owned by the occupants, and public or subsidized housing with tenants. These are also known to be stand alone financial entities, with mixed occupancy.

-Independent Living is a movement to help disabled people to fit in into areas of versatile

opportunities, with easy access for different needs for the disabled individuals, or the disabled with families and children.

The County found that:

“Further, in order to issue a use permit for a sanitarium, it must be found “necessary for the public health, safety, convenience or welfare.” The County found that the project is necessary because there is a shortage of affordable housing. According to an ABAG study, 881 units of affordable housing are needed for the area, and, according to the County’s report, there are currently 523 units. This wellness center would add 57 units of affordable housing.”

If this proposed project is also an affordable housing category, there are already two better suited Locations in Moss Beach, one with a hospital, bus service, open space reserve next door, and only a mile away. And there is one more in EI Granada.

Consequently,

The feasibility study may have concluded that on these locations:

- No LCP amendment needed for a new affordable housing water allocation.

- No traffic problem created on its own merit, and no cumulative and unresolvable traffic problem would be created, practically land locking the Seal Cove community, nearby businesses, and visitors alike who all will be sharing the Cypress Street entry/exit to HWY 1.

The developer claimed at the public meeting that they are planning to rent out parking spaces. How is a large parking facility not causing additional traffic problems, for example when an air or car show event descends on the community with 20,000 extra visitors. Many hundreds more cars trying to park, and enter and exit Airport Rd. Just a normal busy weekend is a traffic problem already.

- No traffic light would be needed.

-No Coastal Dependency conflict with the LCP, and Zoning* would be created.

-No Revocable Use Permit process would be needed*

-No unused first floor building would be needed due to the tsunami proof structure requirements

In addition, to build on the marsh (beside creating a large unused first floor), the building foundation will be most expensive.

The proposal is to build equally expensive structures for unspecified Office Park tenants, and restore the marsh, due to the admitted possibility that "it will be likely damaged by the construction", all beg the question:, why here.

This land was designated for **coastal dependent** uses, it is highly **fragile marsh, and prime soil** for agriculture, anyone who is proposing a development here should consider preservation, with very low density coastal dependent use or uses.

San Mateo County Zoning Regulations, Chapter 24: USE PERMITS
6500.3.c.

The use is consistent with the resource protection policies of the San Mateo County Local Coastal Program

To grant the use permits the County found that:

San Mateo County Zoning Regulations, Chapter 24: USE PERMITS

14.(d) :

Location of the following uses in any district, within the Urban Areas of the Coastal Zone, when found to be necessary for the public health, safety, convenience or welfare:

This would apply only if there were no alternate sites available, or the need is site specific.
After so many years of not exploring viable sites, the claim seems false.

By assessing all the negative impacts by the proposed development, the community also has the right to ask for the same.

Deny this proposal for

the public health, safety, convenience or welfare

Second:

The 'Supporting' project is a major Subdivision, with a high density Office Park, presented as profit generating byproduct with undefined uses, and development rights guaranteed for 15 years. This would be the largest proposed Office Park ever built in the San Mateo coast.

In contrast,

The Land Use, Community Plan, and LCP envisioned coastal dependent medium density office/research uses, and/or coastal dependent light manufacturing in the M-1 zoning, which is site sensitive due to the fragile coastal resource land, and restrictive location (traffic, airport, wetland etc.)

-The whole proposed project with unclear uses, unclear finances, all interdependent with a major subdivision, high density, and with underestimated water usage, cannot be permitted under a simple use permit regulation. Use Permit is not designed, and not practical, for complex long term projects.

-Two or more differently owned parcels and uses cannot financially support one another. Every approved development has to stand on its own merit for development right.

The developer himself stated on the 8/19/14 public meeting, explaining the staging process for the office complexes, that "we just develop when we need financing". It seems an oxymoron; usually you are not developing but selling (with development right in this case) when you need finances.

-The idea that land sales will support the 'Trigger development,' which it is dependent on its existence, is unacceptable, especially

- The affordable housing designation goes with the land, and it needs LCP amendment.
- The Use Permit is revocable, and time limited, but is also sold with the land.

- § 6505. REVOCATION OF USE PERMITS.

- (a) *In the event any person, firm, or corporation holding a use permit for any of the uses or purposes for which such permits are required or permitted by the terms of this Part, or any other law or ordinance, shall fail to make any use of said permit for a period of one year after the granting of said permit, or shall violate the terms of the use permit, or shall conduct or carry on said use in such a manner as to materially affect adversely the health, welfare, or safety of persons residing, or working in the neighborhood of the property of the said permittee, or shall conduct or carry on said use so that the said use is materially detrimental to the public welfare or injurious to property or improvements in the neighborhood, the Planning Commission shall revoke or suspend said use permit.*

-The proposed project prescribes "use" for the future as far as 15 years, but can be irrelevant in a

year. Logically, future land-use value of the subdivided parcels will be connected to the future financial needs of the developer, or 'Trigger Project', not the actual need and value on this important coastal resource land and community.

- it is questionable if the affordable housing has to be rezoned for PUD for qualification

***LCP Policy**

3.15 Designated Affordable Housing Sites

- a. Designate the following as potential sites where affordable housing would be feasibly provided when residential development occurs:
 - (1) The 11-acre site in North Moss Beach.
 - (2) The 12.5-acre site northeast of Etheldore Street in South Moss Beach.
 - (3) The 6-acre North El Granada site.
- b. Designate these sites Medium High Density to incorporate a density bonus within the land use designation.
- c. Rezone the designated sites or other appropriate sites within the urban boundary to the Planned Unit Development (PUD) zone to allow flexible residential development standards, when appropriate in conjunction with development plan approval.

I respectfully ask that you uphold the Coastal Commission's denial, and help the developer to achieve his goal to provide the right housing for the disabled, on the right location, which would serve them well, and have no significant adverse effect on coastal resources, environment, and the community.

Sincerely,

Elisabeth Vespremi
190 Arbor Lane, Moss Beach

From: [Elizabeth Vespremi](#)
To: [Camille Leung](#)
Subject: Big Wave opposition add
Date: Tuesday, September 02, 2014 9:30:46 PM
Attachments: [add to Big Wave opposition Plannin Commission.docx](#)

Hi Camille,

Would you please add to this to my previous letter addressed to the Planning Commission.

Thank you,
Elisabeth Vespremi

September 2, 2014

San Mateo County Planning Commission

Opposition to the Big Wave Development
Project File No: PLN 2013-00451

In addition to my previous letter I tried to research the correct, legal, and defined uses for the Sanatoria (modern or not) /Wellness Center for building purposes.

While the definition for Sanatoria is not showing up anywhere, including the San Mateo County's website for Planning & Building, it is more troubling that it has no building, or planning criteria anywhere.

The same time if you click on the correct definition, what the developer claims for the project use, it opens up a long, legal, and universally accepted planning, and building ordinances, and examples.

<http://dictionary.reference.com/browse/congregate%20housing?s=t>

*congregate housing is intended for use by elderly persons or persons with disabilities.
congregate housing generally allows individuals to live independently.*

The ICC, and Title 24 California Building Code clearly list the possible occupancies and the requirements, for all residential, and all institutional buildings housing these occupancies. It is called **Congregate Housing**.

<http://www.ibc-wiki.com/section-310/>

International Building Code 310.2

Definitions. The following words and terms shall, for the elsewhere in this code have the meanings shown herein.

purposes of this section

CONGREGATE LIVING FACILITIES. A building or part where residents share bathroom

and/or kitchen facilities.

thereof that contains sleeping quarters

or if it is institutional then **Congregate Care Facilities**

<http://www.ibc-wiki.com/section-308/>

International Building Code 308.2

This occupancy shall include buildings, persons, on a -hour basis, who because of age, mental disability or other supervised residential environment that provides capable of

structures or parts thereof reasons, live in a personal care services responding to an emergency

group shall include, but not be limited to,
Assisted living facilities

Halfway houses

Congregate care facilities

the following: Resid

It was stated by the County and developer, that this is not real housing for lack of kitchens in the living units. This is exactly why they called **Congregate Housing**, and not modern Sanatoria.

<http://www.mass.gov/elders/housing/congregate-housing/congregate-housing-overview.html>

Congregate Housing overview

Congregate Housing is a shared living environment designed to integrate the housing and services needs of elders and younger disabled individuals. The goal of Congregate Housing is to increase self-sufficiency through the provision of supportive services in a residential setting. Congregate Housing is neither a nursing home nor a medical care facility. It does not offer 24-hour care and supervision. Services are made available to aid residents in managing Activities of Daily Living in a supportive, but not custodial environment. Each resident has a private bedroom, but shares one or more of the following: kitchen facilities, dining facilities, and/or bathing facilities. Throughout the state there are many variations in size and design.

Program Elements

A Service Coordinator is employed and spends time on-site in the congregate to:

Coordinate the activities of the local housing authority/housing agency and the various service provider agencies in order to bring about and maintain a well organized housing and services program.

Develop individual service plans based on each resident's need for ASAP clients, and collaborate with other residents' service coordinator's to ensure service plans fit with the needs and requirements of congregate living (i.e., cleaning of shared spaces, preparation of shared meals, contributions to common expenses).

Develop and maintain a Multi-disciplinary Assessment Team and Local Memorandum of Understanding.

Conduct outreach, assist in the application and screening process, and assist with moving in and out of the facility.

Develops, in coordination with the MAT Team, a plan for a 24 hour emergency response system.

Supports the residents in a group living situation, including negotiating concerns among the residents.

Here is an example how Seattle handled it:

http://clerk.seattle.gov/~public/meetingrecords/2014/plus20140813_1c.pdf

**Micro-Housing and Congregate Residences: The O'Brien Proposal
Planning, Land Use, and Sustainability (PLUS) Committee, August 13, 2014**

Limit future congregate residence construction to higher density zones

Development Standards for Congregate Residences:

Congregate residences would be required to include at least one common kitchen and other communal spaces in addition to any residential amenity areas that may be required in the zone where the project is located.

The share of sleeping rooms within a congregate residence that could include a food preparation area would be limited to 25% unless the project is (1) owned by or directly affiliated with a college or university or (2) functions as an assisted living facility, nursing home, supportive housing or group home.

Existing Seattle Building Code regulations would continue to require sleeping rooms in congregate residences to measure at least 70 square feet.

Congregate residences would also be required to meet the development standards for apartments in the zones where they are located.

Congregate residences that are (1) owned by or directly affiliated with a college or university, (2) owned by a nonprofit organization or (3) licensed by the State of Washington to provide supportive services would be **permitted in all zones where multifamily housing is a permitted use.**

Congregate residences that do not meet any of the above three conditions **would only be permitted** in Midrise, Highrise, Neighborhood Commercial 3, Commercial 1, Commercial 2, Seattle Mixed, and Downtown zones, **and only within the boundaries of an Urban Center or Urban Village.**

The point is, that the 'Sanatoria' is a new housing element on the Coastsides. If an agency adopts a new element, it has to provide regulations, which has to be adopted into all regulations. Land Use for planning, Zoning for development standards, and LCP for environmental standard, The Community Plan for build out criteria. It is unacceptable to give a Use Permit for "a modern Sanatoria" with no planning and building code definition or enforcement.

The development has to conform to the appropriate building codes, which is clearly housing for Congregate Residences.

It would be interesting to know, how of this units be sold, resold, and guaranteed for use in private ownership. This is also a reason for regulation. Hopefully it will be built on the right location.

The "Wellness center", and "Independent Living " are both services not buildings.

Thank you again,
Elisabeth Vespremi

Sincerely,

From: [Barbara Kossy](#)
To: cleung@smcgov.org
Cc: [Lisa Ketcham](#)
Subject: PLN2013-00451, Big Wave Comment
Date: Friday, August 29, 2014 2:06:30 PM

Dear Ms. Leung,

I read the August 27, 2014 letter from Midcoast Community Council addressed to you regarding Big Wave North Parcel and Addendum.

I agree with it and support it's content whole-heartedly.
I remain opposed to the Big Wave Development.

I'd like to add that MCC ably pointed out many errors and inconsistencies in the document describing the project. If they can't produce a consistent document, how could the developers be considered capable of producing a quality project?

Sincerely,
Barbara Kossy

~~~~~  
Barbara Kossy Communications  
PO Box 434  
Moss Beach, CA 94038  
Home Studio: 650-728-8720  
Mobile: 650-430-1094  
[bkossy@coastside.net](mailto:bkossy@coastside.net)  
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~~~~~

From: [Iris Rogers](#)
To: cleung@smcgov.org
Subject: Big Wave
Date: Saturday, August 30, 2014 11:19:51 AM

I live in Pillar Ridge and will be greatly impacted by Big Wave. The project is much too big and will be an eyesore when compared to the open space-farming that is there now. I expect that the sight and sound of construction will bother me the rest of my life-unless I can figure out how to move. The worst problem that I haven't seen addressed is the impact of increased traffic. The traffic study I saw recently makes the area impacted look like a nightmare. Pillar Ridge has one opening for entering and leaving. Our ability to get in and out of this park will be just horrendous. Directing traffic through Princeton is not a solution. It is just too much traffic. The project is just ugly and I am praying it does not get built. Yours, Iris Rogers

From: dotnorris@comcast.net
To: cleung@smcgov.org
Cc: [Lisa Ketcham](#)
Subject: Big Wave Project Comments
Date: Monday, September 01, 2014 11:44:11 AM

I would like to add my support to the MCC comment letter and express my concern for the project's water and environmental issues.

Water: As a resident of the Pillar Ridge MHC, we are currently dependent on ground water, whether provided by our own wells or by Montara Water. Our water table has a very low elevation and may be subject to infusion of ocean water if significantly depleted. Depletion of ground water can also lead to subsidence which is the slumping of land over the groundwater table. This is a major problem in Florida where depletion has lead to deadly sink holes.

I find the projects methods of water conservation are unlikely to be accurate and the estimate of water usage by the project unbelievable.

Environmental issues: During the presentation at Pillar Ridge, there was a slide indicating that the Red Legged Frog habitat was isolated far away from the project site, however an adult frog sighting is documented by my neighbor, Lisa Ketcham, recently and was reported to the CA Natural Diversity Database in 2013. Whether frogs are sighted in the area or not, the habitat is protected. This region is not only a habitat for Red-legged frogs and San Francisco garter snakes, but also serves as an important raptor hunting and nesting habitat. Kites, owls, hawks, and ospreys as well as deer and bobcats have been seen in area surrounding the project by myself and other residents of Moss Beach.

Thank you for your time,

Dorothy Norris

Biologist

Camille Leung San Mateo County Project Planner
cleung@smcgov.org
Planning Commission, County Government Center,
455 County Center, 2nd Floor, Redwood City, CA 94063
planning-commission@co.sanmateo.ca.us

Big Wave North Parcel Alternative Project

PROJECT FILE NO.: PLN 2013-00451

I would like to question the proposed project regarding the following:

Inadequate Emergency Access: There are two emergency response vehicle chokepoints, Cypress to the north and Prospect to the south, that are proposed to provide the only access to the entire area between San Vicente and Denniston Creeks. It is known that first responders are taking calls from Marine-related businesses, Industrial warehouses and several visitor-serving attractions in Princeton Harbor as well as Mavericks (the surf spot) and the Pillar Ridge & Seal Cove residential neighborhoods. Tourists and residents alike come to this beautiful area for dining and coastal recreation such as fishing, surfing, kayaking, walks on the Pillar Point Bluffs overlooking Mavericks and the Seal Cove Beach with the recently constructed staircase to the Fitzgerald Marine Reserve, the Jean Lauer Trail, the California Coastal Trail, and Moss Beach Distillery. These restrictive chokepoints are constrained by raised medians and curbs in Princeton Harbor at Capistrano to the south, and on Cypress Avenue at an older, narrow bridge, which crosses over environmentally sensitive San Vicente Creek, before it empties into the Fitzgerald Marine Reserve. The west segment of Cypress between Highway One and Airport Blvd. consists of a small, narrow roadbed with a great dip at the bridge, and is bordered by a deep roadside drainage ditches on one side. Cypress, in addition to being the northern-most gateway to access the proposed Big Wave site, is also critical for emergency response vehicle ingress & egress which, incidentally, is also designated as the official tsunami evacuation route for these same communities and attractions.

Traffic Vehicles clogging up Cypress, as is already too frequent, (since there is no signal at this intersection) would likely delay ambulances, fire engines or the San Mateo County Sheriff's Water Rescue Teams from reaching an emergency call in the Harbor, the Marine Reserve, the homes and businesses in Seal Cove and the Industrial warehouse facilities along Airport. The residents of Pillar Ridge, as well as the eventual disabled residents of the Future Wellness Center, will also be in danger if response were to be delayed by the congested Cypress & Highway One intersection. In other words LOS degradation at this location could be a matter of life and death because of this already traffic-saturated intersection. The existing road access was never designed to accommodate the flow of traffic that such a large-scale development will undoubtedly create, nor do I imagine the aging and narrow San Vicente Creek Bridge on Cypress can withstand the heavy construction equipment passing through for the proposed 15 year construction window. Is the developer proposing to re-construct this bridge should the project to be approved? Will they be paying to add a traffic signal to alleviate the back-up? Or is San Mateo County sweetening the Developer's pot by waiving these future issues and accepting the full burden of infrastructure improvements at taxpayer's expense? Already, there has been a noticeable increased flow of cars on Highway One since the Tom Lantos Tunnel on Devil's Slide opened, but no Highway roads have been widened to accommodate this increase. This already causes an inevitable frustration for drivers attempting to exit Cypress at Highway One. There is not even a good right turn lane to speed up the flow, because of the Drainage Culvert on the right. Additionally, there is no acceleration lane for northbound cars turning out on to the Highway and with fewer gaps in Cabrillo Highway traffic passing at 50 MPH; the delays can be quite long. At night there is no CALTRANS street light or even a pole illuminating the intersection. Drivers must rely on the mere light from the Moss Beach Distillery sign, to navigate off the roadway in darkness. While there does exist another far dimmer streetlight on a San Mateo County light pole, it is a bit further in on Cypress, and does little to actually illuminate the intersection.

Zoning - I do not believe M-1 Zoning allows for residential land use. If the Sanatorium (the proposed Wellness Center) is allowed to be built for residential purposes, then what guarantee will there be to prevent this unauthorized use elsewhere should future purchasers of the “commercial condominium units” within the proposed Office Park complex wish to dwell in their units? While I feel that the Wellness Center Component of Big Wave Project is a laudable undertaking, I question the public safety of the future developmentally disabled inhabitants being situated in such close proximity immediately adjacent to a propane gas distribution facility, and a busy airport. Many of the proposed disabled inhabitants have no driving skills and they would be unduly sequestered in such an industrial environment as M-1 zoning use allows. With little mobility and few amenities such that a City might provide them, including libraries, sports facilities, transportation, shopping, jobs, etc. it seems unfair and unreasonable to propose building a facility that will function as little more than a warehouse for them. I feel that they deserve better. It would be my preference, instead, that those parcels should be traded for an area within the city limits of Half Moon Bay, or some where near transportation and appropriate amenities.

Views - Our Coastal resources should be cherished and the fragile beauty preserved as the Coastal Act proposes. Why allow such an out-of-scale development to taint our precious area when an office park could be placed in a far better and well-suited place? Has no thought been given to the degradation of the views that hikers along the recently dedicated Jean Lauer trail up above this parcel will be subjected to? Imagine the disappointment of the hiking public when looking down upon the rooftops of **38 ft. tall** industrial facilities, and imagine the rumbling of roof top air conditioning units piercing the natural acoustics of the Pillar Point Bluffs? No consideration has been given to the paving over of prime farm land for **583** Parking Spaces which will then contribute to additional global warming. Do the County Planners envision the need to add to this blighted project a further visual blight of parking lots? Additionally, the proposed planting of trees are unsuitable for two reasons. 1.) The surrounding areas have very few tall trees, mainly because winter storms routinely uproot them with our characteristic strong coastal gusts and 2.) Our climate demonstrates barely any need for shade creation. It would be far more prudent to require planting natives compatible with the surrounding coastal scrub plant communities. Last, who wants to look at K-Rail lining the sides of Airport Street? This is just another form of visual blight in my opinion. Please reconsider this aspect of the project.

I have other issues of concern, but these will have to suffice as my main issues for the purpose of this letter.

Sincerely,

Carlyle Ann Young

180 San Lucas Avenue

Moss Beach, CA 94038

Camille Leung San Mateo County Project Planner
cleung@smcgov.org
Planning Commission, County Government Center,
455 County Center, 2nd Floor, Redwood City, CA 94063
planning-commission@co.sanmateo.ca.us

Big Wave North Parcel Alternative Project

PROJECT FILE NO.: PLN 2013-00451

I object to the proposed project due to the following:

1.) VIEWS

It is my opinion that views have not been adequately taken into consideration. I enjoy riding my bike along Airport Street and on the natural bluffs above this proposed project. Tall buildings, expansive parking lots and tall trees are not conducive to the natural setting in this area.

2.) TRAFFIC & ACCESS

I must commute into San Francisco each day to my job in the City. I must pass through a very congested intersection to leave my neighborhood heading northbound from Cypress Avenue at Highway 1. There is no signal and the stated 583 parking spots proposed for Big Wave concerns me when I read the developer will not be required to mitigate traffic at this intersection until after construction is completed. Construction traffic alone will increase the back up at this intersection, and create an unbearable hardship for the residents of my neighborhood. God forbid there is an emergency such as a fire, earthquake or tsunami.

3.) ZONING

I was against housing Developmentally Challenged individuals in a Tsunami Inundation Zone because of my concerns for their safety in the event of a natural disaster and the problematic evacuation aspects involved. Relocating the sanatorium next to a propane gas distribution facility concerns me even more. Why is the County bending its own Zoning rules to accommodate this residential facility which could, in turn, invite other owners of the so-called commercial condos to decide to dwell in theirs? Especially when considering that they'll not be built as such, initially, and will likely not be in compliance with Health and Safety codes. M-1 zoning does not permit residential dwellings, and the County should stick by their own Zoning Ordinances.

Kent Roberts
180 San Lucas Avenue
Moss Beach, CA 94038

From: [Harald](#)
To: cleung@smcgov.org
Subject: Big Wave North Parcel Alternative Project - PROJECT FILE NO.: PLN 2013-00451
Date: Tuesday, September 02, 2014 4:24:06 PM

Dear Ms Leung,

I strongly object the proposed project. I have been a resident on the coast for more than a decade and have seen the traffic situation getting worse over the years.

The planned project will have a significant impact on our commute situation and impact the quality of life for coast side residents. The intersection at the harbor and Highway 1 is already a bottleneck and the planned project will make it worse.

In addition, it will negatively impact the natural resources near the bluff area and drain our very limited water resources.

Thank you for your consideration.

Sincerely,

Harald Herrmann and Family
774 Sierra Street, Moss Beach, CA 94038
Cell 650 823 1904

From: [Judy Taylor](#)
To: planning-commission@co.sanmateo.ca.us
Cc: [Camille Leung](#)
Subject: Big Wave
Date: Tuesday, September 02, 2014 4:53:50 PM

I fully support the current project. The Coastside needs projects other than single family housing. Those projects can only occur on these types of properties. The plan under consideration addresses everything that can be reasonably expected to be addressed.

Judy Taylor

Alain Pinel Realtors

42 N Cabrillo Hwy

Half Moon Bay, CA 94019

office: 650.712.1199x284

direct: 650.479.1284

fax: 650.712.1191

DRE: 00603297

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From: Nancy Struck <njstruck@coastside.net>
To: <cleung@smcgov.org>
Date: 9/3/2014 11:48 AM
Subject: Big Wave

I fully support the project and the people it will serve. Although details need to be fully disclosed, I am saddened by too many neighbors with the NIMBY mentality.

Nancy Struck
El Granada

From: [Denise Phillips](#)
To: cleung@smcgov.org
Subject: Big Wave Comments
Date: Wednesday, September 10, 2014 2:13:51 PM

Hello. My name is Denise Phillips, and I live at 196 Marine Boulevard in Moss Beach. I've read over the revised documents for the Big Wave project and still have some questions.

I'm glad to see that they've scaled it back. The building heights are lower so less visible from distances. There are still a LOT of parking places, though. Do you know if Big Wave has done any studies as to demand for office space in this area to justify the construction of all this office space? I thought it was the revenue from the office space that was going to fund the Wellness Center. If there is no demand and the office space does not end up getting built, how does that impact the financial feasibility/sustainability of this project? Likewise, is there demand for that much boat storage given how much already exists in the harbor? The phasing of the construction also makes me wonder what happens to the parking areas set aside for the office space in the interim. Will they just be landscaped in the interim or left as large areas of dirt until the next phase begins?

As I mentioned, I'm particularly concerned about traffic at Hwy 1 and Cypress, and I read that they recommend either a traffic signal or a roundabout with a bypass lane for southbound traffic to ease congestion. The documents mentioned that the county would require these traffic mitigation measures to be installed prior to occupation of the facility. How does this process for Big Wave dovetail with the efforts currently underway to improve that intersection?

Thank you,
Denise Phillips

From: "H.M.B. PAVE" <hmbpave@sbcglobal.net>
To: Camille Leung <cleung@smcgov.org>, Jamie <barbers430@gmail.com>
Date: 9/18/2014 10:16 AM
Subject: Re: Big Wave Planning Commission - New Target Hearing Date of November 12, 2014

Camille,

I am not sure that I can attend the hearing, I appreciate the update. Please know that I am in favor of the Big Wave Project and I believe that the Community could really use and benefit from this facility. From what I can see the Owners have complied with all of the demands that have been placed upon them once again! I certainly hope that the Planning Commission approves this project unanimously and let everyone involved move forward.

Sincerely,
Cynthia Giovannoni

From: Camille Leung <cleung@smcgov.org>
To:
Sent: Thursday, September 18, 2014 9:31 AM
Subject: Big Wave Planning Commission - New Target Hearing Date of November 12, 2014

Hi All,

I wanted to notify you of the new target hearing date of November 12, 2014 for the Planning Commission's review of the Big Wave North Parcel Alternative Project. Previous hearing date was October 22, 2014.

Target Hearing Date: November 12, 2014
Approx. Start Time: 5pm
Location: Coastsides (Exact location TBD)

Staff will send a copy of the agenda with an exact hearing date and time. Please feel free to contact me if you have any questions :) Thank you!

Camille M. Leung
Planning and Building Department
455 County Center, Second Floor
Redwood City, CA 94063
Phone: (650) 363-1826
Fax: (650) 363-4849

Please help us to serve you better and take a moment to complete our survey, just click on the link below:
<http://www.co.sanmateo.ca.us/planning/survey>

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APPENDIX B

Summary of oral comments made during public meetings held by the San Mateo County Planning Commission and by the Midcoast Community Council, both on August 13, 2014.

1. **PC Meeting of August 13, 2014**

Questions listed below were answered by the County during the meeting and responses are summarized below:

- a. Is there adequate water through MWSD for domestic and fire? Yes, as discussed in the Addendum, MWSD and GSD have confirmed that there is adequate capacity for the project.
- b. Have GSD/MWSD dropped their CEQA appeals? While Committee for Green Foothills has dropped their CEQA lawsuits against the County's certification of the 2010 EIR, MWSD and GSD have not dropped their CEQA lawsuits against the County. The County is in settlement negotiations with the agencies.
- c. What is maximum height? 36.5' (building height from existing grade) for NE Business Building.
- d. The County should require letters of intent from businesses interested in moving in the Office Park: Risk of vacancy is assumed by the property owner(s). However, the property owner(s) have stated that they intend to build each business building based on demand.
- e. There was ample time to re-zone the property to allow the proposed sanitarium use. Why wasn't this explored instead of a Use Permit? As discussed above in this document, a sanitarium use is allowed with a use permit, which the applicant has included in his application.
- f. The Addendum should address the amended LCP and Plan Princeton efforts: These are regulations addressed in Section 3.3 of the Addendum. The project is subject to the amended LCP. There are no changes proposed to the local zoning or development policies that would make this project inconsistent with the current Princeton Planning process. The project has been deemed complete and would not be subject to regulations that have not been adopted at the time of the permit application.
- g. A new traffic report should be required: This is included in Attachment J of the Addendum.
- h. Why not locate the project on an existing County-designated affordable housing site? The designated affordable housing sites are constrained topographically and are not zoned to incorporate office/manufacturing uses required by this project to support the Wellness Center economically.
- i. Since the Use Permit runs with the land, would different uses be allowed under the same Use Permit? The Use Permit runs with the land but only applies to the subject proposal for a sanitarium. Any significant change to the project would require a Use Permit Amendment.
- j. Are subdivisions prohibited by the LCP? No, subdivisions are subject to the County's Subdivision regulations and the LCP. This project complies with applicable regulations.
- k. What is the status of the Comprehensive Transportation Management Plan for the Coast? Information can be found on the website ConnecttheCoastside.com. The plan is in the data collection stage. The schedule for the Big Wave NPA Project is ahead of this plan.

- l. Who shoulders the cost for traffic improvements needed for this project? Mitigation Measure TRANS-1 requires the project proponent to fund improvements as recommended by the traffic consultant, such as a signal, a roundabout, or alternate measure acceptable to Caltrans and the County.
- m. The project should incorporate a grey water system due to current drought conditions. See Response to Comment 10 in Section 3 regarding Water Demand and Supply.
- n. Highway 1 and Capistrano/Highway 1 and Cypress: Will recreation traffic accommodated by the 92 public access spaces impact these intersections? The 92 public access parking spaces are not considered a recreational use which generate traffic and are intended to meet an existing need for coastal access parking. The project uses were analyzed. Also, see Response to Comment 19 in Section 3 regarding Traffic.
- o. What happens if project isn't all built after 15 years? See Response to Comment 3 in Section 3 regarding Project Phasing and Economic Demand.
- p. Does the project require more services from Samtrans? The applicant envisions larger demand for services from Samtrans. If demand is not met, the proposed Wellness Center shuttle will provide transportation as needed.
- q. Why will native plant nursery be phased out? The nursery is a potting yard not a greenhouse. Plants are grown for wetland restoration and landscaping. Once on-site restoration and landscaping is complete, there may not be a need for the nursery.
- r. What are signage regulations pertaining to this project? Signage is regulated by policies of the LCP as well as the M-1 Zoning District Regulations. M-1 zoning signage regulations are provided below:

SECTION 6275. Exterior signs pertaining to the business uses conducted on the premises and subject to the following limitations:

(a) Signs shall not exceed two hundred (200) square feet in area on one face and not more than five hundred (500) square feet in total area on the premises. Larger areas may be authorized by the use permit in exceptional cases.

(b) Signs shall not project more than one (1) foot beyond the street property line, but if a building is set back from a street property line, then such sign shall not project more than eight (8) feet from the face of the building.

(c) Attached signs shall not project above the roofline or cornice except when in the opinion of the Planning Commission the sign is an architectural part or feature of the building.

(d) Free-standing signs shall not extend to a height more than twenty (20) feet above the sidewalk or paved area except when in the opinion of the Planning Commission the sign is an architectural feature of the site.

(e) Signs shall not face the side line of any adjoining lot in any "R" District when such sign is within twenty-five (25) feet of said side line.

The project would be subject to these regulations and LCP signage policies, with the exception that the height of the free-standing monument sign would be limited to 4 feet instead of 20 feet. The proposed "logo" wall signage of the Office Park buildings

has been withdrawn and has been replaced with revised building elevations as included as Attachment A.4 of this document.

2. MCC Meeting of August 13, 2014

Comments and questions received at the meeting are summarized below:

- a. Wellness Center buildings are in Phase 1 and Office Buildings are in Phase 2. If the OP buildings are necessary for economic sustainability of the WC, then why aren't any OP buildings being built in Phase 1? What if there is no demand for the Office Park? See topical response in Section 3 regarding Project Phasing and Economic Demand.
- b. Water demand estimate should include water used by future tenants of the Office Park (e.g., industrial uses). What if project water use exceeds the 9,765 GPD, which appears to be a low estimate? See topical responses in Section 3 regarding Water Demand and Supply.
- c. Traffic: See topical responses in Section 3 regarding Traffic.
 - I. Mitigation Measure required by TRANS-1 should be installed at project occupancy as mitigation permitting and construction could take years.
 - II. How close is the Intersection at Highway 1 and Cypress to meeting signal warrants?
 - III. No trips are attributed to Wellness Center residents. While they may not drive, residents would generate traffic from visitors and guests.
 - IV. Traffic Report estimates 0 project trips at Capistrano.
 - V. The 2010 Big Wave EIR funneled traffic through Capistrano to reduce impacts to Cypress/Highway 1 intersection. Why the change to allow traffic in both directions?
 - VI. Emergency Access: Two chokepoints, Cypress in the north and Prospect in the south, provide the only access to all the area between San Vicente and Denniston Creeks, namely industrial and visitor-serving Princeton, the Pillar Ridge and Seal Cove residential neighborhoods, coastal recreation destinations of Mavericks and Seal Cove beaches, Pillar Point Bluff, CA Coastal Trail, Moss Beach Distillery, and the Big Wave site. These narrow chokepoints, constrained by raised median and curbs on Capistrano, and deep roadside drainage ditches on Cypress, are critical for emergency vehicle access and tsunami evacuation routes. Traffic backing up on Capistrano and Prospect would, for example, delay fire engines from reaching a home burning in Pillar Ridge. LOS degradation acceptable at other locations could be a matter of life and death at these chokepoints. The existing road access was never designed for such large-scale development.
 - VII. Pedestrian and Bicycle Safety: The Traffic Report notes Cypress at San Vicente Creek is only 20 feet wide, and that bicycles need to take the lane, but ignores that pedestrians also must walk in the roadway on this section, and that the lower grade in the creek area limits sight distance. It should be noted that the width of the entire Class 3 bike route from Capistrano through Princeton, on Airport and Cypress requires bicycles to share the road.
 - VIII. Vehicles need to use the oncoming lane in order to safely pass bicycles. One section of multi-modal trail fronting the project would not adequately mitigate the increased pedestrian and bicycle hazards of dramatically

increased traffic on the rest of Airport and Cypress and through Princeton.

- b. Beach access parking lots should be placed in an accessible well-marked location. See topical responses in Section 3 regarding Parking.
- c. Proposed logos on buildings are not characteristic of signage for Coastside businesses. See topical responses in Section 3 regarding Public Views.
- d. Were the photos used for the visual simulations taken with a wide-angle lens? See topical responses in Section 3 regarding Public Views.
- e. The Addendum states that the project would not block view of Pillar Ridge, but simulation (Figure 4) shows that the project would block these views. See topical responses in Section 3 regarding Public Views.
- f. Conservation Easement is needed to ensure that Lot 2 of South Parcel is not developed. See topical responses in Section 3 regarding Agricultural Lands.
- g. Landscaping should not exceed building heights. See topical responses in Section 3 regarding Landscape Plan.
- h. How will project traffic impact tsunami evacuation? See Response to Comment 5 in Section 3 regarding Traffic.

Specific Responses

1. California Coastal Commission

See topical responses in Section 3 regarding Project Phasing and Economic Demand, M-1 Zoning/Sanitarium Use, Water Demand and Supply, Traffic, Parking, Public Views, Landscape Plan, Coastal Hazard, Project Alternatives, Sensitive Habitats/Wetlands, Agricultural Lands, and Other.

Regarding Coastal Development Permit requirements, see Errata for Page 17. A CDP is required for the proposed subdivision pursuant to LCP regulations.

2. City/County Association of Governments of San Mateo County

A trip reduction plan is required as a condition of approval. See Response to Comment 18 in Section 3 regarding Traffic.

3. San Mateo County Parks

No comment was raised on Addendum nor concerns raised on the project. No further response is necessary.

4. Midcoast Community Council

See topical responses in Section 3 regarding Project Scale, Traffic, Parking, Water Demand and Supply, Sensitive Habitats/Wetlands, Landscape Plan, Airport Hazards, Public Views, and Development Agreement, and Other.

5. Granada Parks Committee

Comment expresses general opinion. See topical response in Section 3 regarding Water Demand and Supply. See topical response in Section 3 regarding Development Agreement.

6. Richard Newman, C/CAG Airport LUC Chair

See topical response in Section 3 regarding Airport Hazards.

7. Lisa Ketcham, Midcoast Community Council Chair, Resident, Pillar Ridge MHC

See topical response in Section 3 regarding Sensitive Habitats.

8. Gael Erickson, Resident, El Granada

Regarding boat storage yard comments, see email response from San Mateo County Planner Camille Leung to Gael Erickson presented with the comment letter. For responses to other comment, see topical response in Section 3 regarding Traffic, Project Scale, and Project Alternatives.

9. Laslo Vespremi, Resident, Moss Beach

See topical response in Section 3 regarding M-1 Zoning/Sanitarium Use, Project Alternatives, Traffic, and Project Phasing and Economic Demand.

10. David Vespremi, Resident, Moss Beach

See topical response in Section 3 regarding M-1 Zoning/Sanitarium Use, Project Phasing and Economic Demand, and Other.

11. Elizabeth Vespremi, Resident, Moss Beach

See topical response in Section 3 regarding Project Phasing and Economic Demand, Project Alternatives, and M-1 Zoning/Sanitarium Use.

12. Barbara Kossy, Resident, Moss Beach

Comment expresses opinion of project opposition. No comment raised on adequacy of environmental analysis. No response necessary.

13. Iris Rogers, Resident, Pillar Ridge MHC

Comment expresses opinion of project opposition. No comment raised on adequacy of environmental analysis. No response necessary.

14. Dorothy Norris, Resident, Pillar Ridge MHC

See topical response in Section 3 regarding Water Demand and Supply and Sensitive Habitats.

15. Kent Rogers, Resident, Moss Beach

See topical response in Section 3 regarding Traffic/Access, M-1 Zoning/Sanitarium Use, and Public Views.

16. Carlyle Young, Resident, Moss Beach

See topical responses in Section 3 regarding Traffic, Public Views, Project Scale, and M-1 Zoning/Sanitarium Use.

Regarding noise impacts of AC units, see Section 12.c of the Addendum.

Regarding K-railing on Airport Street, see Response to Comment 7 in Section 3 regarding traffic.

17. Harald Herrmann, Resident, Moss Beach

Comment expresses opinion of project opposition. No comment raised on adequacy of environmental analysis. No response necessary.

18. Judy Taylor, Realtor, Half Moon Bay

Comment expresses opinion of project support. No comment raised on adequacy of environmental analysis. No response necessary.