PLANNING COMMISSION

Board of Supervisors Chambers
400 County Center, Redwood City

ITEM #1

Owner:	**Big Wave LLC; Big Wave Group**
Applicant:	**Dave Byers, Scott Holmes**
File Number: . . .	**PLN2013-00451**
Location:	**Airport Street, Princeton**
APN:	**047-311-060 (North); 047-312-040 (South)**

Project Description:

Introduction of an Addendum to the Certified 2010 Big Wave Wellness Center and Office Park Project Draft EIR and Final EIR (2010 EIR) for the Big Wave North Parcel Alternative Project (Big Wave NPA).

PURPOSE OF INFORMATIONAL ITEM

- Update since Planning Commission approval of 2010 Big Wave Project:
  - Describe the Revised Project
  - Describe CA Environmental Quality Act (CEQA) Determination
  - Describe County Permitting Process
- Summarize the Results of the Addendum
- Receive comments, as part of the courtesy public comment period, as directed by the Community Development Director.

COUNTY OF SAN MATEO

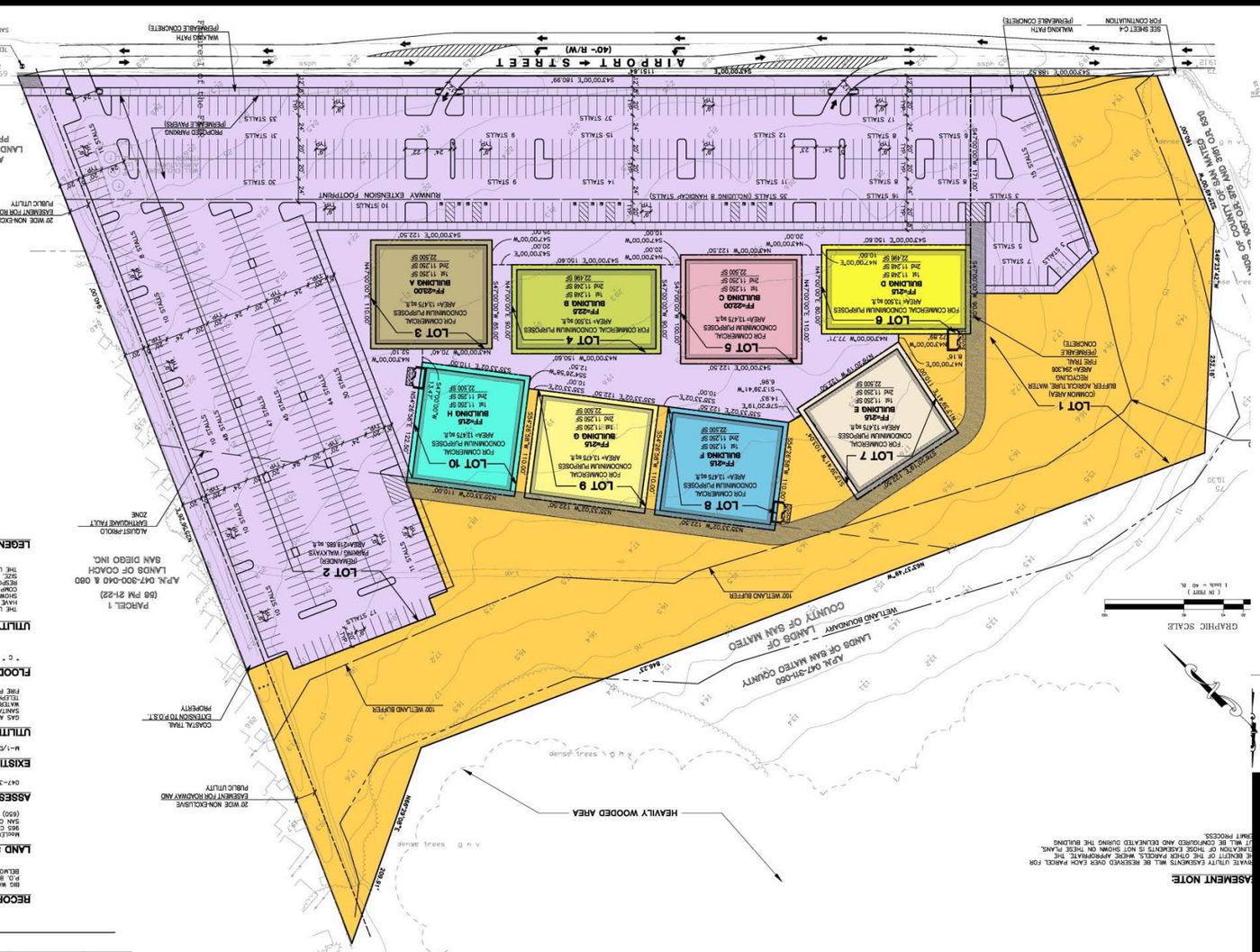
COUNTY OF SAN MATEO

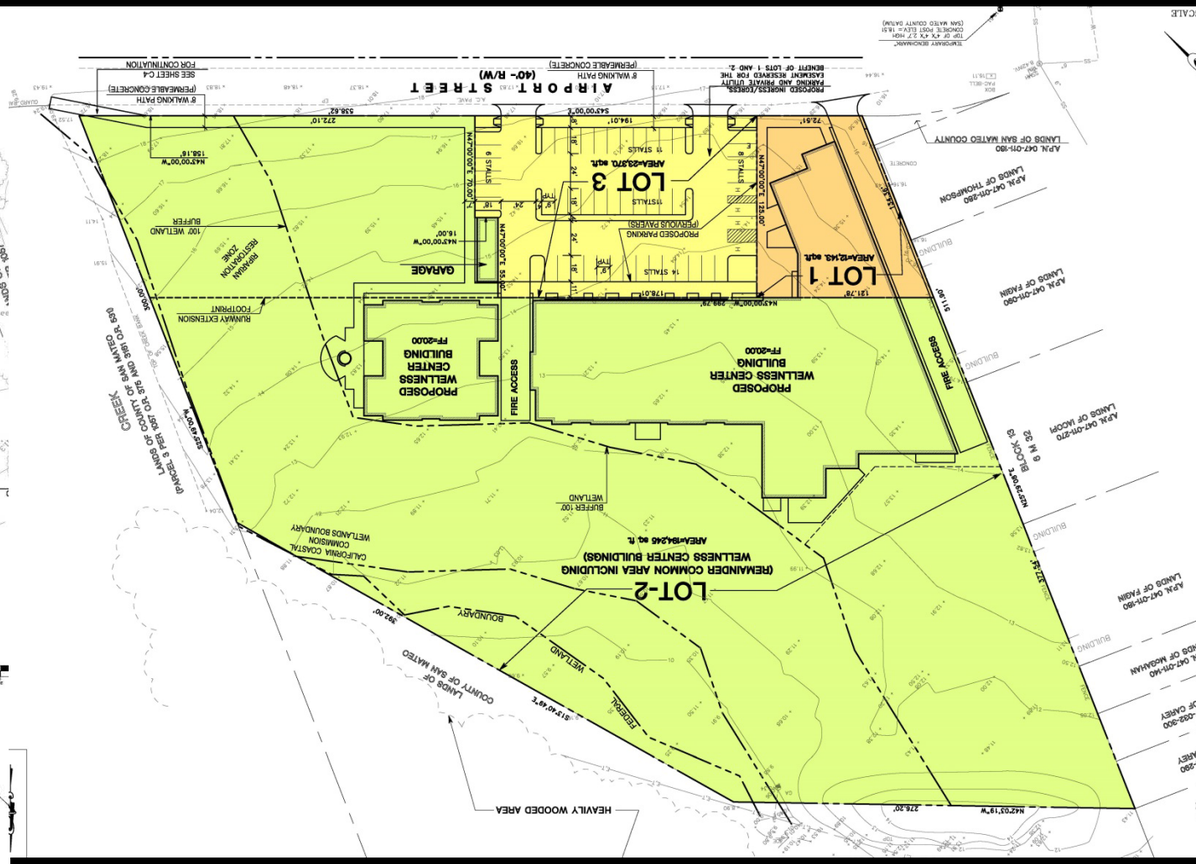
BACKGROUND

- **October 2010**: Planning Commission certified the 2010 EIR and approved the original project.
- **March 2011**: PC approval appealed to the Board of Supervisors; the appeal was denied, resulting in the County's approval of the 2010 project.
- **August 2012**: Appealed to the California Coastal Commission; Coastal Commission found substantial issues with the project and sustained the appeal, resulting in the denial of the project.
- **October 2013**: New application submitted for the Big Wave North Parcel Alternative (Big Wave NPA), reflects a working collaboration with the Coastal Commission and other agencies to address the issues of concern.

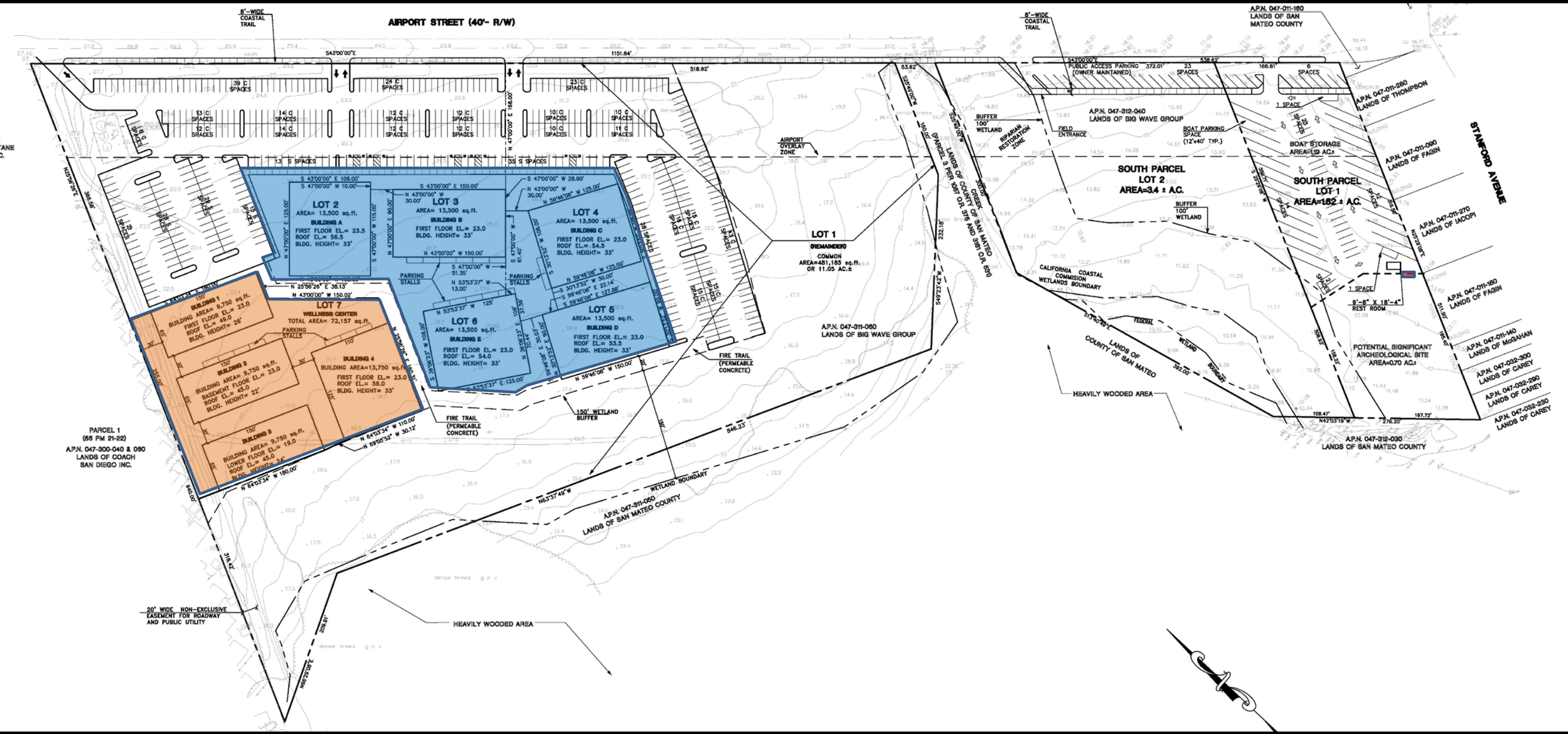
COUNTY OF SAN MATEO
CALIFORNIA

COUNTY OF SAN MATEO





2010 Big Wave Project



COUNTY OF SAN MATEO

2014 Big Wave NPA Project

COUNTY OF SAN MATEO

Bay Ridge
81593 (32)
Base 100

Southern Moss
696 (42)
Base 200

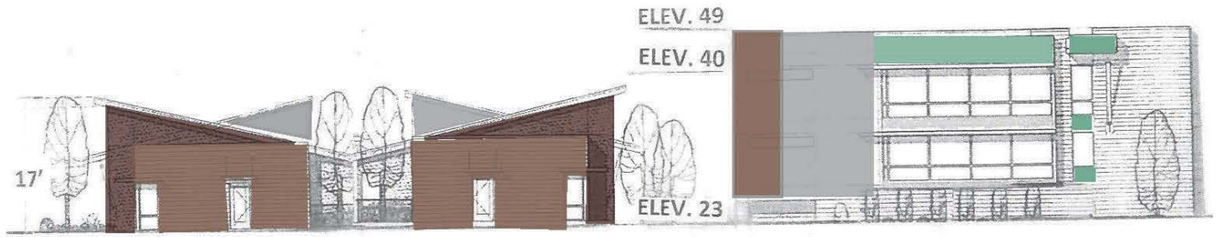
Country Lane Red
Shake

Peacock Plume
Kelly Moore

Timber Bark
Natural Wood Siding

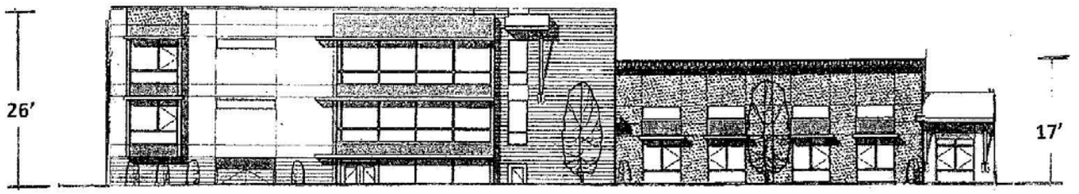
WELLNESS CENTER- BUILDING 1
(GYM AND BASKETBALL)

SOUTH ELEVATION

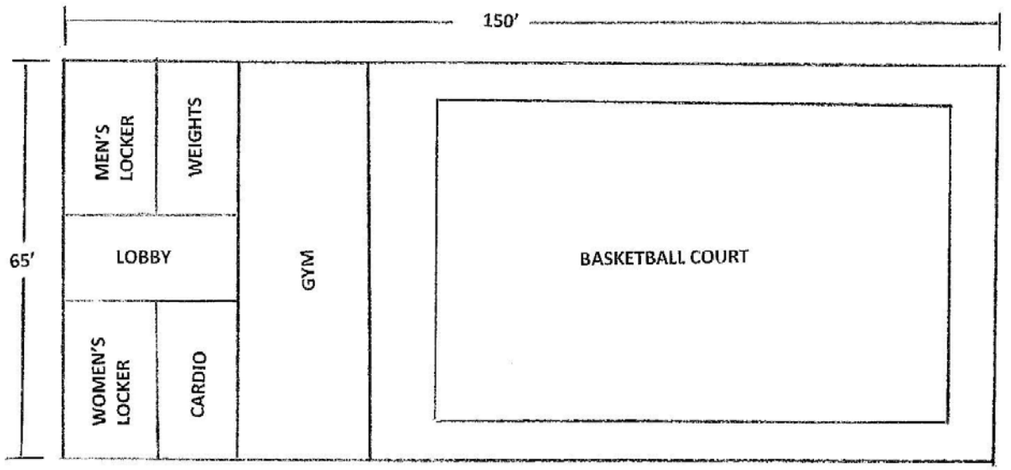


WEST ELEVATION

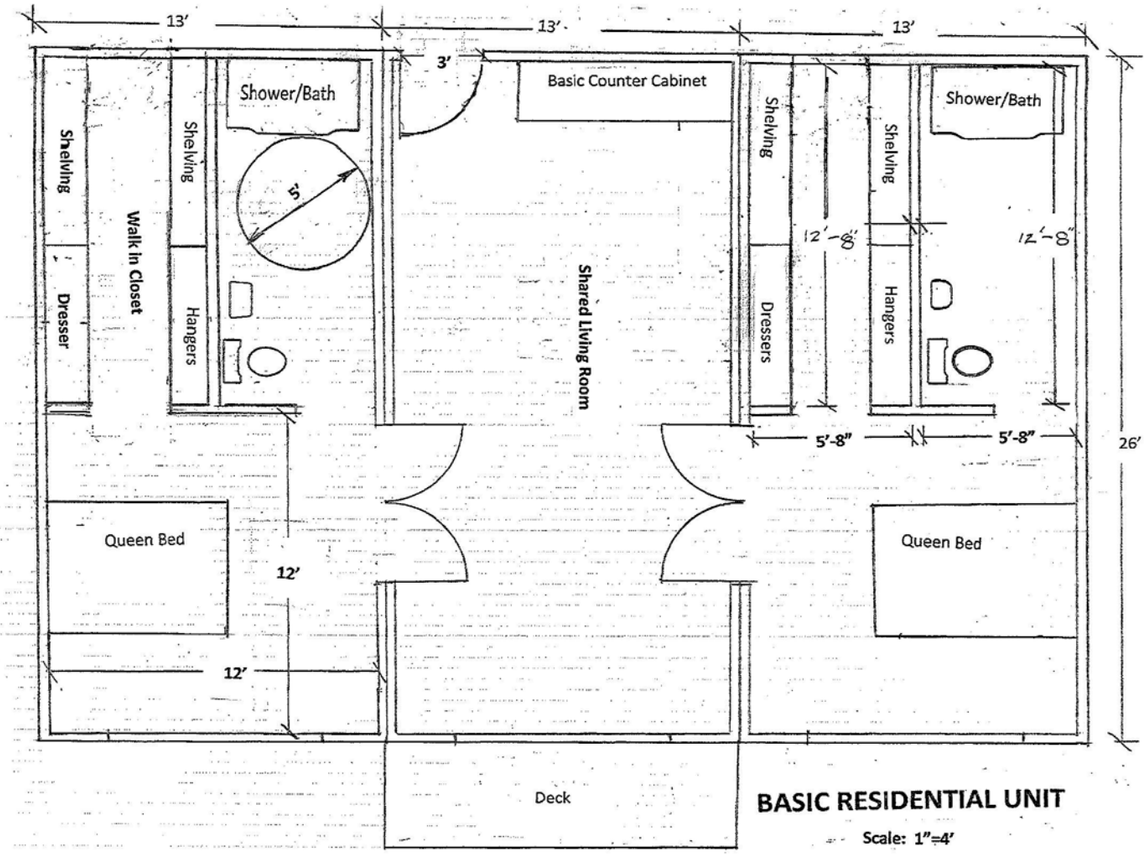
EAST ELEVATION



NORTH ELEVATION



2014 Big Wave NPA Project

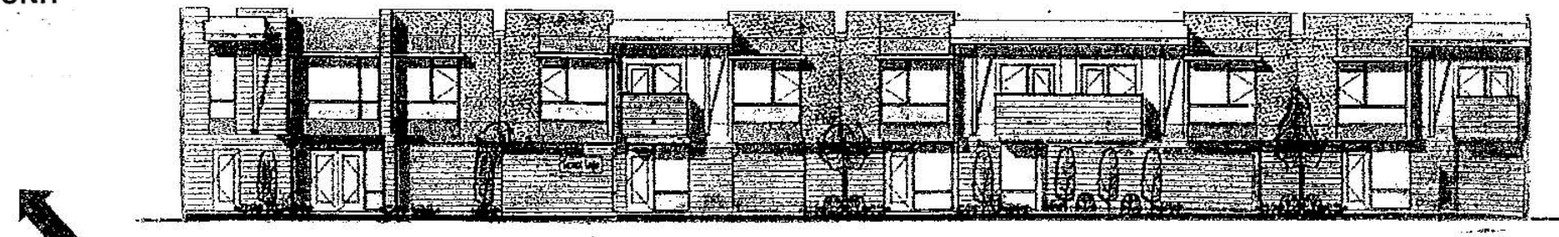


COUNTY OF SAN MATEO

WELLNESS CENTER- BUILDING 2

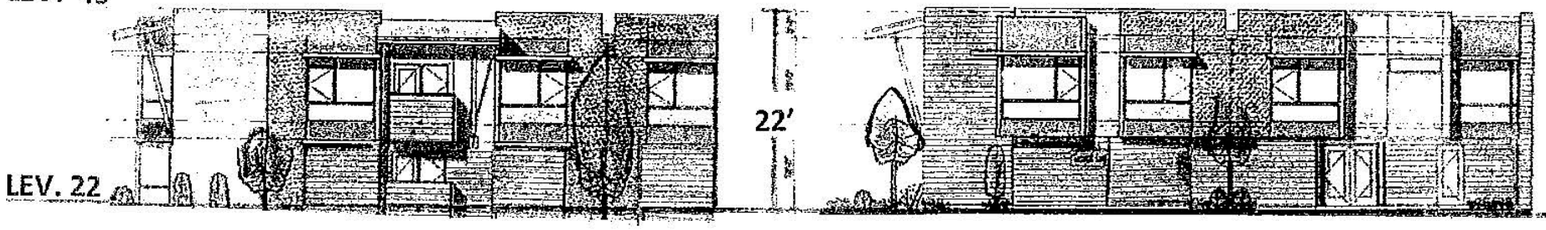
(13 RESIDENTIAL UNITS)

NORTH/SOUTH ELEVATION



NORTH

EAST/WEST ELEVATION



2014 Big Wave NPA Project

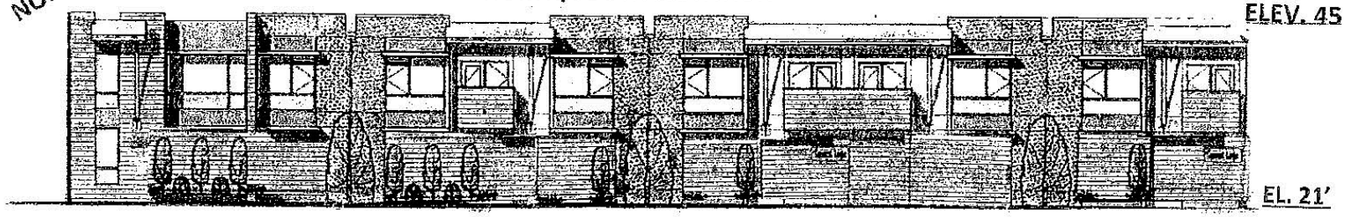
COUNTY OF SAN MATEO

WELLNESS CENTER- BUILDING 3

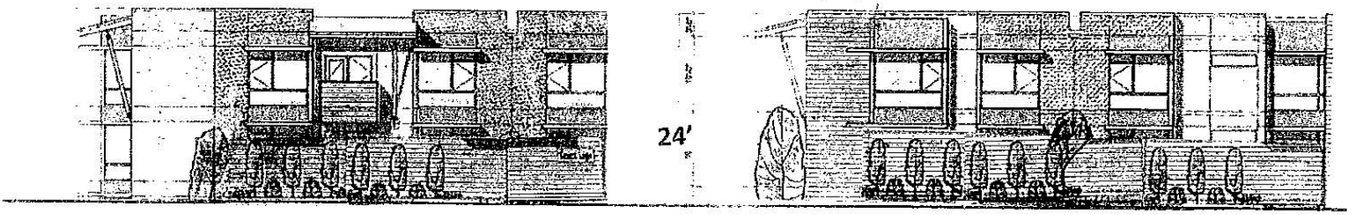
(13 RESIDENTIAL UNITS)

NORTH

NORTH/SOUTH ELEVATION

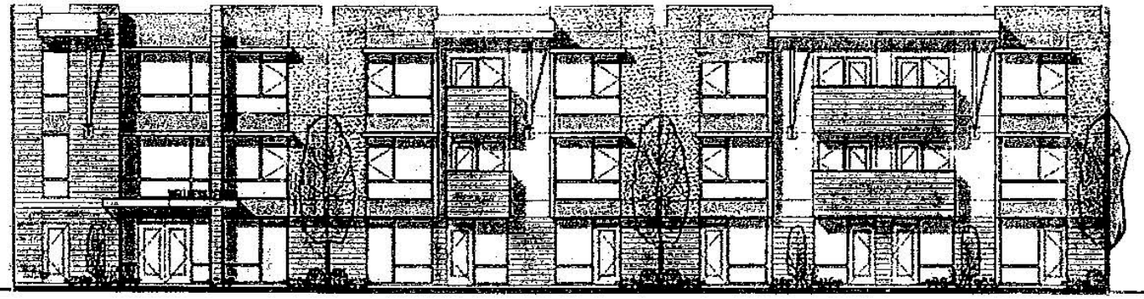


EAST/WEST ELEVATION

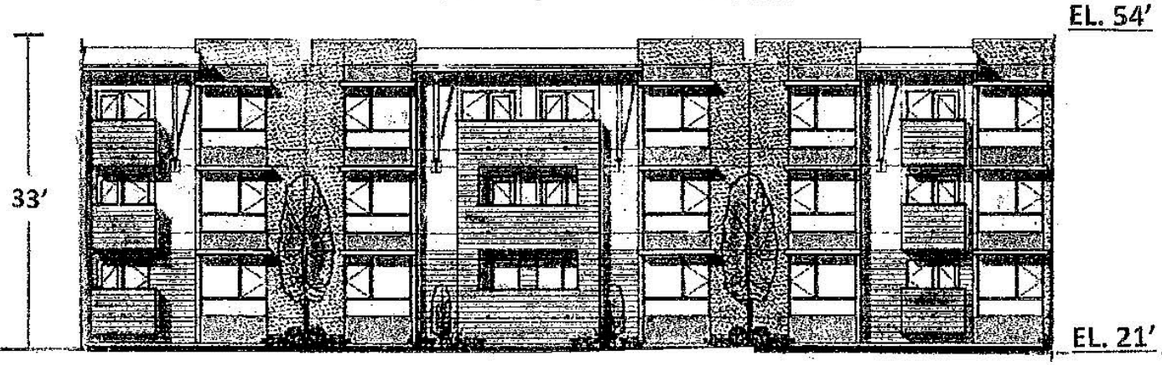


WELLNESS CENTER- BUILDING 4

(30 RESIDENTIAL UNITS)



NORTH/SOUTH ELEVATION



EAST/WEST ELEVATION

2014 Big Wave NPA Project

COUNTY OF SAN MATEO

Bay Ridge
81593 (32)
Base 100

Southern Moss
696 (42)
Base 200

Country Lane Red
Shake

Boothbay Blue
Plank

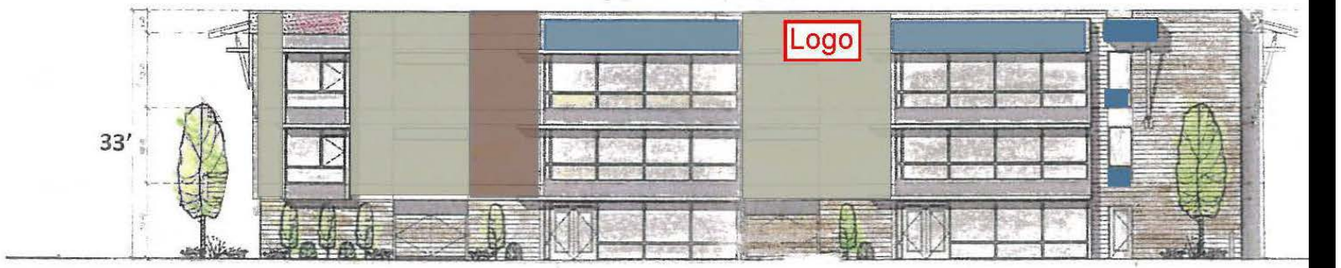
Timber Bark
Natural Wood Siding

BUSINESS BUILDINGS A, C, E

NORTH

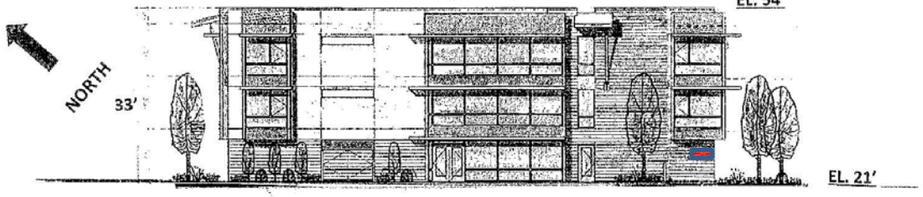
NORTH/SOUTH ELEVATION

EAST/WEST ELEVATION

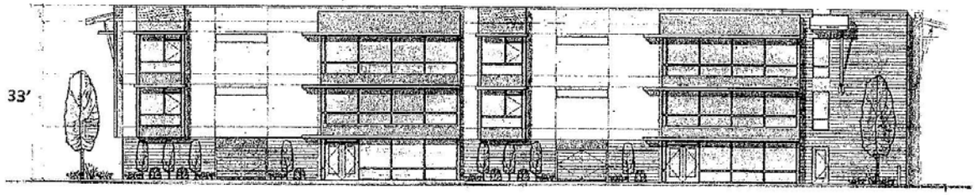


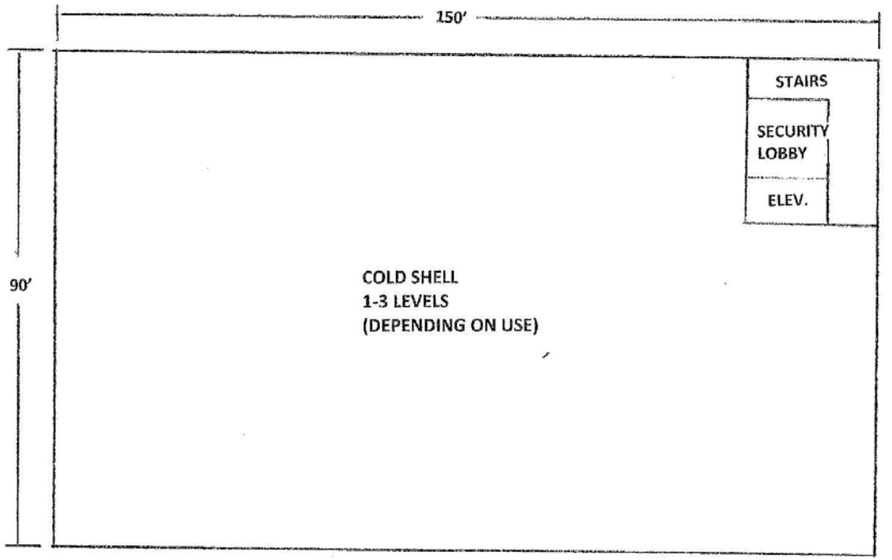
BUSINESS BUILDINGS B, D

NORTH/SOUTH ELEVATION



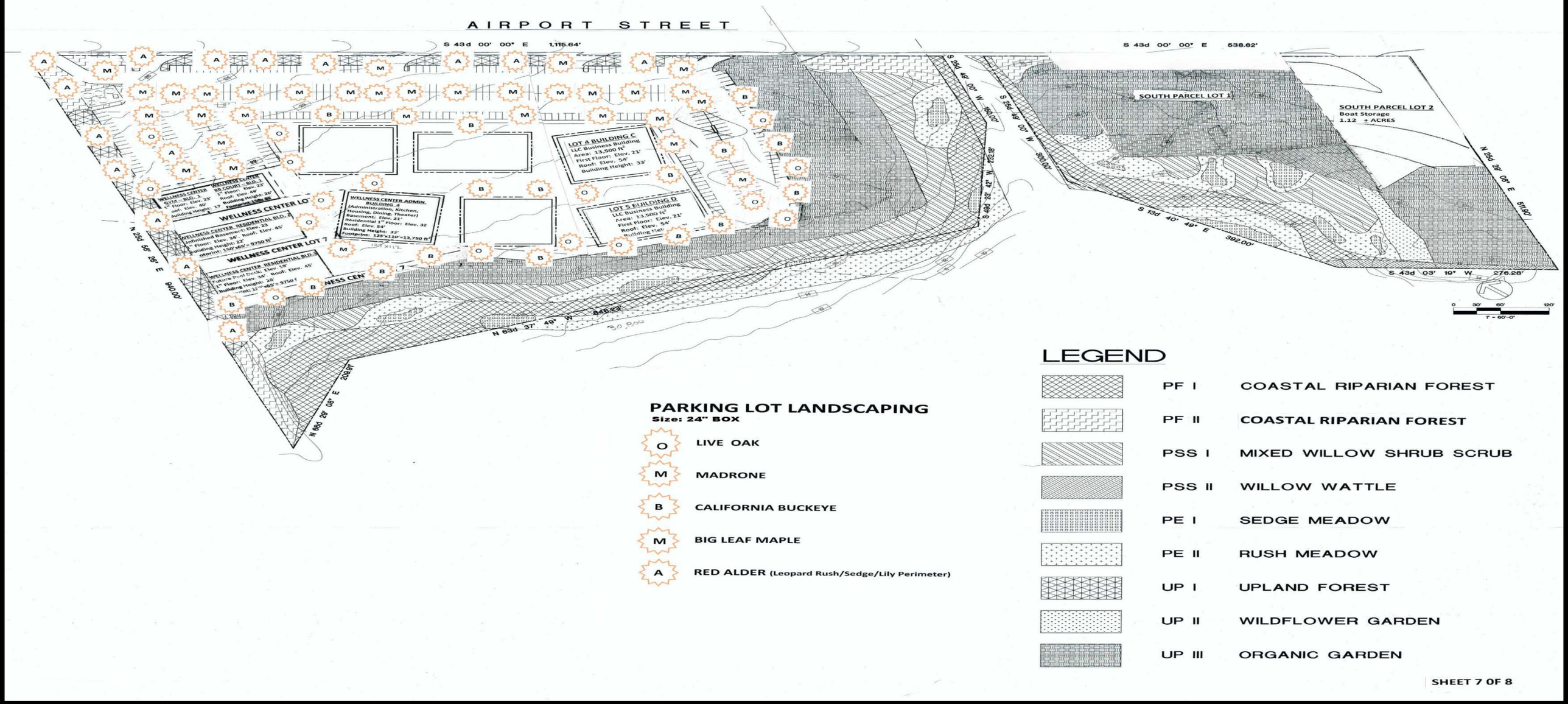
EAST/WEST ELEVATION





2014 Big Wave NPA Project

Table 2 Office Park and Wellness Center, Private and Public Parking	
Total Parking for Wellness Center and Office Park	**462**
Wellness Center	42
Office Park	420
20% Coastal Access Public Parking Required	**92.4**
Total Coastal Access Public Parking Provided	92
Coastal Access Public Parking on North Parcel	63
Coastal Access Public Parking on South Parcel	29
Total Parking	**554**
Total Parking on North Parcel	525
Total Parking on South Parcel (coastal access parking only; excludes Boat Storage parking)	29



PARKING LOT LANDSCAPING

Size: 24" BOX

O	LIVE OAK
M	MADRONE
B	CALIFORNIA BUCKEYE
M	BIG LEAF MAPLE
A	RED ALDER (Leopard Rush/Sedge/Lily Perimeter)

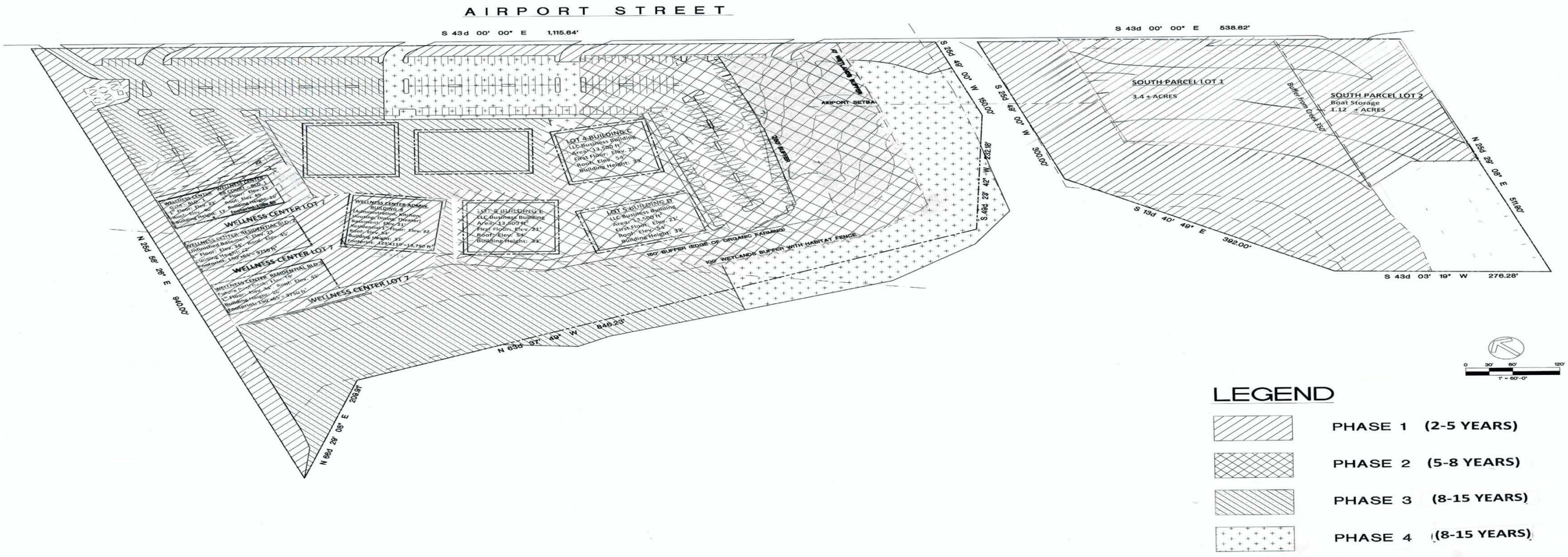
LEGEND

PF I	COASTAL RIPARIAN FOREST
PF II	COASTAL RIPARIAN FOREST
PSS I	MIXED WILLOW SHRUB SCRUB
PSS II	WILLOW WATTLE
PE I	SEDGE MEADOW
PE II	RUSH MEADOW
UP I	UPLAND FOREST
UP II	WILDFLOWER GARDEN
UP III	ORGANIC GARDEN

SHEET 7 OF 8

Landscaping Plan

COUNTY OF SAN MATEO



Phasing Plan

COUNTY OF SAN MATEO

15-Year Construction Phasing Plan

- Big Wave NPA project construction would occur over a 15-year period in 4 phases.
  - Wellness Center buildings with associated parking, boat storage area, and coastal access parking on the south parcel would be constructed within the first 5 years in Phase 1.
  - Landscape planting within the wetland buffer area on the south parcel would be installed in Phase 1
  - Office Park Buildings C, D, and E and associated parking would be built in Phase 2, Years 5-8.
  - Office Park Buildings A and B and associated parking would be built in Phase 3, Years 8-15. Phasing timeframes for the Office Park buildings are approximate and based on demand.
  - Landscape planting within the wetland buffer area on the north parcel would be installed in Phase 3 and Phase 4, Years 8-15.

Project Changes Since 2010

	2010 Project	Big Wave NPA
Subdivision and Site Development	North Parcel: 10 lots for Office Park buildings South Parcel: 3 lots for Wellness Center buildings	North Parcel: 7 lots for Office Park and Wellness Center buildings South Parcel: 2 lots for public boat storage, archaeological
Office Park/Industrial Use	8 buildings: 225,000 sq. ft.[2] business space; 92,000 sq. ft. footprint	5 buildings: 189,000 sq. ft. business space; 54,000 sq. ft. footprint
Wellness Center	98,745 sq. ft 70 Units: 50 DD Adults, 20 staff persons	70,500 sq. ft. 57 Bedrooms: 50 DD Adults, 20 staff persons
On-site Parking Spaces	690	554
Maximum Building Height (feet from grade)	51 feet	38 feet (WC Building 4); WC Bldgs 1 - 3: 25.5 – 28.5; Office Park Bldgs: 35 - 36.5 Feet
Water Service	Existing on-site well and wastewater recycling. Coastside County Water District for emergency back-up and fire protection (subject to LAFCo action).	Montara Water and Sanitary District (MWSD; subject to LAFCo action). Well to provide irrigation only.
Wastewater Service	On-site wastewater treatment plant Connection to GSD for emergency backup wastewater treatment and service for eight (8) equivalent dwelling units	Sewer service connection to GSD for wastewater 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 setback 150 feet from wetland boundary.

CEQA PROCESS

- 2010: County Certified EIR
- CEQA Guideline §15162(a) - When an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the Lead Agency determines that one or more of the following circumstances exist:
  - Proposed Changes, New Circumstances, New Information whereby project would result in New Significant Impacts or Substantially More Severe Impacts
    - Changes: Reduced Project
    - No new circumstances
    - New Info: LCP Amendment, ALUCP, Princeton Plan, EECAP

Addendum to Certified EIR: County has determined that there are no new significant impacts or increased severity of identified impacts.

ADDENDUM to 2010 EIR

- Prepared by Kate Werner for TRA under contract with the County
  - Traffic Report: Hexagon
  - Visual Simulations: Environmental Visions
- No circulation is required
- **Courtesy review period of 30 Days: July 31 – September 2**

- Notice: Coastal Commission, Responsible Agencies (MWSD, GSD, LAFCo), Committee for Green Foothills, MCC, Pillar Ridge, and other interested parties
  - Presentation by Planning staff to ALUC (7/31) and MCC (8/13)

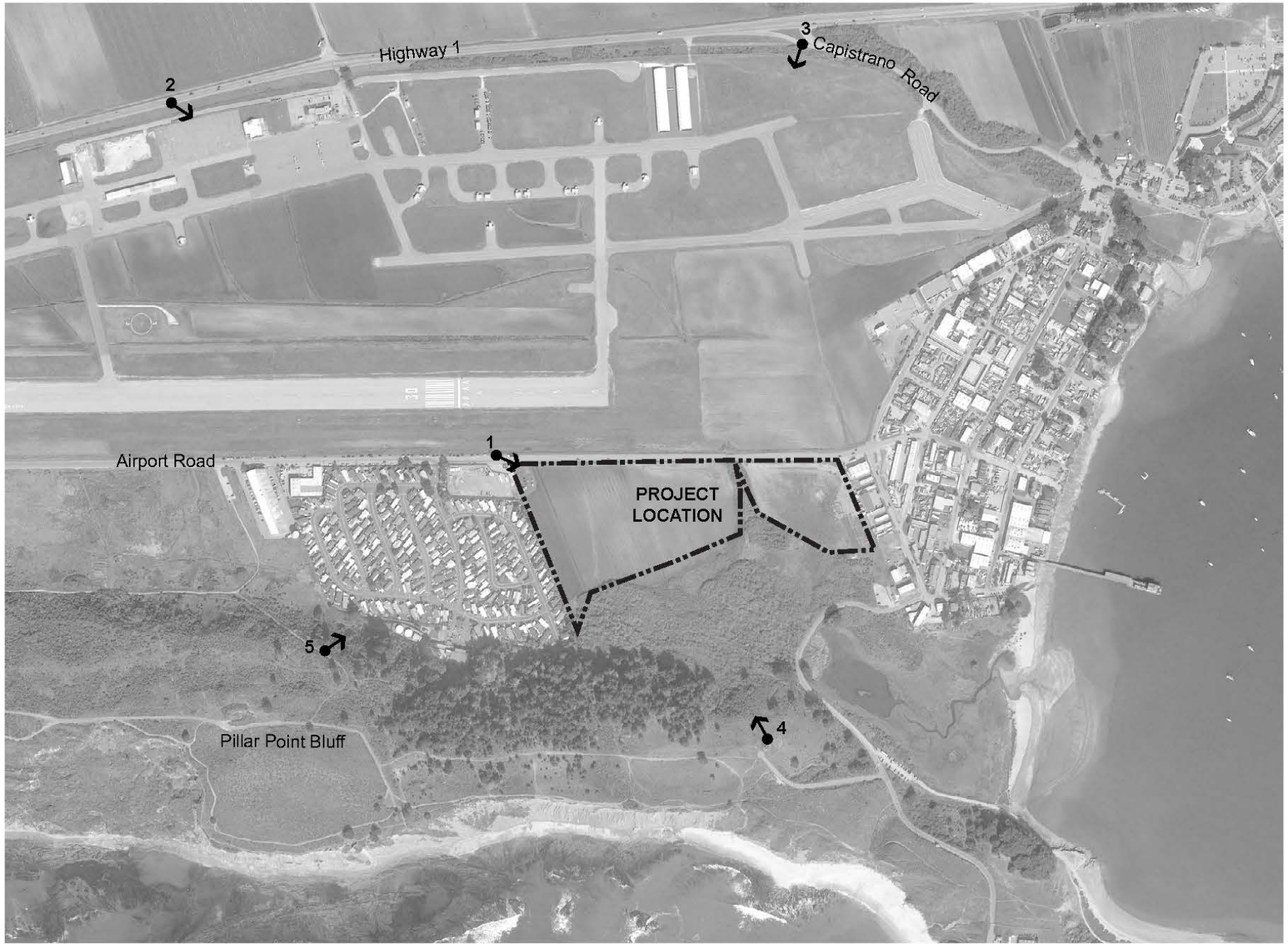
- Availability: County Website, Library

Summary of Environmental Impacts for Big Wave NPA

Aesthetics:

- Maximum building heights are reduced from 51 to 38 feet.
- Number of office buildings reduced from 8 to 5 buildings.
- No Office Park or Wellness Center buildings are proposed on the south parcel, where most of the land would remain undeveloped.
- Visual simulations show that skyline views of Pillar Ridge from community vantage points are not interrupted by project buildings.
  - Prepared at 5 viewpoints: Airport St., Hwy 1 at HMB Airport, Capistrano Rd., Radio Tower, and Pillar Point Bluff
  - Show project at time of completion and 15-years later

Addendum: Visual Simulations



ENVIRONMENTAL VISION

Figure 1
Simulation Viewpoint Locations
Big Wave North Parcel Alternative

COUNTY OF SAN MATEO

Existing view from Airport Road looking south (VP 1)

dscaping at installation

Visual simulation of Proposed Project with landscaping at 15 years

COUNTY OF SAN MATEO

Airport Street

Existing view from Highway 1 at Moss Beach Airport looking south (VP 2)

Visual simulation of Proposed Project with landscaping at installation

Visual simulation of Proposed Project with landscaping at 15 years

COUNTY OF SAN MATEO

HMB Airport

xisting view from Capistrano Road at Highway 1 looking southwest (VP 3)

t installation

Visual simulation of Proposed Project with landscaping at 15 years

COUNTY OF SAN MATEO

Capistrano Rd at Hwy 1

Existing view from Pillar Point Radio Tower looking north (VP 4)

Visual simulation of Proposed Project with landscaping at installation

Visual simulation of Proposed Project with landscaping at 15 years

COUNTY OF SAN MATEO

Pillar Point Radio Tower

Existing view from Pillar Point Bluff Trail looking east (VP 5)

Visual simulation of Proposed Project with landscaping at installation

Visual simulation of Proposed Project with landscaping at 15 years

COUNTY OF SAN MATEO

Pillar Point Bluff Trail

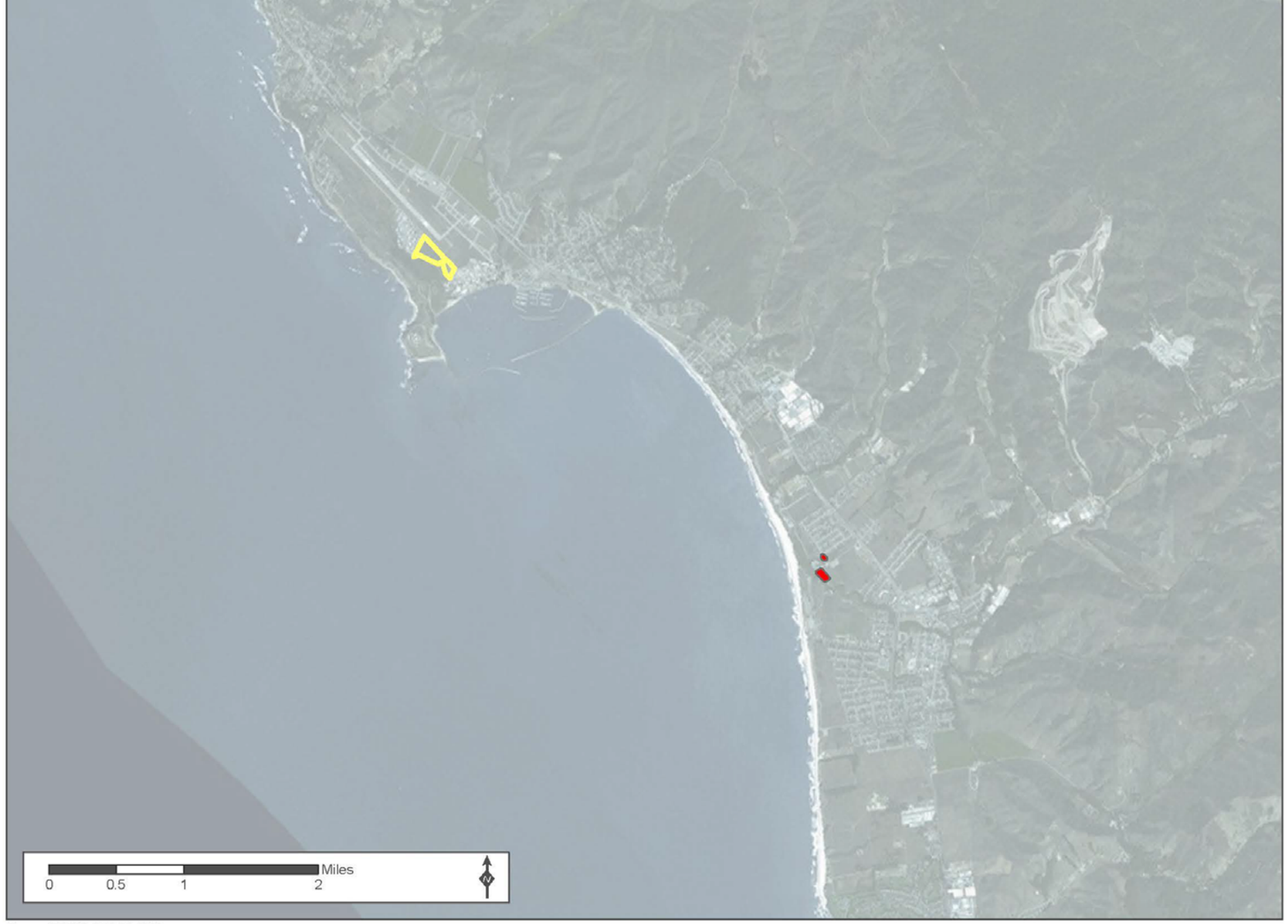
Summary of Environmental Impacts for Big Wave NPA

Cultural Resources:

- Archaeological resources on the south parcel continue to be protected, as undeveloped land that would be owned and managed by the Wellness Center.

Biology:

- Development footprint is reduced.
- Increased wetland setbacks from 100 to 150 feet on the north parcel.
- Eliminating use of recycled wastewater on-site eliminates potential impacts to the quantity or quality of drainage entering the marsh.



Source: ESRI & CNDDB 2014

Project Site

California red-legged frog

Note: There have been several new occurrences of San Francsico garter snake within a five-mile radius of the project since 2009, but due to the sensitive nature of these occurences, their exact locations are not dislosed for publication in accordance with USFWS policy.

TRA ENVIRONMENTAL SCIENCES, Inc.

Figure 12 CNDDB Occurrences Since Jan 2009

Big Wave North Parcel Alternative

COUNTY OF SAN MATEO

Summary of Environmental Impacts for Big Wave NPA

Geology and Soils:

- Rough grading and land disturbance have been reduced from 22,445 cubic yards of cut and 26,050 cubic yards of fill to 735 cubic yards of cut and fill with 21,400 cubic yards of gravel import.
- A Fault Trench Study found no evidence of fault traces on the project site.

Tsunami Hazard: The maximum tsunami wave height is estimated at 28 feet NGVD (CalEMA Tsunami Inundation Map). Floor elevation of residential units is 34 feet NGVD or higher. All residential units would be at least 2 feet above inundation water levels as required by LCP Policy 9.3 and County Zoning Regulations Section 6326.2(b).

Summary of Environmental Impacts for Big Wave NPA

Airport Hazard/Noise:

- Draft Final Half Moon Bay Airport Land Use Compatibility Plan (ALUCP), as currently drafted, applies the 1996 ALUCP to projects with completed applications undergoing planning review. Application was deemed complete on May 29, 2014.
  - Large portion of the project site is in 55-60 dB CNEL noise contour range. Residential and business uses are compatible in this range.
  - Project structures are located outside of the Approach Protection Zone (APZ).
- Status of Revised ALUCP: Coastal Commission and the County support retaining the "complete" language, but Caltrans may not. Review of ALUCP, required prior to adoption, was continued by the Airport Land Use Committee on July 31, 2014.

Summary of Environmental Impacts for Big Wave NPA

Wind-related Airport Hazard (2010 EIR):

- Concerns raised at the ALUC meeting: Westbound wind flows and similarities in the scale and orientation of buildings may result in a wind tunnel effect that exists at San Carlos Airport.
- Westward wind flows would follow a pattern dissimilar to the pattern of wind flows at the Skyway Landing site adjacent to the San Carlos Airport, due to differing topography in the areas, which is a significant factor in determining wind flows.
  - "The potential for a project-related wind tunnel is anticipated to be low, due to the terrain at the project site. The Pillar Ridge Mountains currently block prevailing winds from the west and would prevent a wind tunnel effect" (page IV.G-25 of the DEIR).
  - "As the Pillar Ridge Mountains are located west of the project site and currently block winds to the site, any tunnel effect would be minimal at this location" (Response to Comment Letter 193-3-5 of the FEIR).

Summary of Environmental Impacts for Big Wave NPA

Noise: Project noise reduction measures:

- Wellness Center moved further to the west
- Sound insulation and noise deflection via landscaping
- Avigation easement: Acknowledgement of location next to airport and assistance with relocation of residents who cannot accept noise conditions, in lease agreements.

- Noise from project construction activity, mechanical equipment on building rooftops, and project vehicle traffic are all reduced.

Traffic: County contracted with Hexagon Transportation Consultants, Inc. for a traffic report based on the revised project.

- Studied 11 intersections
- The reduction in office space from 225,000 sq. ft. to 189,000 sq. ft., results in 644 fewer project vehicle trips: from 2,123 daily trips to 1,479 daily trips.

COUNTY OF SAN MATEO

Table ES 2
Intersection Level of Service Summary - Weekday

Study Number	Intersection	Peak Hour	Count Date	Existing Average Delay (sec.)	Existing Average LOS	Existing Worst Delay (sec.)	Existing Worst LOS	Existing + Project Average Delay (sec.)	Existing + Project Average LOS	Existing + Project Worst Delay (sec.)	Existing + Project Worst LOS	Background Average Delay (sec.)	Background Average LOS	Background Worst Delay (sec.)	Background Worst LOS	Background + Project Average Delay (sec.)	Background + Project Average LOS	Background + Project Worst Delay (sec.)	Background + Project Worst LOS	Cumulative Average Delay (sec.)	Cumulative Average LOS	Cumulative Worst Delay (sec.)	Cumulative Worst LOS	Cumulative + Project Average Delay (sec.)	Cumulative + Project Average LOS	Cumulative + Project Worst Delay (sec.)	Cumulative + Project Worst LOS
1	Prospect Way and Capistrano Rd	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
	(Unsignalized)	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	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
	(Unsignalized)	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	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
	(Unsignalized)	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	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
	(Unsignalized)	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	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
	(Unsignalized)	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	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**
	(Unsignalized)	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)	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	30.5	D	0.2	A	30.5	D
	(Unsignalized)	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	**37.3**	**E**	0.8	A	**37.3**	**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	--	--

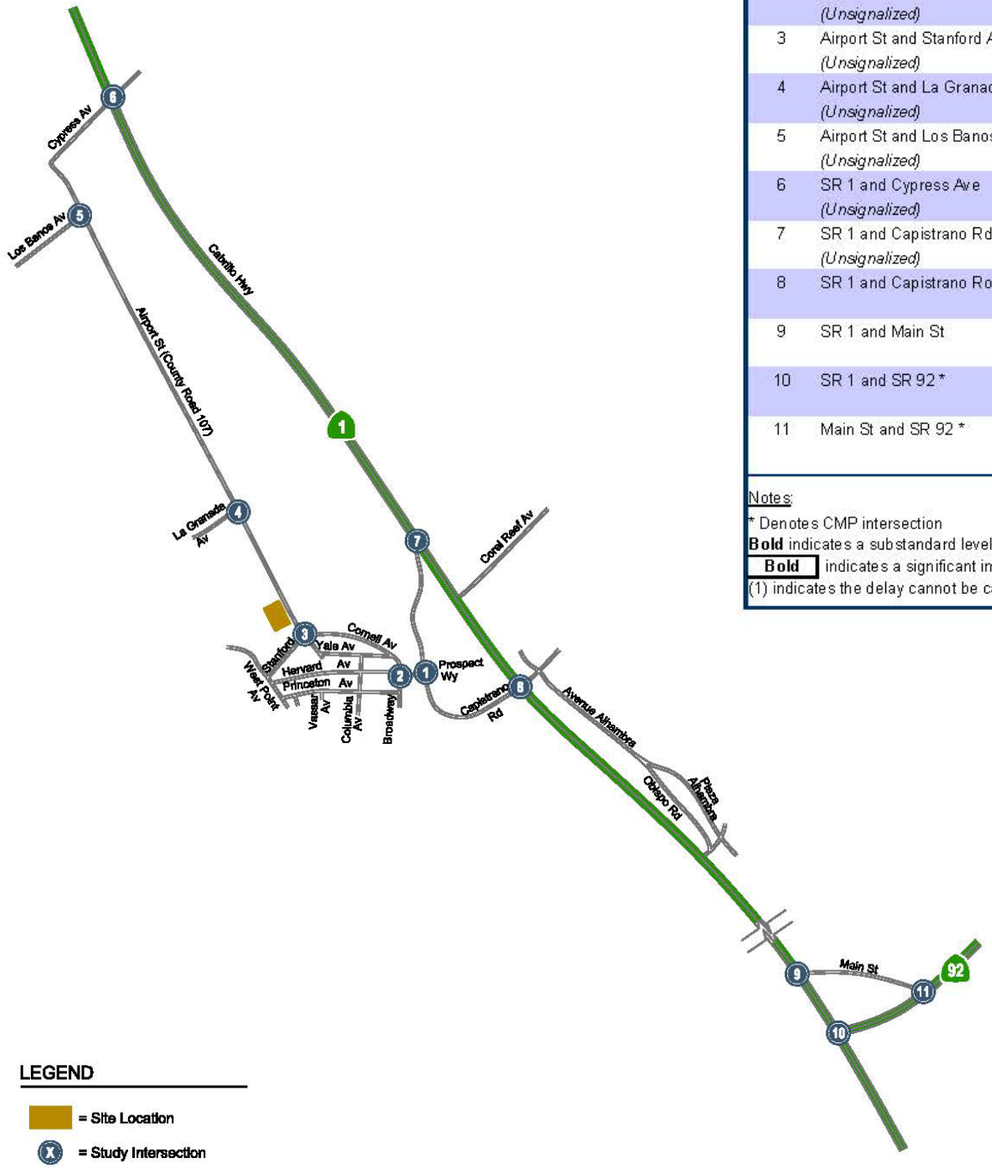
Notes:

* 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



Summary of Environmental Impacts for Big Wave NPA

Weekday Traffic:

- Weekday peak hour intersection level of service analysis under conditions:
  - Existing, existing plus project, background, background plus project, and cumulative with project conditions.
- All of the study intersections, except for the intersection of Hwy 1 and Cypress Ave., would operate at level of service (LOS) C or better under all conditions except cumulative conditions.
- 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 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. Project does not add any traffic to this movement.
  - Highway 1 and Main Street would operate at an unacceptable LOS E during PM peak hour under both no project and with project conditions. Project would add a 2-second delay which is not determined to be significant (≥4-second threshold).
  - The intersection at Highway 1 and Cypress Avenue would operate at unacceptable LOS F during both AM and PM peak hours.

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 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. 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.

Per County requirements, mitigation measures should be installed as part of the project prior to occupancy.

Table ES 3
Intersection Level of Service Summary - Weekend

Study Number	Intersection	Peak Hour	Count Date	Existing Average Delay (sec.)	Existing Average LOS	Existing Worst Delay (sec.)	Existing Worst LOS	Existing Plus Project Average Delay (sec.)	Existing Plus Project Average LOS	Existing Plus Project Worst Delay (sec.)	Existing Plus Project Worst LOS
6	SR 1 and Cypress Ave *(Unsignalized)*	Midday	05/24/14	6.9	A	**137.2**	**F**	12.3	B	**(1)**	**F**
7	SR 1 and Capistrano Rd (N) *(Unsignalized)*	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

COUNTY OF SAN MATEO

Summary of Environmental Impacts for Big Wave NPA

Saturday Traffic:

- Saturday midday peak hour intersection level of service analysis for the six intersections along state highways.
- Most of the study intersections would operate at level of service (LOS) C or better under all conditions.
- 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.
- The adopted mitigation measure addressing improvement of the Cypress Avenue and Highway 1 intersection is still necessary.

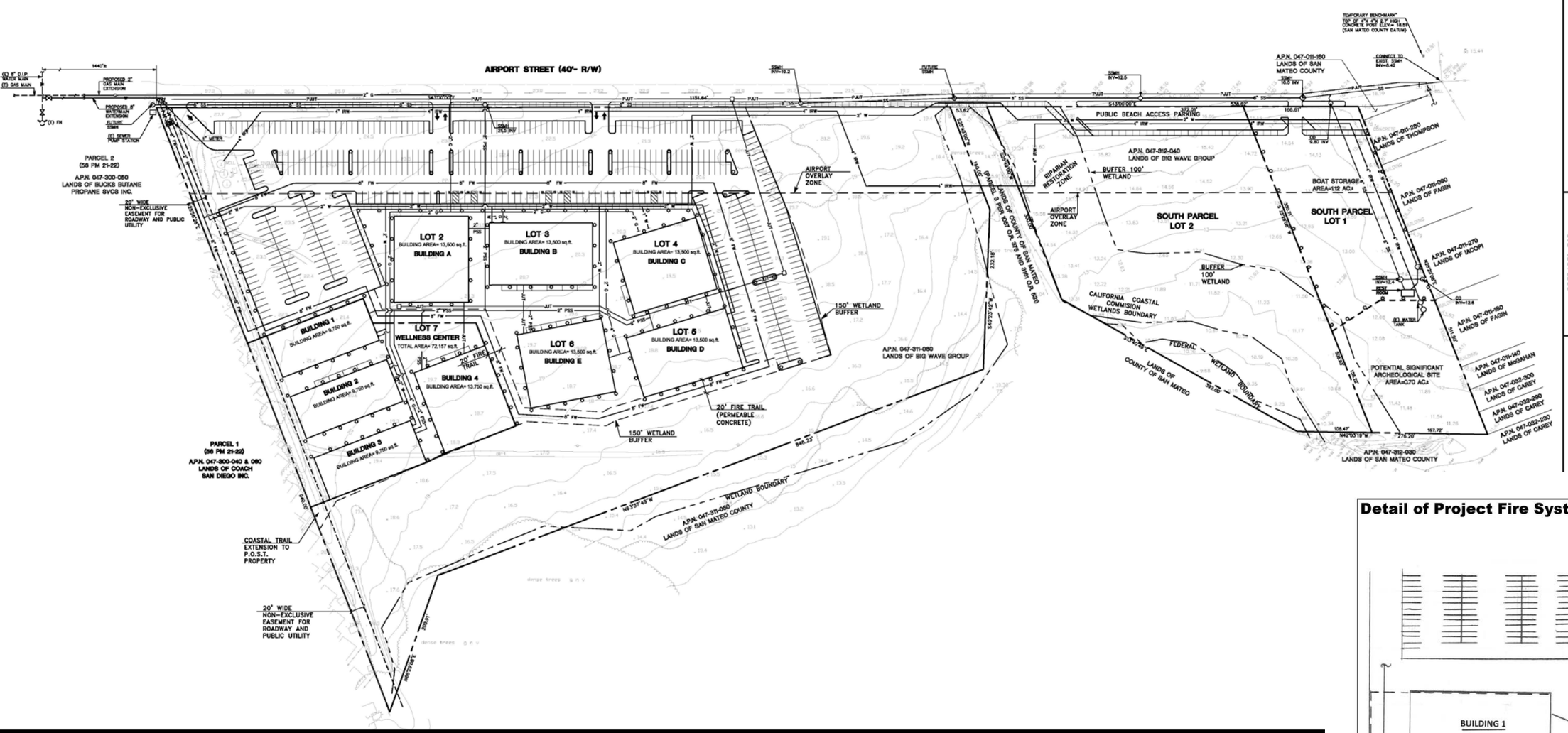
Summary of Environmental Impacts for Big Wave NPA

Utilities & Service Systems: Water

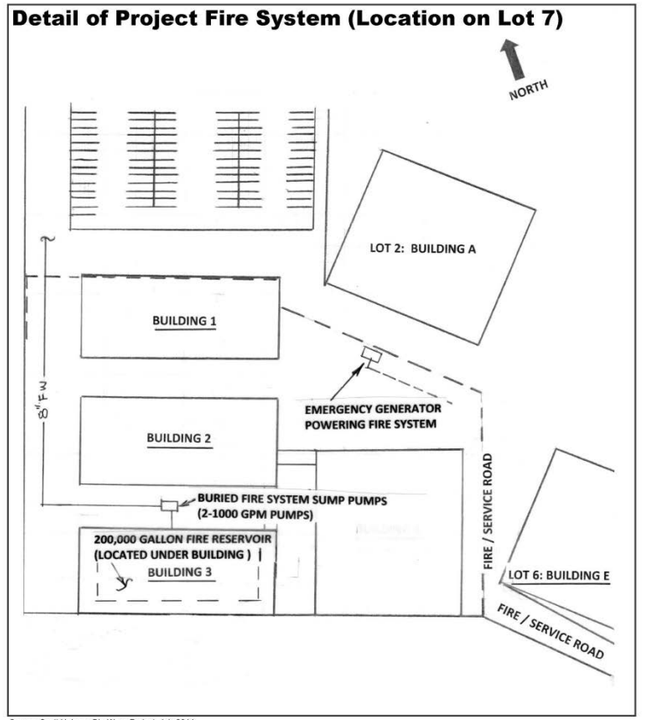
- NPA reduces domestic water demand from 26,000 gpd to 9,765 gpd.
- Use of the on-site well for domestic water use has been eliminated. The Big Wave NPA proposes domestic use and fire suppression water to be provided by MWSD.
- Proposed extension of an 8-inch water main which terminates on Airport Road at the Pillar Ridge Manufactured Home Community for domestic and fire water service.

Utilities & Service Systems: Wastewater

- NPA reduces wastewater generation from 26,000 gpd to 9,765 gpd.
- Proposed changes eliminate on-site wastewater treatment and wastewater recycling. Wastewater would be treated by GSD.
- A gravity sanitary sewer main line (estimated at 8") would run approx. 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.



Utility Plan



Source: Scott Holmes, Big Wave Project, July 2014

COUNTY OF SAN MATEO

County Permitting Process

- August 13, 2014 – MCC Meeting in evening
- Sept 11, 2014 – Design Review (2nd Meeting)
- **October 22, 2014 – Tentative Date of Planning Commission Public Hearing:**

  1) Approval of an Addendum

  2) Use Permit for modern sanitarium, Outdoor Boat Storage Use, and parking uses to be located within the Airport Overlay (AO) Zoning District.

  3) Major Subdivision of north parcel

  4) Minor Subdivision of the south parcel

  5) Coastal Development Permit

  6) Design Review Permit

  7) Grading Permit

  8) Recommendation regarding the execution of a Development Agreement with the County to allow for phasing of project construction over 15 years.

RECOMMENDATION

- Receive staff and applicant presentations, open the public hearing and take initial comments and testimony, as part of the courtesy public comment period for the Addendum to the 2010 EIR. The courtesy 30-day public comment period ends on September 2, 2014.

PLANNING COMMISSION

Board of Supervisors Chambers
400 County Center, Redwood City

ITEM #1

Owner:	**Big Wave LLC; Big Wave Group**
Applicant:	**Dave Byers, Scott Holmes**
File Number: . . .	**PLN2013-00451**
Location:	**Airport Street, Princeton**
APN:	**047-311-060 (North); 047-312-040 (South)**

Project Description:

Introduction of an Addendum to the Certified 2010 Big Wave Wellness Center and Office Park Project Draft EIR and Final EIR (2010 EIR) for the Big Wave North Parcel Alternative Project (Big Wave NPA).

Table 1
Office Park and Wellness Center, Building Height Elevations

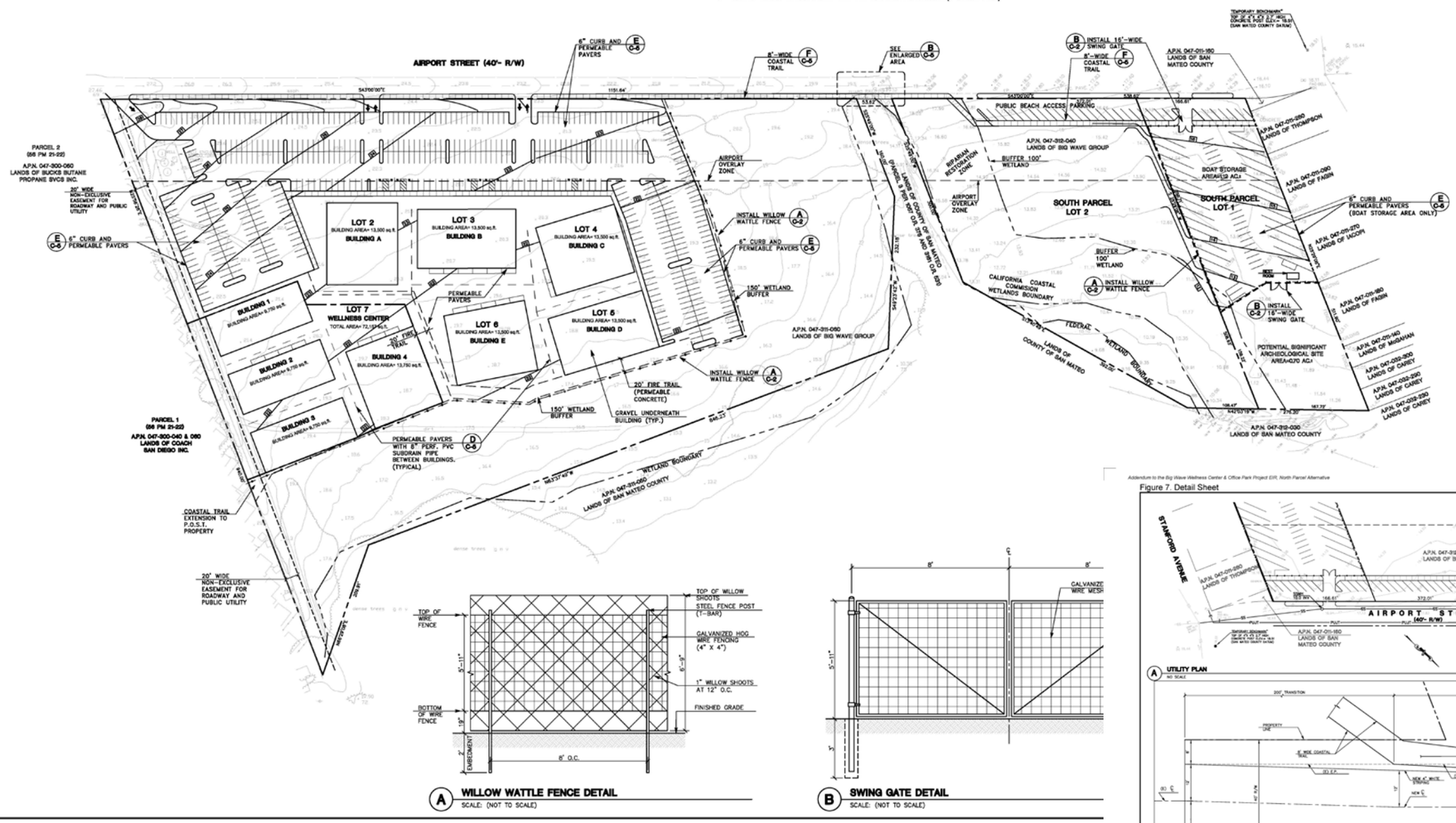
Building	Max. Stories	Avg. Existing Grade Elevation	Avg. Finish Grade Elevation	Slab Elevation	Unfinished Basement[1] Elevation	First Floor Elevation	**Building Height from Slab**	Roof[2] Elevation	Max. Building Height from Existing Grade
Wellness Center									
Building 1 Gym and Basketball Court	1	21.5’	22.5’	23’	n/a	23’	**Gym: 17’ BB Court: 26’**	Gym: 40’ BB Court: 49’	Gym: 19’ BB Court: 28.5’
Building 2 Residential Use on Upper Floor; Basement for Storage	2	20.5’	22’	23’	23’	34’	**22’**	45’	25.5’
Building 3 Residential Use on Upper Floor; Depressed Basement for Future Pool Deck	2	19.5’	22’	19’ (below grade)	19’	34’	**23’[3]**	45’	26.5’
Building 4 Residential Use on Upper Floors; Basement for Theater, Kitchen and Dining	3	19’	22’	23’	n/a	23’	**33’**	56’	38’
Office Park									
Building A	2	21’	22’	23.5’	23.5’	34.5’	**33’**	56.5’	36.5’
Building B	3	20.5’	21.5’	22.5’	n/a	22.5’	**33’**	55.5’	35.5’
Building C	3	19’	20.5’	21.5’	n/a	21.5’	**33’**	54.5’	35.5’
Building D	3	18’	19.5’	20.5’	n/a	20.5’	**33’**	53.5’	35’
Building E	3	18.5’	20’	21’	n/a	21’	**33’**	54’	35.5’

Source: Table 3 of Addendum.

[1]**The term “Basement” is used by the applicant to describe unfinished floors and is not used to suggest that floors are below grade.**

[2] **Roof Elevation equals Slab Elevation plus Building Height from Slab; with the exception of Building 3 (see note 3). Due to variations in the existing grade over the area of a building, Average Existing Grade Elevation plus Max. Building Height from Existing Grade may not equal Roof Elevation.**

[3] **For Building 3, “building height from slab” shows building height from grade, as slab is below grade.**



A WILLOW WATTLE FENCE DETAIL
SCALE: (NOT TO SCALE)

B SWING GATE DETAIL
SCALE: (NOT TO SCALE)

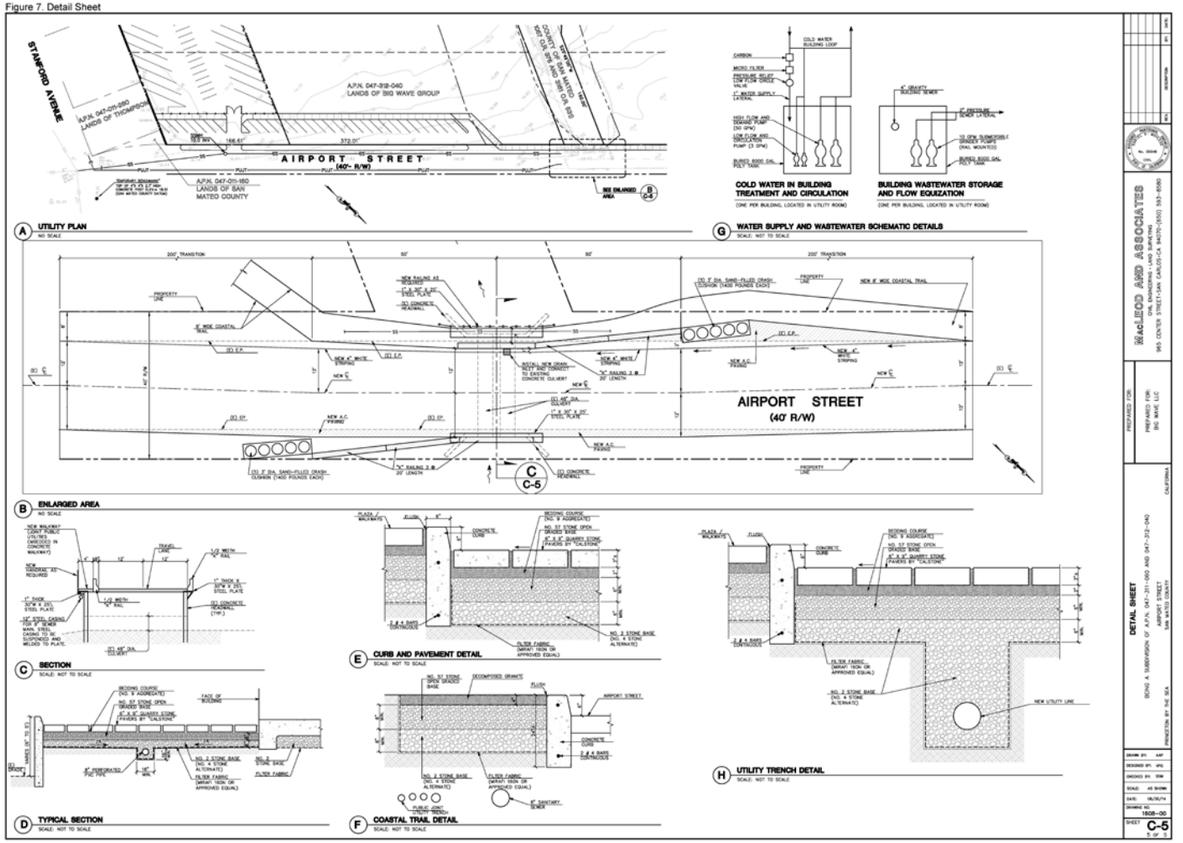
MacLEOD AND ASSOCIATES
CIVIL ENGINEERING - LAND SURVEYING
965 CENTER STREET-SAN CARLOS-CA 94070

PREPARED FOR: BIG WAVE LLC

CALIFORNIA

PERMANENT LS 47-311-060

Figure 7. Detail Sheet



MacLEOD AND ASSOCIATES
965 CENTER STREET-SAN CARLOS-CA 94070 (650) 593-8960

PREPARED FOR: BIG WAVE LLC

CALIFORNIA

DETAIL SHEET
BEING A SUBDIVISION OF A.P.N. 047-311-060 AND 047-312-040
AIRPORT STREET
SAN MATEO COUNTY

DRAWN BY: AAP
DESIGNED BY: MSL
CHECKED BY: DSM
SCALE: AS SHOWN
DATE: 06/30/14
DRAWING NO. 1608-00
SHEET C-5 7 OF 7

COUNTY OF SAN MATEO CALIFORNIA

COUNTY OF SAN MATEO