From: Anne Martin
To: Ruemel Panglao
Subject: Additional Comments on PLN2021-00090
Date: Thursday, March 25, 2021 7:44:26 PM
Attachments: Additional Comments Martin PLN 2021 00090.pdf
Att B Clarification CAL Fire Notice.pdf

Good Morning Ruemel,

Attached are some additional comments to add to our first set of comments on the referenced project.
We are requesting that you submit this project to the Planning Commission for a hearing and evaluate whether this project will require a CDP.

Please confirm that you received this.

Thank you

--
Anne

Anne C. Martin

March 26, 2021

Ruemel Panglao, Project Planner
Planning & Building Department
455 County Center, 2d Floor
Redwood City, CA 94063

Re: Additional Comments PLN2021-00090 Tree Removal Miramar Drive APN 048-076-120 ("TEG Parcel")

Dear Ruemel,

We are residents of 620 Miramar Drive. On March 23, we submitted an initial set of comments opposing this project. We wish to add some additional comments.

Our first set of comments opposed the tree removal on the grounds that this was an attempt to piecemeal a larger project, risks of erosion and landslides and a questionable arborist report about "poor condition" of a group of trees in an area where Applicant wishes to build a road.

We requested that an independent arborist be brought out to inspect the trees and render his or her opinion on their condition and the risk they pose to neighboring properties.

On reviewing county regulations, the Arborist Report and application submitted by Applicant, we have the following additional comments

- **We request that Applicant's permit application be referred to the Planning Commission for a hearing since Applicant's parcel is within the Scenic Corridor.**

  Under Sec 12,002.1 of the County tree ordinance, any tree removal permit "which involves substantial alteration of vegetation within a scenic corridor shall be acted upon by the Planning Commission."

  The removal of nine large trees from the northern portion of Applicant's lot is a substantial alteration of vegetation within a scenic corridor – especially when one considers Applicant's tendency to strip virtually all vegetation when cutting trees.

  In January 2021, Applicant's crew removed virtually all vegetation and over 34 live trees from the commonly owned median on Miramar Drive. A few of the removed trees may have required a permit (VIOL2021-00012). Based on their past behavior and their desire to build a road in that vicinity, it's reasonable to assume that Applicant will clear entire northern border of their lot of all vegetation. This falls within the ordinance definition of "substantial alteration of vegetation."

Attachment A is a photo of our hill as seen from across Highway 1 after the January clearing of the median. The gap in the tree canopy created by Applicant exposes the unsightly water tank and a cell tower. If Applicant is granted this permit, he will create another unsightly gap permanently altering the scenic beauty of our hills.

- **Applicant's Arborist Report incorrectly implies that CAL Fire considered the trees to be removed a hazard.**

  Deputy Seely of the CAL Fire who issued the Oct 28 notice has confirmed to me in Attachment B that the notice only required removal of dead trees and did NOT require removal of live trees. As of today, there are 10 dead trees on Applicant's lot which have not been removed and are not included in this application.

- **Applicant's Project May Require a Coastal Development Permit**

  Since Applicant's parcel lies within the Coastal Zone and his project involves the "removal of major vegetation" under Sec 6238.3(h) of the Coastal Development regulations, he should be required to apply for a CDP. Clearing a portion of a steep hill of a group of nine significant trees along with smaller trees and other vegetation would appear to fall within the definition of development under the Coastal regulations.

In summary, we request that the county (1) arrange for an independent arborist to inspect Applicant's trees and (2) submit Applicant's application to the Planning Commission for a public hearing and (3) evaluate whether this application requires a CDP.

Thank you

Sincerely,

Anne C. Martin

Richard L. Martin

Gmail Anne Martin <annemartinmk@gmail.com>

Re: Extensive tree cutting and clearing on public property

1 message

Seely, Austin@CALFIRE <Austin.Seely@fire.ca.gov> Wed, Jan 13, 2021 at 1:41 PM
To: "annemartinmk@gmail.com" <annemartinmk@gmail.com>
Cc: Diana Shu <dshu@smcgov.org>, CALFIRE CZU Coastside Fire Marshal Office <cfpdfiremarshal@fire.ca.gov>

Anne,

We issued a correction notice for APN 048-076-120 on October 28th, 2020. I have attached the notice to the email, for further clarification. It details all the specifications that we require. Nowhere in our ordinance does it require the removal of live trees. We require limbing up low branches to 6ft above the ground, and removal of dead trees. This written letter is the only communication we have had with the owner. No verbal exchanges or agreements were made. This correction notice is only valid for the parcel in question, not surrounding parcels.

Austin Seely
Deputy Fire Marshal
CAL FIRE
San Mateo County Fire
Office: (650) 573-3846
Cell: (650) 477-0327

From: Riddell, John@CALFIRE <John.Riddell@fire.ca.gov>
Sent: Wednesday, January 13, 2021 9:34 AM
To: CALFIRE CZU Coastside Fire Marshal Office <cfpdfiremarshal@fire.ca.gov>
Subject: Fw: Extensive tree cutting and clearing on public property

Austin not sure if you were on this email chain.

John Riddell
Deputy Fire Marshal
CAL FIRE
San Mateo County
Coastside Office (650) 726-5213
San Mateo Office (650) 573-3846
Coastside Fax (650) 726-0132
San Mateo Fax (650) 573-3850
john.riddell@fire.ca.gov

From: Diana Shu <dshu@smcgov.org>
Sent: Wednesday, January 13, 2021 8:30 AM
To: Anne Martin <annemartinmk@gmail.com>

Cc: Christina Corpus <CCorpus@smcgov.org>; Riddell, John@CALFIRE <John.Riddell@fire.ca.gov>; Lisa Aozasa <laozasa@smcgov.org>
Subject: RE: Extensive tree cutting and clearing on public property

Warning: this message is from an external user and should be treated with caution.
Hi Anne
I believe what I sent you stated:

A. Roads were never dedicated to the county – private
B. Roads were never accepted by the county – private
C. Since no single user owns the road, you all may create a homeowners association as you all jointly have interest in the road in this subdivision. You may contact a land attorney to do this.
D. Once you have a HOA you can determine what responsibility the homeowners have and what fees you wish to charge each homeowner for their use of the road including vegetation management, drainage, paving, etc. .
E. You may also wish to contact CalFire to see what requirements they would impose on the homeowners for fire protection along these roads.
F. You may contact the sheriff's office if you have continued disturbance

Public Works does not issue permits on private roads.

Tree removal permits are issued by the Planning Department for trees over 12" diameter at breast height. Erosion – would be another area that the Code Enforcement Officer can review.

Best
Diana

From: Anne Martin <annemartinmk@gmail.com>
Sent: Tuesday, January 12, 2021 10:52 PM
To: Diana Shu <dshu@smcgov.org>
Subject: Re: Extensive tree cutting and clearing on public property

---

Dear Diana

Thank you so much for responding so promptly to my email.

Can you please provide me with the documentation that shows that all neighbors have a right to use this private road? We can't find any information in our deeds and when the Sheriff was called out by the majority of the neighbors about the extensive cutting and clearing, the Singhs claimed that they owned it multiple times.

You also mentioned that there was a permit issued for this work. The Singhs never mentioned they had a permit and the gentleman whom I spoke to in enforcement didn't mention it. Could you please tell me where I can get a copy of this permit and who reviewed the application for this project. I am shocked that the neighbors never received notice of a project that has completely altered the character of their neighborhood and appears to create a significant erosion problem since the hill above a portion of this private road was literally stripped of vegetation.

Attached are pictures that I took of the hill above are road that has been stripped of vegetation.

Thank you so much.

On Tue, Jan 12, 2021 at 4:18 PM Diana Shu <dshu@smcgov.org> wrote:

> Hi Ann
> Scott asked me to respond to you regarding this situation.
>
> My understanding is that county code enforcement reviewed their project and determined that they could cut down trees less than 12" diameter at breast height without permit.
>
> If greater than 12" in diameter, then they would need a tree removal permit.
>
> The right of way on Miramar Ave between Terrace and End of Road is a private road. As residents, all the neigbhors have a right to use this road for access. So Singh and Choudhry could cut down the trees unless a majority of neighbors protest. If Singh and Choudhry continue, then you will need to sue them for damages.
>
> As we have no jurisdiction over this portion of roadway, I suggest you contact your neighbors to send them a petition to cease and desist.
>
> Best
> Diana

From: Anne Martin < >
Sent: Tuesday, January 12, 2021 2:49 PM
To: Scott Burklin
Subject: Extensive tree cutting and clearing on public property

---

Dear Scott
I am writing to inform you that two individuals in our neighborhood – TJ Singh and Trip Choudhry have been cutting trees and clearing brush on publicly owned land despite my and several other neighbors' strong objections. This has had the effect of transforming a significant portion of our neighborhood into a barren treeless wasteland. Singh and Choudhry are owners of APN 048 076 120 – an undeveloped parcel in the neighborhood.

Attached are maps that show the lots in the neighborhood and a survey showing the wedge shaped piece of property that is the median on which work is being done.Work is also being done on public property close to the Miramar Tank owned by CCWD.

This started Saturday Jan 9 when I saw that a crew from Orchard started cutting trees on the publicly owned median which faces the front of my home at 620 Miramar Drive. This was without any notice to me or the majority of the other neighbors on our block except for the family living at 600 Miramar.

I had been told in Sept 2020 by Mr. Rasmussen, County Roads Manager the Median and Miramar Drive is a publicly owned right of way under county management. The property was dedicated by the developer as public property.

Singh claimed that he owns the median and said he was “maintaining the median” pursuant to requests from neighbors (who he wouldn’t name) to remove the brush and small trees since they were a fire hazard. He also said CAL fire had directed him to do this work. He said he was afraid of being sued for damage caused by a tree from the median falling on someone’s house or car.

Because he was planning to cut down trees directly in front of my home, I called the sheriff. After the Sheriff spent 4 hours in our neighborhood, he was not able to conclusively establish who owned the median. He did get Singh to agree to refrain from cutting any trees on the median in front of 610, 620 and 630 Miramar Drive until ownership of the median is determined. The neighbors at those addresses agreed to get a survey and also stated they wanted to maintain the publicly owned median.

After doing a significant amount of tree cutting and clearing on the southern portion of the median on Saturday, Singh and Choudhry’s crew returned early Monday morning and proceeded to cut more trees and clear more brush from public property on the median and also on public property going up the hill adjacent to the CCWD water tank. This was despite strong opposition from the majority of neighbors in the neighborhood.

Today the crew returned again to clear brush on the southern end of the median and cut more trees on public property. As I write the crew is continuing to cut trees and clear brush. The Sheriff has been called to this neighborhood by irate neighbors numerous times as they continue to cut tree and create a treeless barren landscape in our neighborhood. We are concerned about erosion problems since the hillside over the retaining wall has been stripped of a lot vegetation.

I am writing to ask that the County provide me with written evidence that the public right of way and median in front of my home is property dedicated to the public. Attached are several maps which we showed Singh which show that he does not own this property. He dismissed it as inconclusive and demanded we give him definite proof that this area is public property and until then he will continue to work on that property.

I am requesting written documentation from the county Miramar Drive – both the paved and dirt portion going up the hill and the median on Miramar Drive are publicly owned property.

John Bologna in Planning said that he thought this work would require an encroachment permit. I am not aware that any permit has been obtained.

Since Singh has been doing work on this property which he does not own, which significantly alters the character of our neighborhood over the objection the majority of the neighbors, I request that you issue a cease and desist order prohibiting him from doing any work on public property in this neighborhood.

Please call me at 415 830 2373 if you have any questions.

--
Anne

Anne C. Martin

--
Anne

Anne C. Martin

From:	Carrie Blanton
To:	Ruemel Panglao
Subject:	Comments on PLN2021-00090
Date:	Wednesday, March 24, 2021 12:57:54 PM
Attachments:	20210324 Letter Regarding PLN2-21-00090 Tree Removal Permit (Blanton).pdf

Dear Ruemel,

Attached please find our comments on the Significant Tree Removal Permit (PLN2021-00090).

The comments include:
1. A letter from us outlining our concerns and comments
2. Diagrams with pictures showing the location of trees for removal and dead trees not marked for removal.
3. A Coastside Fire Notice
4. An excerpt from a geotechnical report
5. A full geotechnical report containing the above-referenced excerpt.

Please confirm receipt of this email, and please reach out to us if you have any questions.

Sincerely,

Carrie and Paul Blanton
655 Miramar Drive, Half Moon Bay, CA 94019

Paul and Carrie Blanton
655 Miramar Drive
Half Moon Bay, CA 94019

March 24, 2021

Ruemel Panglao, Project Planner
Planning and Building Department
455 County Center, 2nd Floor
Redwood City, CA 94063

Dear Mr. Panglao,

We are writing to express concerns about the notice we received for a Coastal Significant Tree Removal Permit application (PLN2021-00090) for a vacant parcel in unincorporated Miramar (APN: 048-076-120) in a Coastal Zone and a Scenic Corridor. We live at 655 Miramar Drive (APN: 048-076-130). The permit is to remove nine trees, one DBH Monterey Pine, and eight DBH Tasmanian Blue Gum eucalyptus. We are concerned about this permit for the following reasons:

1. **The permit does not address any of the ten dead trees on the vacant parcel.** We are concerned that the owners of APN: 048-076-120 did not apply for a permit to remove any of the ten dead trees on their vacant parcel. On January 19, 2021, during a rainstorm, a dead tree fell close to our fence (see Figure 3). Fortunately, there was no damage, but we are concerned that the remaining dead trees are hazardous. All of the trees identified for removal are alive. We have attached a map showing the approximate location of the trees identified for removal (green indicators), dead trees on the vacant parcel (red indicators), and before and after photos of the tree that fell close to our fence (see Figures 2 and 3). Given that they claim to have an arborist report, they must know about the dead trees on their vacant parcel. We ask that the county complete an arborist evaluation and determine the risk level from the existing dead trees.

2. **The permit does not address the fire hazards on the vacant parcel.** The owners of the vacant parcel (APN: 048-076-120) have referenced a Coastside Fire Correction Notice to justify removing trees in the past. Based on the correction notice, they need to remove any growth that is capable of being ignited. They have not cleared the dead underbrush or dead trees, a fire concern (see Figures 3-10). I have attached the Coastside Fire Correction Notice, which indicates that the risk is related to debris level (see Figures 14 and 15). We ask that the county complete an arborist report and fire risk evaluation to determine the level of risk of the existing dead trees and underbrush.

3. **Erosion concerns.** We are concerned that removing the nine trees will lead to an erosion issue that will degrade our ability to access our property and other landowners' homes. We access our property using the upper portion of Miramar Drive (see Figure 1). Based on the attached geotechnical report completed in 1991 for subdivision purposes, we know that any cutting or filling could create an unstable condition in the area; the report recommends an investigation to reduce any risk (see Figure 13). We ask that the county complete an evaluation to determine if the nine trees' removal on the vacant parcel will lead to erosion issues for upper Miramar Drive and the surrounding homes and families (see Figure 12).

4. **A pattern of misconduct by the owners of the vacant parcel (APN: 048-076-120).** Finally, we are concerned that the past actions of the individuals applying for the tree removal permit indicate that they will not comply with any requirements from the County Planning and Building Departments. They used contractors to remove trees on the center median of the community's private road (VIO2021-00012). They did not seek consent for the tree removal from the neighbors, and when asked about their behavior, they cited the Coastside Fire Correction Notice. Again, the Coastside Fire Correction notice is attached and references their vacant parcel, not the median. Additionally, they have yet to comply with a violation related to an unpermitted fence (VIO2017-00054) on their vacant parcel (APN: 048-076-120). We are concerned that given their disregard for the County Planning and Building Department's violation notices and the neighboring families' concerns, they will not adhere to the requirements for replanting trees in our Coastal Zone and Scenic Corridor.

In summary, we are concerned that this permit has little to do with removing trees in poor condition and serves their desire to develop the vacant parcel while adversely affecting the adjacent home residents. If the permit application is an honest attempt by the vacant parcel owners to remove trees in poor condition, they would begin by removing the numerous dead trees and debris.

We ask that the Community Development Director, the Planning Commission, and the Board of Supervisors complete an evaluation on the effect that the proposed tree removal will have on surrounding areas and complete a timely follow-up evaluation to ensure code compliance.

Sincerely,

Paul Blanton

Carrie Blanton

Homeowners of 655 Miramar Drive

Figure 1: Area of Focus

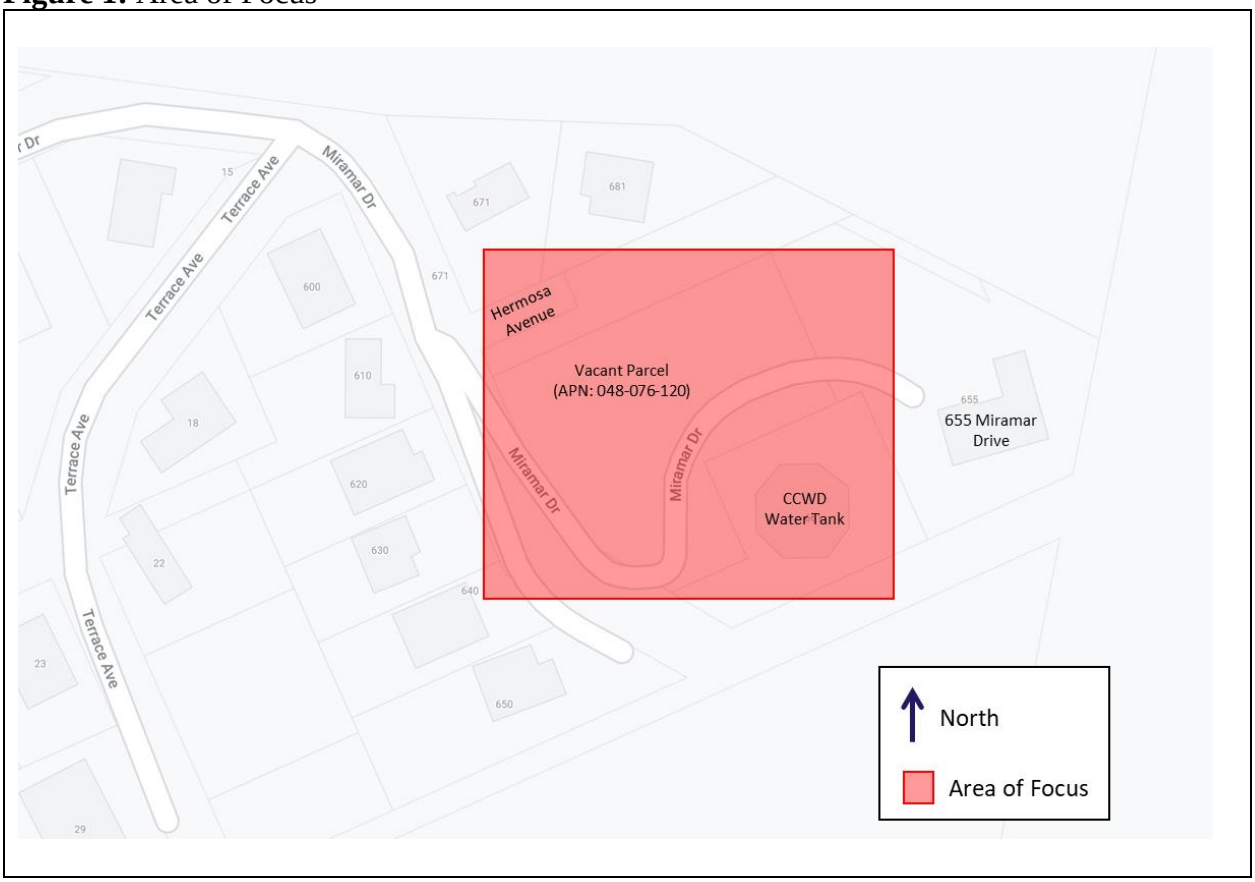


Figure 2: Trees marked for removal and dead trees on the vacant parcel (APN:048-076-120)

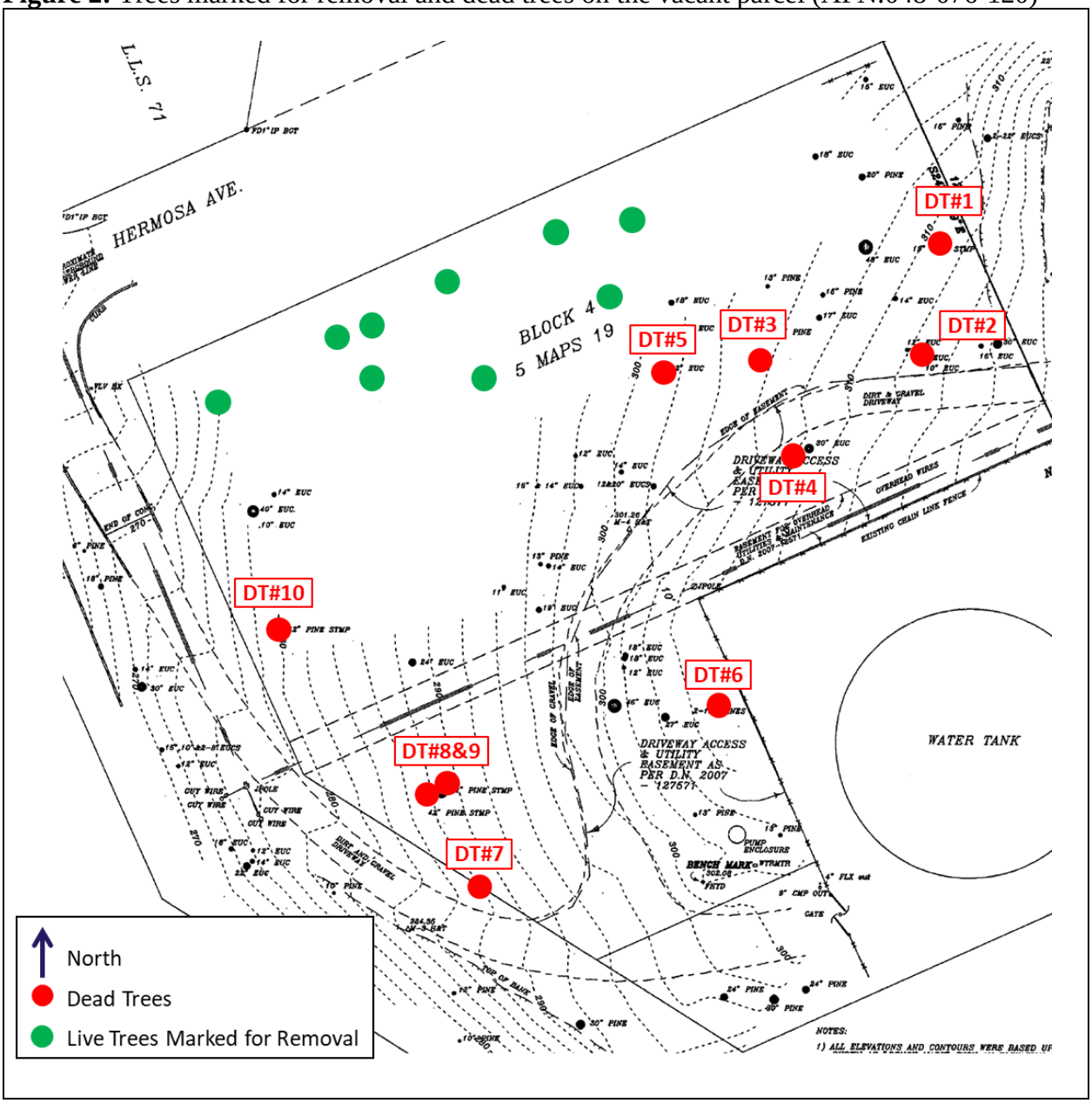


Figure 3: Dead Tree #1

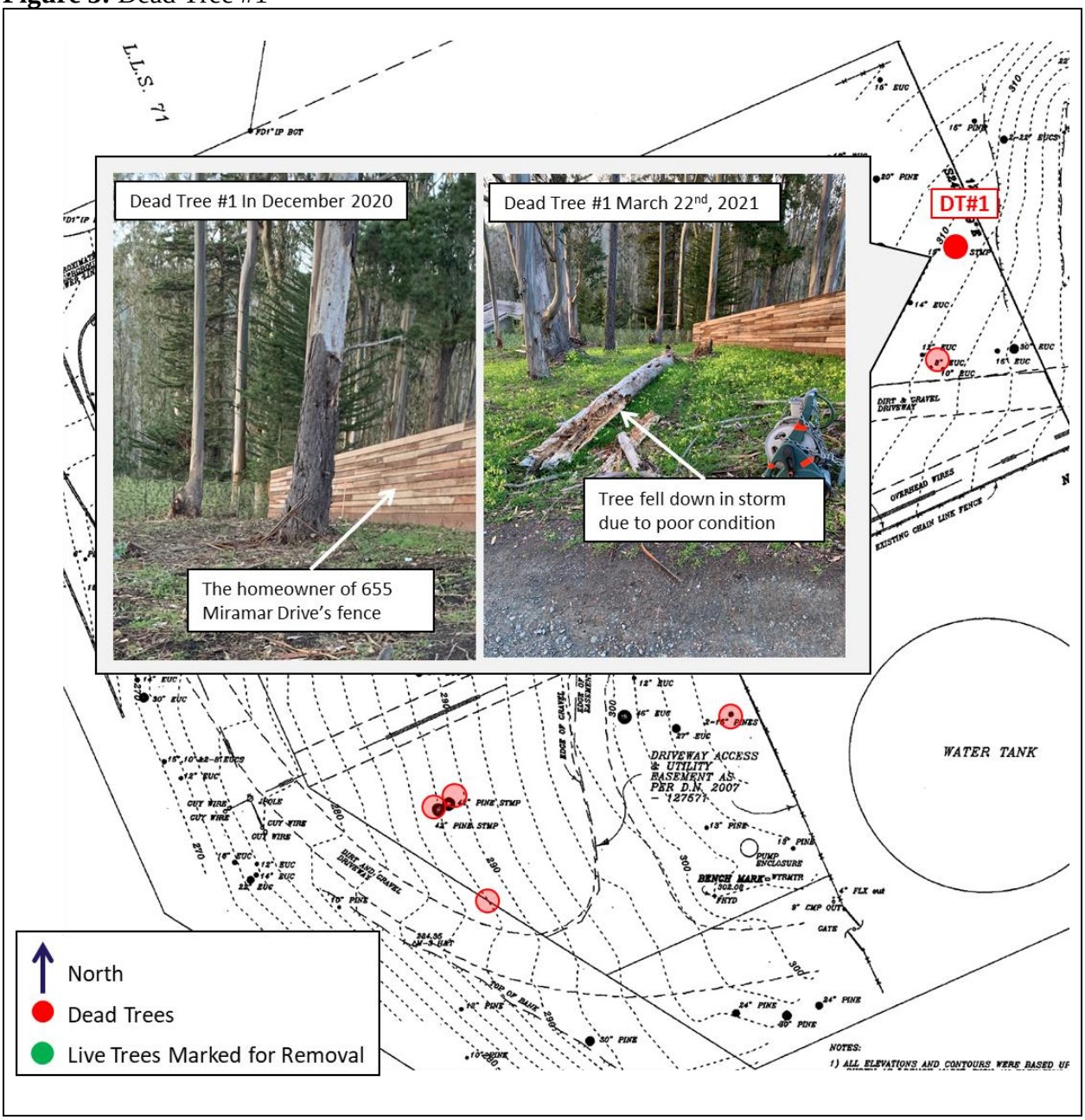


Figure 4: Dead Tree #2

Figure 5: Dead Tree #3

Figure 6: Dead Tree #4

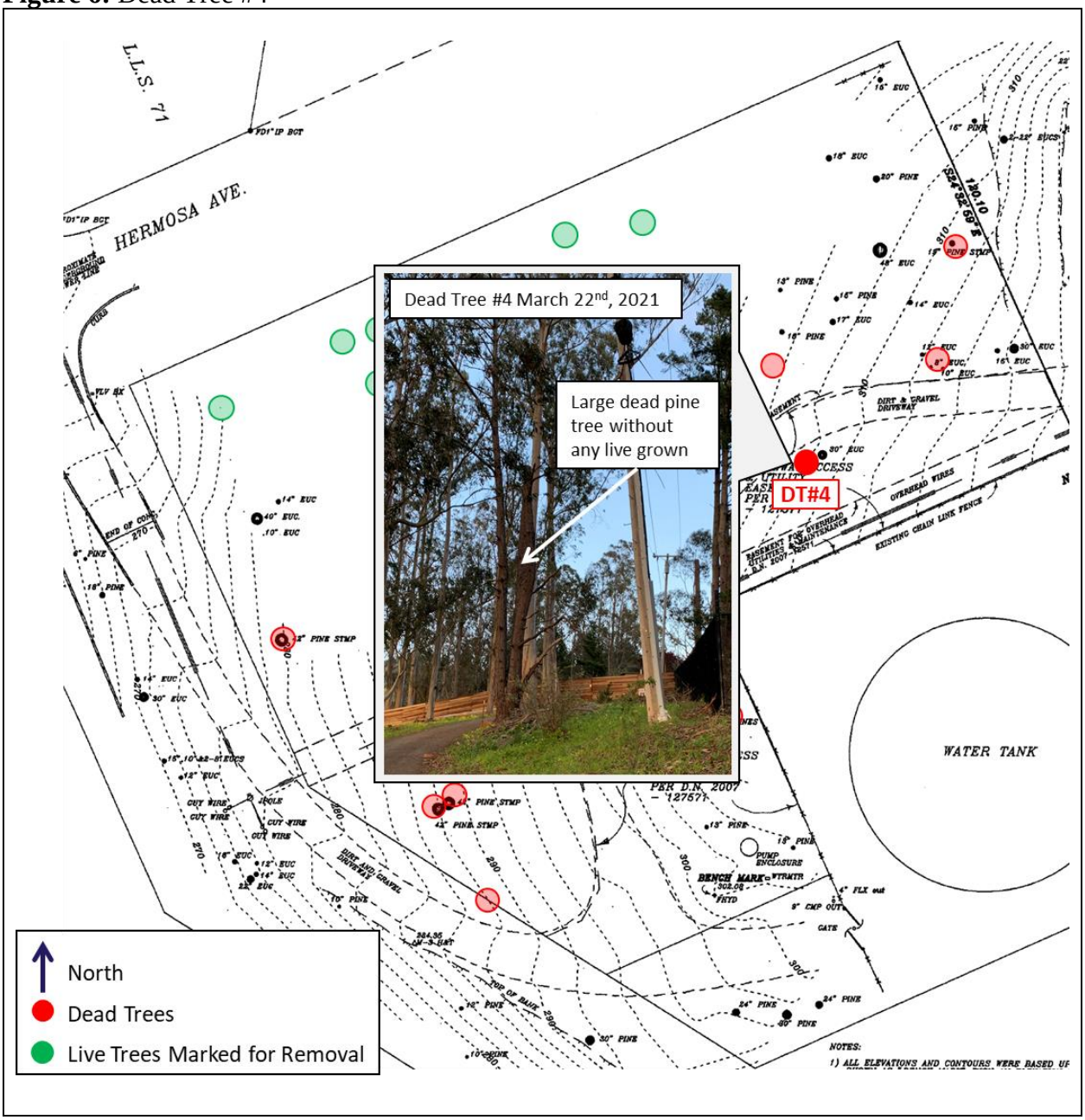


Figure 7: Dead Tree #5

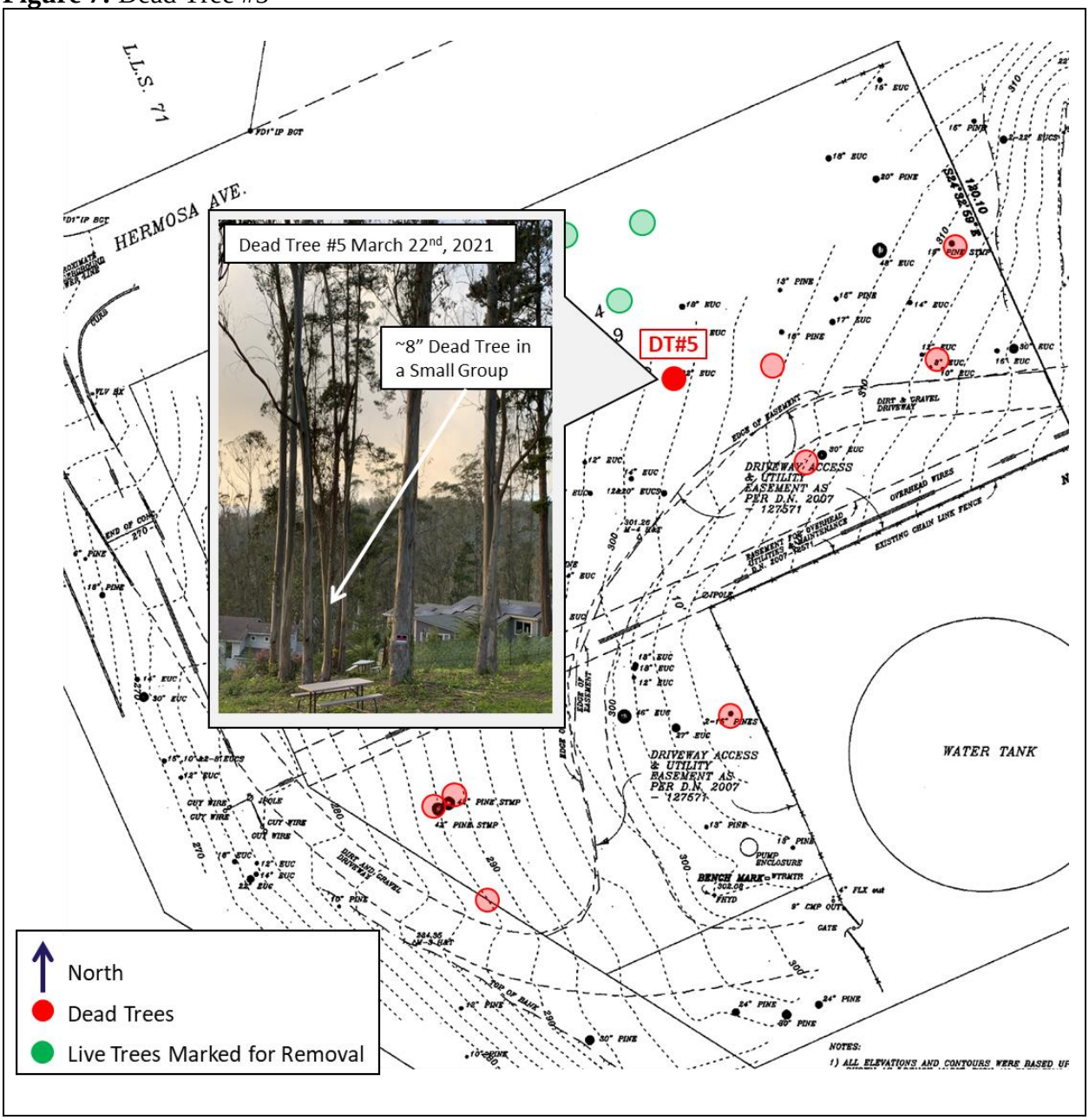


Figure 8: Dead Tree #6

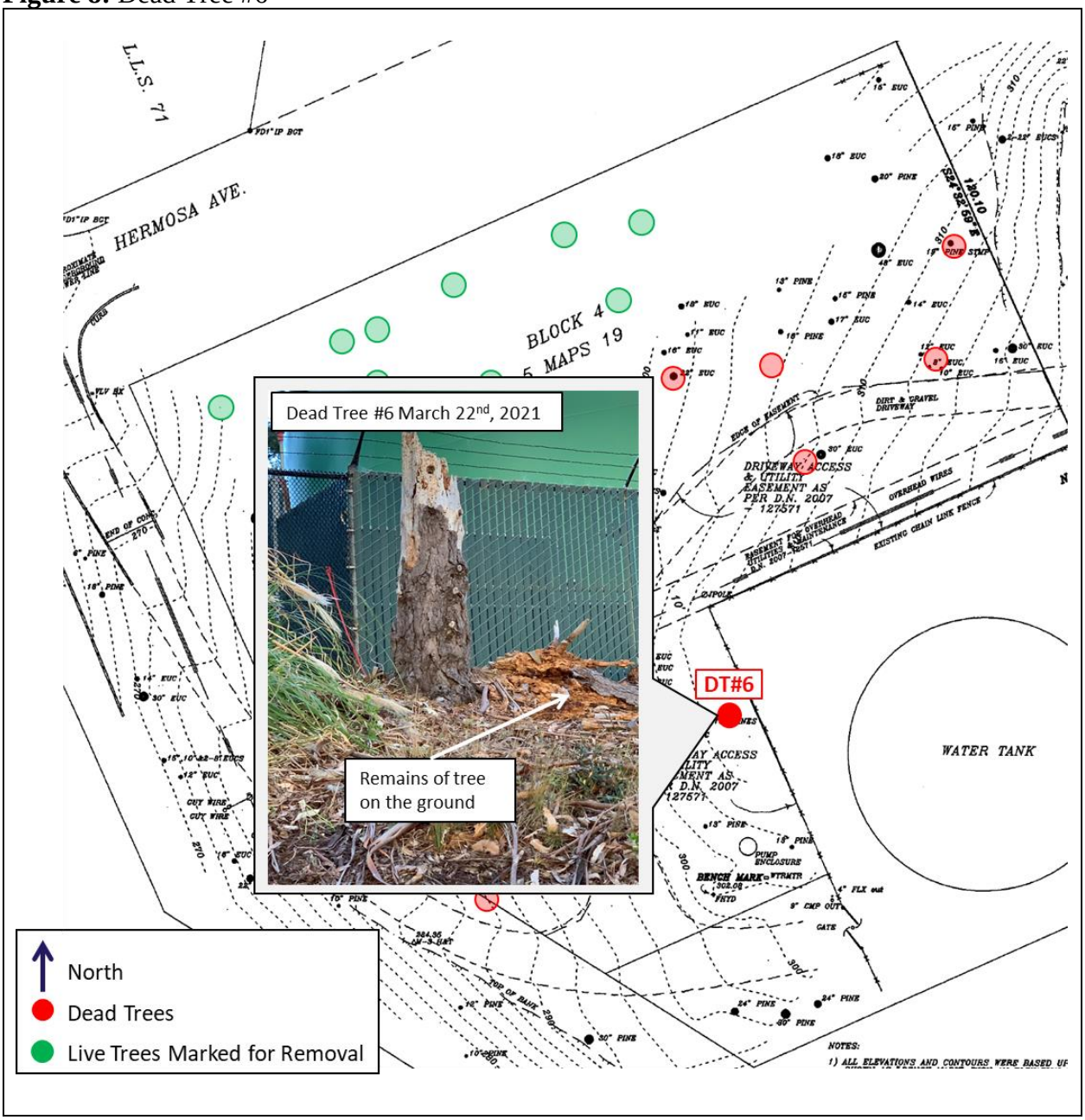


Figure 9: Dead Tree #7

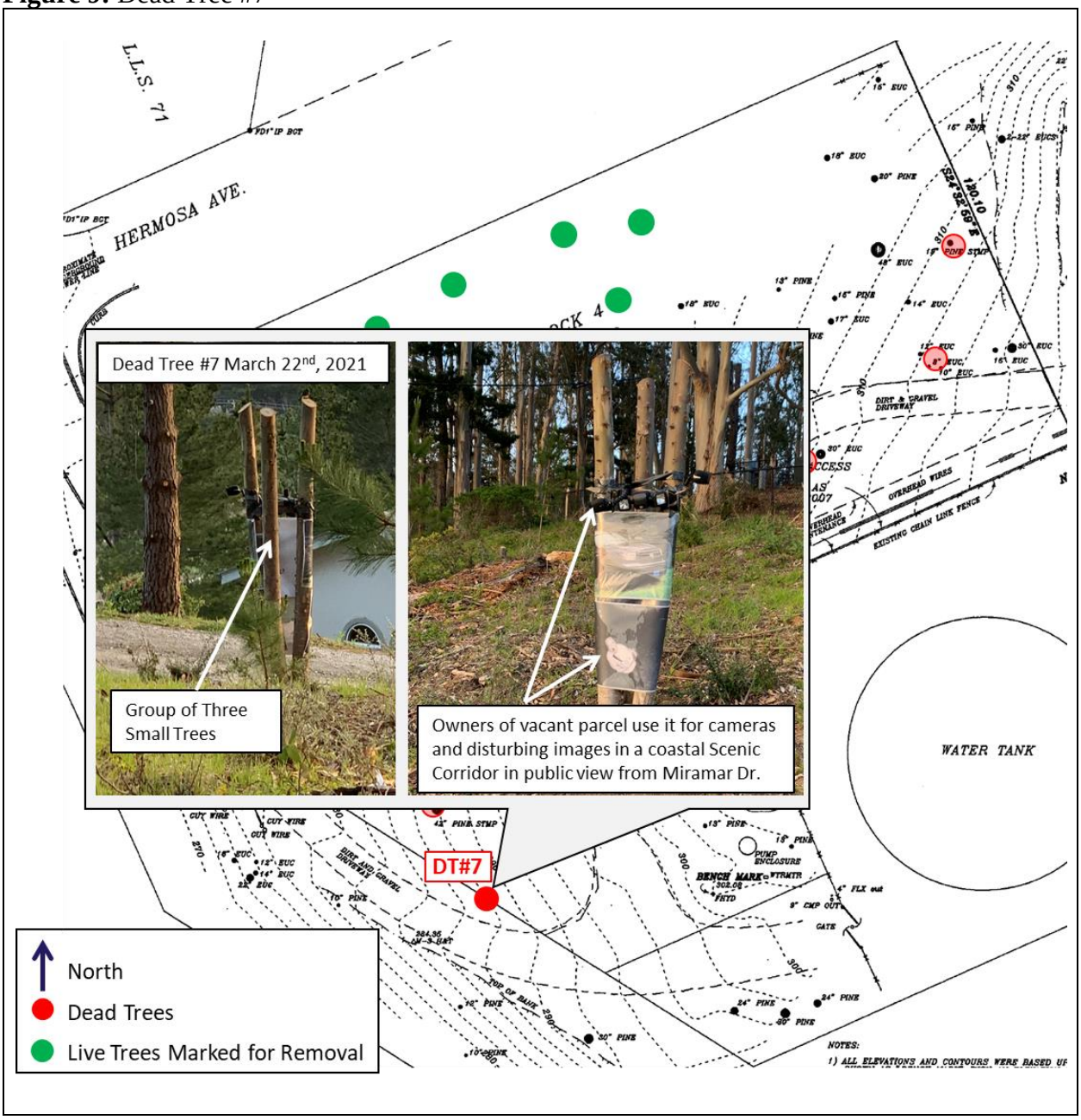


Figure 10: Dead Tree #8 & #9

Figure 11: Dead Tree #10

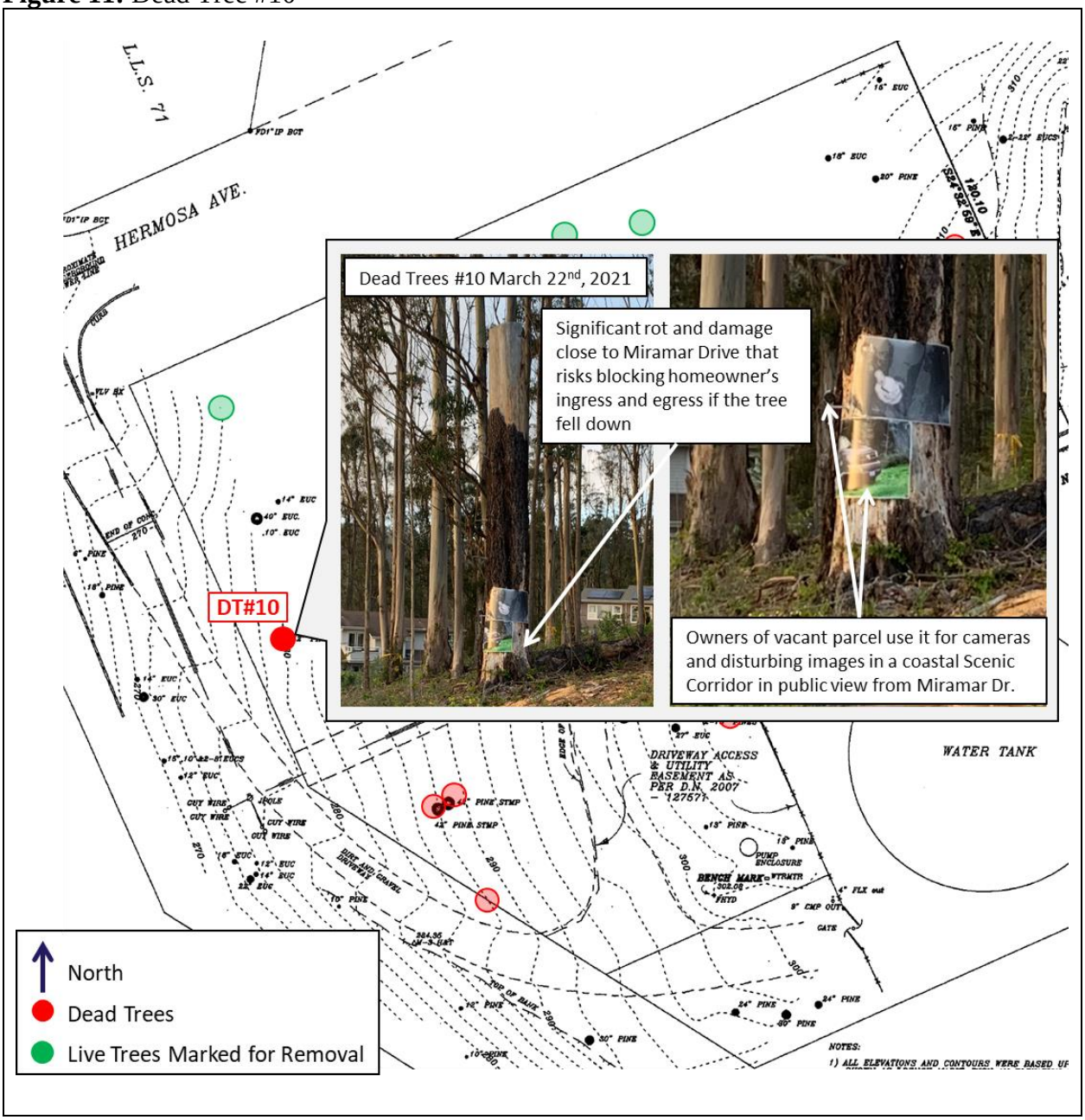


Figure 12: Trees Marked for Removal

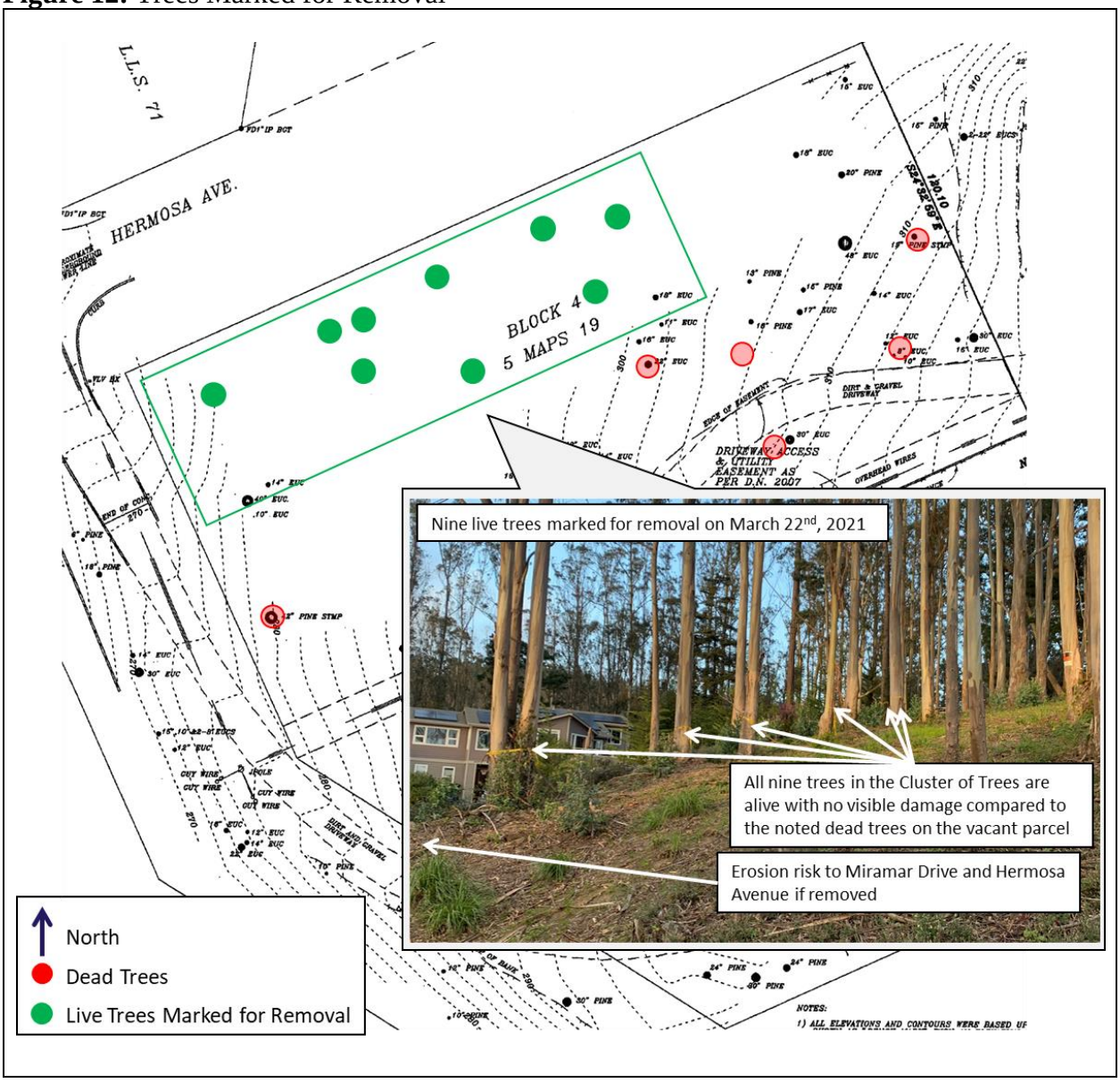


Figure 13: Geotechnical Engineering Report referencing cutting or filling

6. Wherever, in the opinion of the Geotechnical Consultant, an unstable condition is being created either by cutting or filling, the work shall not proceed in that area until an investigation has been made and the grading plan revised if that is found to be necessary.

IV.3 Foundation Support

It is recommendated that the proposed structures be supported on a drilled Pier and Grade Beam foundation system. This will enhance stubility on this bedrock slope. Spread footings are thought to be more difficult to construct on this site. Recommendations for retaining walls, concrete slabs and drainage are presented also.

IV.3.1 Pier and Grade Beam

The proposed residence may derive foundation support from a pier-and-grade-beam system bearing in skin friction in the in-situ weathered bedrock. The minimum diameter of any straight-shaft pier should be 12 inches. The minimum spacing between piers should be at least four pier diameters. The minimum steel reinforcement should be four #4 bars full length in each pier or as determined by the Structural Engineer. Minimum embedment of any pier should be at least 8 feet into the bedrock as approved by the Geotechnical Consultant in the field.

The actual length of the piers may be calculated by using an allowable skin friction value of 500 pounds per square foot. Settlement of piers designed and constructed in accordance with the recommendations presented herein is estimated to be negligible.

Care should be exercised to keep pier holes clean and free of debris, loose cuttings and fall-in prior to placing steel and concrete. Concrete should be cast carefully to prevent overpouring of the piers and "mushrooming" of concrete at the pier tops should not be allowed. All pier construction should be done under the direct observation of the Geotechnical Consultant.

IV.3.2 Concrete Slabs-on-Grade

The subgrade to support slabs on grade should be excavated to at least 18 inches below the finish rough grade, the excavated soils stockpiled for later use in fill. The exposed

Received Acknowledged:
Date
By
Date

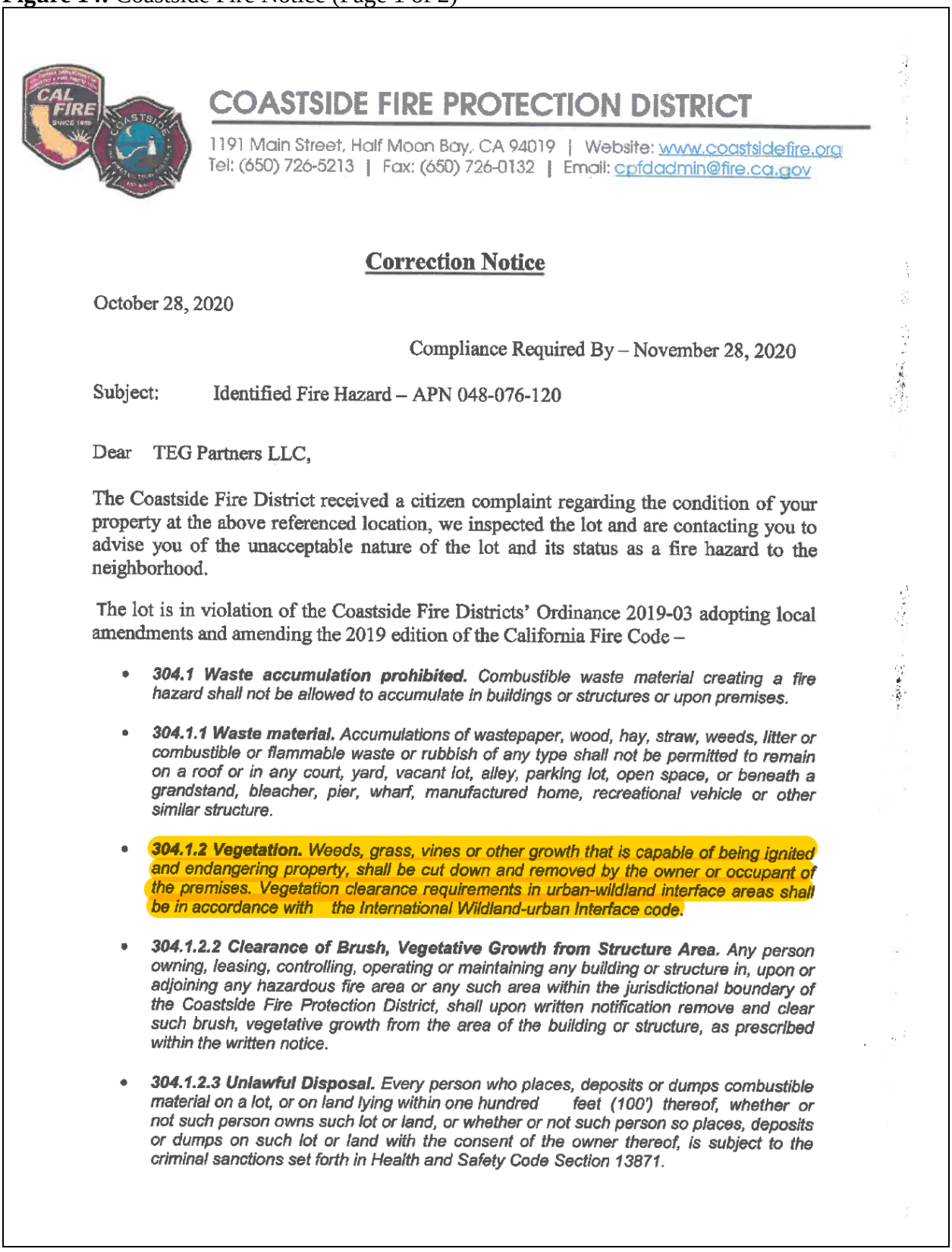
Williamson/Guntren
November 24, 1991

Page 6

Steve Deal Associates

Geotechnical Engineering Study, Proposed Subdivision of Nine Single Family Residences Blocks 2, 3, and 6 on "Map of Subdivision Block 10 Miramar Terrace" Miramar Drive and Hermosa Avenue, Miramar, California, Steve Deal Associates, Watsonville, CA 95076, Job No. 91-K15, November 24, 1991.

Figure 14: Coastside Fire Notice (Page 1 of 2)



COASTSIDE FIRE PROTECTION DISTRICT

1191 Main Street, Half Moon Bay, CA 94019 | Website: www.coastsidefire.org
Tel: (650) 726-5213 | Fax: (650) 726-0132 | Email: cpfdadmin@fire.ca.gov

Correction Notice

October 28, 2020

Compliance Required By – November 28, 2020

Subject: Identified Fire Hazard – APN 048-076-120

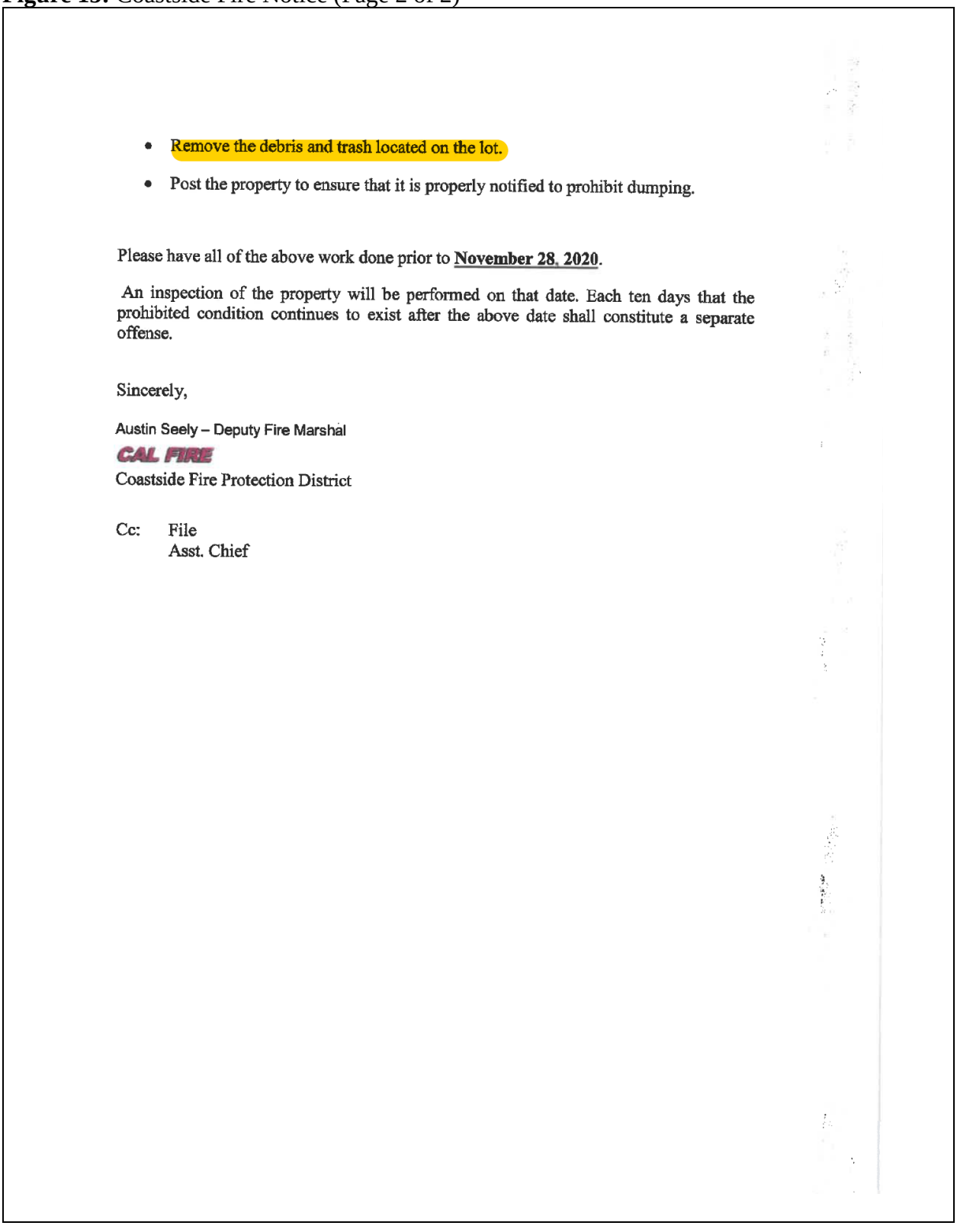
Dear TEG Partners LLC,

The Coastside Fire District received a citizen complaint regarding the condition of your property at the above referenced location, we inspected the lot and are contacting you to advise you of the unacceptable nature of the lot and its status as a fire hazard to the neighborhood.

The lot is in violation of the Coastside Fire Districts' Ordinance 2019-03 adopting local amendments and amending the 2019 edition of the California Fire Code –

- ***304.1 Waste accumulation prohibited.*** *Combustible waste material creating a fire hazard shall not be allowed to accumulate in buildings or structures or upon premises.*
- ***304.1.1 Waste material.*** *Accumulations of wastepaper, wood, hay, straw, weeds, litter or combustible or flammable waste or rubbish of any type shall not be permitted to remain on a roof or in any court, yard, vacant lot, alley, parking lot, open space, or beneath a grandstand, bleacher, pier, wharf, manufactured home, recreational vehicle or other similar structure.*
- ***304.1.2 Vegetation.*** *Weeds, grass, vines or other growth that is capable of being ignited and endangering property, shall be cut down and removed by the owner or occupant of the premises. Vegetation clearance requirements in urban-wildland interface areas shall be in accordance with the International Wildland-urban Interface code.*
- ***304.1.2.2 Clearance of Brush, Vegetative Growth from Structure Area.*** *Any person owning, leasing, controlling, operating or maintaining any building or structure in, upon or adjoining any hazardous fire area or any such area within the jurisdictional boundary of the Coastside Fire Protection District, shall upon written notification remove and clear such brush, vegetative growth from the area of the building or structure, as prescribed within the written notice.*
- ***304.1.2.3 Unlawful Disposal.*** *Every person who places, deposits or dumps combustible material on a lot, or on land lying within one hundred feet (100') thereof, whether or not such person owns such lot or land, or whether or not such person so places, deposits or dumps on such lot or land with the consent of the owner thereof, is subject to the criminal sanctions set forth in Health and Safety Code Section 13871.*

Figure 15: Coastside Fire Notice (Page 2 of 2)



- Remove the debris and trash located on the lot.
- Post the property to ensure that it is properly notified to prohibit dumping.

Please have all of the above work done prior to **November 28, 2020**.

An inspection of the property will be performed on that date. Each ten days that the prohibited condition continues to exist after the above date shall constitute a separate offense.

Sincerely,

Austin Seely – Deputy Fire Marshal
CAL FIRE
Coastside Fire Protection District

Cc: File
Asst. Chief

Geotechnical Engineering Study
Proposed Subdivision of Nine Single Family Residences
Blocks 2,3, and 6 on
"Map of Subdivision of Block 10 Miramar Terrace"
Miramar Drive and Hermosa Avenue
Miramar, California

For

Joe Guntren

Job No. 91-K15

Steve Deal Associates
135 Aviation Way, Suite 9A
Watsonville, California 95076

Receipt Acknowledged:

Date

By

Date

By

I. INTRODUCTION

In accordance with your request, we have made a foundation and geotechnical study at the proposed minor subdivision of 9 lots located on Miramar Drive and Hermosa Avenue in Miramar, California (Blocks 2, 3 & 6 on "Map of Subdivision of Block 10 Miramar Terrace") as shown on the Site Location Maps, Plates 1 and 2.

The purpose of this study was to determine the pertinent foundation soil conditions at the 9 project lots and to provide engineering recommendations for cost-effective foundation design and construction. Recommendations for site clearing, earthwork and drainage are presented. The conclusions and recommendations presented herein are based on the following scope of services.

1. Site reconnaissance, discussion with the property owner, and review of geotechnical information in the vicinity of the site.

2. Exploration, sampling and logging of a test pit and bedrock exposures in the surrounding hillsides near the site.

3. Classification of subsurface materials in accordance with the Unified Soil Classification System.

4. Development of engineering criteria for earthwork, drainage, and foundation and retaining wall design and construction.

5. Engineering analysis of soil and geologic data to provide the basis for the recommendations contained herein.

I.1 Project Description

It is our understanding that the subject site is to be subdivided into 9 lots. The lots are to be developed for single family residences. The planned residences will be two-story wood-framed houses being about 30' x 60' in plan. The building loads will be typical for these types of structures. These loads are anticipated to be less than two (2) kips per square foot

Receipt Acknowledged.
By
Date

for wall footings and spread footings. No other structural details have been furnished. The finished floor grades have not been provided to us at this time.

The lots are located on a hillside slope near the top Miramar Hill. The proposed configuration of each lot is shown on Plate 1. Topography of the subject lots are indicated in the attached Site Plan (Plate 3). The lots have an average slope of about 60% measured perpendicular to the strike of the hillside. A cut fill slope of 1 1/2 :1 is present along the west side of Miramar Drive (Plate 3). The lots are presently covered with native grass with a few eucalyptus trees.

Present access to the site is along the poorly paved Miramar Drive. Terrace Avenue has been graded as a dirt road. Hemosa and Alto Avenues are paper streets that have not be constructed as yet.

I.2 Geological Setting

The study site is located in the foothills of Montara Mountain Range . This study indicates that the site is not located at or near faults, or potential landslides. An examination of USDA Color-IR aerial photo 06081, 279-97, 4-12-80 indicates the presents of a minor northwest-southeast trending lineation just north of the study site (Plate 4). Displacement along this lineation is not evident from the aerial photo.

The USGS Miscellaneous Field Studies Map MAP MF-709 indicate that the subject lot is underlain by Cretaceous-age decomposed and unweathered granodiorite materials (see Plate 5). The decomposed granodiorite material is weathered to a soft granular material that is buff, red-brown or light gray in color. The unweathered granodiorte is very hard and friable in surface exposures. Near vertical jointing patterns can be seen in road cuts near the site. A recently drilled water well on the project site shows the presents of unweathered granodiorite to a depth of 400 feet below the ground surface. No groundwater was located in the water well.

II. FIELD EXPLORATION AND TESTING

The site was explored by digging four exploration samples borehole on September 12, 1991. Using a Minute-Man auger drill rig, soil samples were collected with a California Modified soil sampler in six-inch brass tubes. A 90-lb hammer falling freely 30-inches

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was used to drive the samplers. Blow counts are shown on the borehole log (Plates 6 to 9). The number of blows in the last 12 inches is used as the "N" value for evaluation of shear strength and relative density.

The borehole locations were laid out by pacing from existing surface features and are shown on the Site Plan (Plate 3). The location of the boreholes should only be considered accurate to the degree implied by the method used.

The soil samples were taken to the laboratory for identification and geotechnical properties testing. Complete logs of the exploration boreholes including the laboratory test results are shown on the Exploration Borehole Logs (Plates 6 to 9). Soils were classified in accordance with the Unified Soil Classification System (Plate 10).

III. SITE AND SUB-SURFACE CONDITIONS

As encountered in the exploration boreholes, as observed in the site reconnaissance, and as observed in the water well borehole cuttings, the subsurface conditions across the site appear to be relatively uniform. The study site is underlain by decomposed granodiorite to a depth of 3 feet in the northern half of the site. The decomposed granodiortie is underlain by unweathered granodiorite bedrock (Plate 3). Unweathered bedrock is exposed at the surface in the southern half of the site (Plate 3). It appeared that the site may have been graded some years ago resulting in the removal of expected near surface residual soils.

Representative soil samples were laboratory tested for moisture-density conditions. The test results indicate the decomposed and unweathered rock materials have relative high dry unit weights.

IV. CONCLUSIONS AND RECOMMENDATIONS

IV.1.Discussion

Based on the results of our field and laboratory work as well as experience in this region, it is our opinion that the foundation soil are adequate to support the proposed residences. Because of the steepness of the hillside slope the planned structures should be supported by drilled piers.

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It is essential that the building design conform to the requirements of the UBC in order to minimize potential damage from strong ground shaking in the event of a large earthquake on the San Andreas or one of its related fault systems. Recommendations for seismic design for use by the structural engineer are provided in a separate section of this report.

Recommendations are presented in subsequent sections for site preparation, earthwork and grading, foundation design and construction, retaining walls, pavements, drainage and construction inspection. It is further recommended that the final foundation design plans be reviewed by this office prior to construction.

IV.2 Site Preparation and Grading

These specifications present the usual and minimum requirements for site preparation and grading operations performed under the inspection of Steve Deal Associates. No deviation from these specifications will be allowed, except where specifically superseded in the specific foundation recommendations, or by our firm during project construction.

IV.2.1 Site Preparation

1. Prior to earthwork operations, the site is to be cleared of all deleterious materials, including buried pipelines, building foundations, old fill, septic tanks and leach lines, tree stumps and any other such materials if present.

2. The Contractor shall be responsible for the permits, lighting, temporary barricades, fencing, etc. required for work on public property and the Owner's property. The Contractor shall relieve the Owner of any and all responsibility for this phase of work.

3. All work shall be performed in conformance with the state industrial safety requirements and all applicable government agency regulations.

4. Care shall be taken to not damage adjoining utilities, fences, and pavements to remain after completion of the work. Finished work damaged by operations during demolition and site preparation shall be repaired or replaced to the satisfaction of the Owner at no cost to the Owner.

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5. All materials resulting from demolition and site preparation not designated by the Owner to be recovered or to be relocated shall be removed promptly and disposed of off site.

6. Upon completion of site clearing and site preparation, the site shall be "raked clean" and all waste, rubble, debris, etc. shall be removed and disposed of off site.

IV.2.2 Site Grading

Site grading should be conducted in accordance with the following general specifications for placement of fill and the attached "Standard Grading Specifications."

1.The areas to receive compacted fill shall be stripped of all vegetation, debris, existing fill and loose or disturbed soil. The excavated areas shall be inspected by the Geotechnical Consultant prior to placing controlled compacted fill.

2. The exposed ground surface shall then be scarified to a depth of six inches and the scarified ground shall be moisture conditioned to near optimum and uniformly compacted to at least 90 percent of the maximum dry density as determined by ASTM D 1557-78.

3. Fill, consisting of soil approved by the Geotechnical Consultant shall be placed in controlled, compacted layers with approved compaction equipment. Excavated on-site granular materials free from organic matter are considered to be satisfactory for use in the engineered fills. All imported fill shall be examined and approved at the source by the Geotechnical Consultant prior to use in engineered fill areas. Rocks larger than eight inches in any diameter shall not be used in the controlled fills.

4. The fill shall be uniformly compacted to at least 90 percent of the maximum dry density for the materials used as determined by ASTM D 1557-78.

5. Observations and field tests shall be carried on during fill placement by the Geotechnical Consultant to assist the Contractor in obtaining the required degree of compaction and the proper moisture content. Where compaction of less than 90 percent is indicated, additional compactive effort shall be made with adjustment of the moisture content as necessary until 90 percent compaction is attained.

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6. Wherever, in the opinion of the Geotechnical Consultant, an unstable condition is being created either by cutting or filling, the work shall not proceed in that area until an investigation has been made and the grading plan revised if that is found to be necessary.

IV.3 Foundation Support

It is recommendated that the proposed structures be supported on a drilled Pier and Grade Beam foundation system. This will enhance stubility on this bedrock slope. Spread footings are thought to be more difficult to construct on this site. Recommendations for retaining walls, concrete slabs and drainage are presented also.

IV.3.1 Pier and Grade Beam

The proposed residence may derive foundation support from a pier-and-grade-beam system bearing in skin friction in the in-situ weathered bedrock. The minimum diameter of any straight-shaft pier should be 12 inches. The minimum spacing between piers should be at least four pier diameters. The minimum steel reinforcement should be four #4 bars full length in each pier or as determined by the Structural Engineer. Minimum embedment of any pier should be at least 8 feet into the bedrock as approved by the Geotechnical Consultant in the field.

The actual length of the piers may be calculated by using an allowable skin friction value of 500 pounds per square foot. Settlement of piers designed and constructed in accordance with the recommendations presented herein is estimated to be negligible.

Care should be exercised to keep pier holes clean and free of debris, loose cuttings and fall-in prior to placing steel and concrete. Concrete should be cast carefully to prevent overpouring of the piers and "mushrooming" of concrete at the pier tops should not be allowed. All pier construction should be done under the direct observation of the Geotechnical Consultant.

IV.3.2 Concrete Slabs-on-Grade

The subgrade to support slabs on grade should be excavated to at least 18 inches below the finish rough grade, the excavated soils stockpiled for later use in fill. The exposed

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subgrade should be scarified to a depth of 6 inches, moisture conditioned to near optimum and uniformly compacted to at least 90 percent of the maximum dry density as determined by ASTM D1557-78. The stockpiled granular soils may then be placed in thin lefts and compacted in the same manner as indicated above.

Slabs-on-grade should be supported on a minimum thickness of 6 inches of clean open work gravel, such as drain rock or pea gravel to serve as a capillary break over the compacted subgrade. The gravel should be overlain by a moisture barrier of 6 mil PVC protected against puncture by a two-inch thick leveling course of sand. The sand should be moist until concrete is cast to aid in the concrete cure.

Slabs-on-Grade used for driveways should be supported on at least 6 inches of Class II Aggregate Base having an R-value of at least 78 and conforming to the Caltrans Standards Section 26 placed atop the compacted 18 inches fill layer. The aggregate base should be compacted to at least 95 percent of the maximum dry density as determined by ASTM D 157-78.

As a minimum slab reinforcement should be #4 bars at 12 inches center to center each way in the middle of the slabs.

Care should be taken to ensure adequate control joints to eliminate slab cracking. The maximum spacing between joints should not exceed about 8 feet. Furthermore, careful control of the water/cement ratio should be exercised to prevent excessive shrinkage during the concrete cure. Adding water to the mix in the field to enhance workability will likely cause excessive concrete shrinkage resulting in cracks in the finished work.

IV.4 Retaining Walls

Retaining walls supporting a horizontal backfill may be designed to resist active earth pressure equivalent to that from a fluid having a unit weight of 45 pounds per cubic foot for a level backfill.

The above value assumes that the drainage conditions and moisture content are compatible with that encountered during our field work. Adequate drainage must be provided behind all retaining walls to prevent the buildup of hydrostatic pressure. A minimum 12-inch wide

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layer of clean freely draining Class II permeable rock or 3/8-inch pea gravel, enclosed within a geotextitle filter fabric should be placed behind all retaining walls. The gravel should drain into a minimum 4-inch diameter perforated drainage pipe installed near the bottom of the wall with the perforations down. The collected water should be discharged from the area in a closed conduit to a suitable location that will not contribute to slope instability or create an erosion problem.

Tar paper or other impervious material is to be placed on top of the gravel and at least one foot of relatively impervious clayey soil or similar material placed atop the tar paper and extended to the top of the wall.

IV.5 Lateral Resistance

The allowable bearing values presented herein are for the total dead and frequently applied live loads. If normal building code values are used for seismic design, these values may be increased by 1/3 to allow for short duration loadings that include the effect of wind or seismic forces.

Resistance to lateral loads may be provided by friction and passive earth pressure. A coefficient of friction of 0.35 may be used with the dead load forces for structural elements in contact with the undisturbed sandy soils. An allowable passive earth pressure of 450 pounds per square foot of depth to a maximum value of 1800 pounds per square foot may be used for adjacent undisturbed bedrock. The passive earth pressure may be assumed to act over a width equal to two times the pier diameter.

IV.6 Utility Trenches

Underground utility trenches should be backfilled with engineered fill. The sandy clay on-site soils are suitable for trench backfill Imported sand or other material may be used as examined and approved by the Geotechnical Consultant. Backfill should be placed in lifts not exceeding 8 inches in loose measure, moisture conditioned to near optimum and uniformly compacted to at least 90 percent of the maximum dry density as determined by ASTM D 1557-78. Jetting with water should not be permitted.

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Where utility trenches cross under or through perimeter foundations, they should be adequately sealed to prevent moisture migration into the areas under slab-on-grade,

pavements, or perimeter foundations. The sealing of utility trenches may be accomplished by using compacted fine-grained soil or any material having low permeability. The seal should extend to at least 3 feet on either side of the trench.

IV.7 Drainage

It is essential that effective measures be installed and maintained to control and transport all surface water safely off the site. Uncontrolled storm water or irrigation could adversely affect the performance of foundations or concrete flat work or cause slope erosion.

Drainage control design should include provisions for positive surface gradients of at least 2 percent to ensure that surface runoff is not allowed to pond adjacent to foundations or on walkways or other flatwork. Surface water should be directed away from the foundations and conducted in closed conduits off the site to the storm drainage system.

Roof drains should be collected at the downspouts and discharged in closed pipes for removal into controlled drainage facilities, located well away from the building areas.

Driveways, parking areas, and other paved areas should be graded to deliver surface water to catch basins or into adequate existing drainage swales in conformance with an engineered erosion control plan. Protective cribbing, riprap, and energy dissipators should be used to prevent erosion and to adequately control storm runoff.

V. SEISMIC DESIGN CRITERIA

The characterization of ground shaking for a specific location is a function of the magnitude of an earthquake at a specific depth and at a location along a known fault; the distance from that specific earthquake's epicenter; and geologic and topographic conditions of the study area. Dr. H. Bolton Seed (1982) indicates that a number of additional site conditions (soil strength properties) may also affect observed ground shaking at a specific site. However, the magnitude, location, depth of the next maximum probable earthquake near the study site is unknown. Therefore, only predictive methods of analysis can be used to characterize maximum probable ground shaking at the study site. Predictive methods developed by Joyner and Boore (1988) and H. Bolton Seed (1982) will be used to describe ground shaking at the site.

The study site is located about 6 miles from the trace of the well known active San Andreas fault, and about 7 miles from the location of hypocenters of measured earthquakes along the San Andreas fault trace (Plate 3). U.S. Geological Survey Circular 1053 reports that the study site has a 23% chance of experiencing a Magnitude 7 earthquake in the next 30 years and a 2% chance of experiencing a Magnitude 8 earthquake. A shallow Magnitude 8 earthquake located along the San Andreas fault at a distance of 7 miles (11.2 km) from the site will be used for characterizing ground shaking at the site. Site soil conditions will be considered bedrock for purposes of analysis. The recommended seismic design criteria for this site are as follows:

1. **Maximum probable horizontal and vertical accelerations**
   - Maximum probable horizontal acceleration: 0.48 g
   - Maximum probable vertical acceleration: 0.32 g or 2/3 horizontal value

2. **Effective probable horizontal acceleration**
   - Effective probable horizontal acceleration: 0.384 g

3. **Number of cycles of effective horizontal shaking and duration of shaking**
   - The estimated number of cycles for an 8.5 M earthquake is 26 cycles of 2.5 sec. per cycle for a total duration of shaking of 1.08 minutes.

4. **Probable site period.**
   - The probable site period is estimated to be in the 0.3 to 0.5 second range.

VI. CONSTRUCTION INSPECTIONS

The recommended soil bearing values given in this report are based on the assumption that all footings will be founded on the bedrock materials. All footing excavations must be inspected prior to placing concrete to ensure that they are founded in satisfactory materials and that they are free of loose, wet or disturbed materials. All grading and fill compaction will be performed under the direct observation of Steve Deal Associates.

The recommendations given in this report are based on the field study combined with an interpolation of soil conditions between test pit locations. If conditions are encountered in

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the field that appear to be different from those indicated herein, this office should be notified.

Prior to construction, we should review the preliminary and final plans and specifications for conformance with the intent of our recommendations. In the event that changes in the proposed improvements are made, the conclusions and recommendations are either verified or modified as required.

To a degree, the performance of the new construction is dependent on the procedures and quality of construction. Therefore, we recommend that we provide on-site observations of the contractor's procedures and the exposed soil conditions together with field and laboratory testing during site preparation and grading, placement and compaction of fill, trench backfill, and foundation construction. These observations will allow us to check the contractor's work for conformance with the intent of our recommendations and to make modifications if changed conditions are encountered. We would appreciate the opportunity to meet with the contractor prior to the start of grading to discuss procedures and methods of construction operation and minimize possible misunderstandings and construction delays.

VII. LIMITATIONS

The above services consist of professional opinions and conclusions by the geotechnical consultant. The warranty made by the consultants in connection with the services performed for this project is that such services are performed with the care and skill ordinarily exercised by members of the profession practicing under similar conditions at the same time, and in the same or similar locality. No other warranty, express or implied, is made or attempted by rendition of these consulting services, or by furnishing written reports of the findings.

Soil deposits may vary in type, strength, and many other important properties between points of observation and exploration. Additionally, groundwater and soil moisture conditions can vary seasonally or for other reasons. Therefore, it must be recognized that we do not and cannot have a complete knowledge of the subsurface conditions underlying the site. The design criteria for earthwork and foundations are based upon the findings at the points of exploration and upon interpretative data, including interpolation and extrapolation of information obtained at points of observation.

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The presence of our field engineer at the site will be limited to providing a continuing source of advice, opinions, and recommendations based upon the field engineer's observations of the Contractor's performance as related to foundations and site suitability and will not include any superintending, supervision, or direction of the actual work of the Contractor or the Contractor's workmen.

VIII. CLOSURE

Work was conducted by Mr. Steve Deal, P.E., and his assistant Mr. Michael J. King. Should you have any questions concerning the information provided in this report please contact Mr. Steve Deal.

ooOoo

E Steve Deal

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By _____ Date _____

By _____ Date _____

Steve Deal Associates

IX. SELECTED REFERENCES

Bonilla, M.G.(1960) *Landslides in the San Francisco South Quadrangle, California*: U.S. Geological Survey Open-File Report, 44 pgs.

Borcherdt, R.D., Gibbs, J.F., Lajoie, K.R. (1975) *Maps Showing Maximum Earthquake Intensity Predicted in the Southern San Francisco Bay Region, California for Large Earthquakes on the San Andreas and Hayward Faults*, U.S.Geological Survey Miscellaneous Field Studies, MAP MF-709.

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Brabb, E.E. and Pampeyan, E.H. (1972) *Preliminary Map of Landslide Deposits in San Mateo County*: U.S. Geological Survey Miscellaneous Field Studies Map MF-344.

Brabb, E.E., Pampeyan, E.H., Bonilla, M.G. (1972) *Landslide Susceptibility in San Mateo County, California*: U.S. Geological Survey Miscellaneous Field Study Map MF-360.

Campbell, R.H. (1975) *Soil Slips, Debris Flows and Rainstorms in the Santa Monica Mountains and Vicinity, Southern California*: U.S. Geological Survey Prof. Paper 851, 51 pgs.

Darrow, R.L. (1951) *The Geology of the Northwest part of Montara Mountain Quadrangle*: California Division of Mines and Geology Special Report 78, 23 pgs.

Lambe, T.W. Whitman, R.V. (1969) *Soil Mechanics*: John Wiley & Sons, Inc., New York.

Pampeyan, E.H. (1981) *Geologic Map of the Montara Mountain Quadrangle, San Mateo County, California*: U.S. Geological Survey Open File Report, OFR 81-451, Map Scale 1:12,000.

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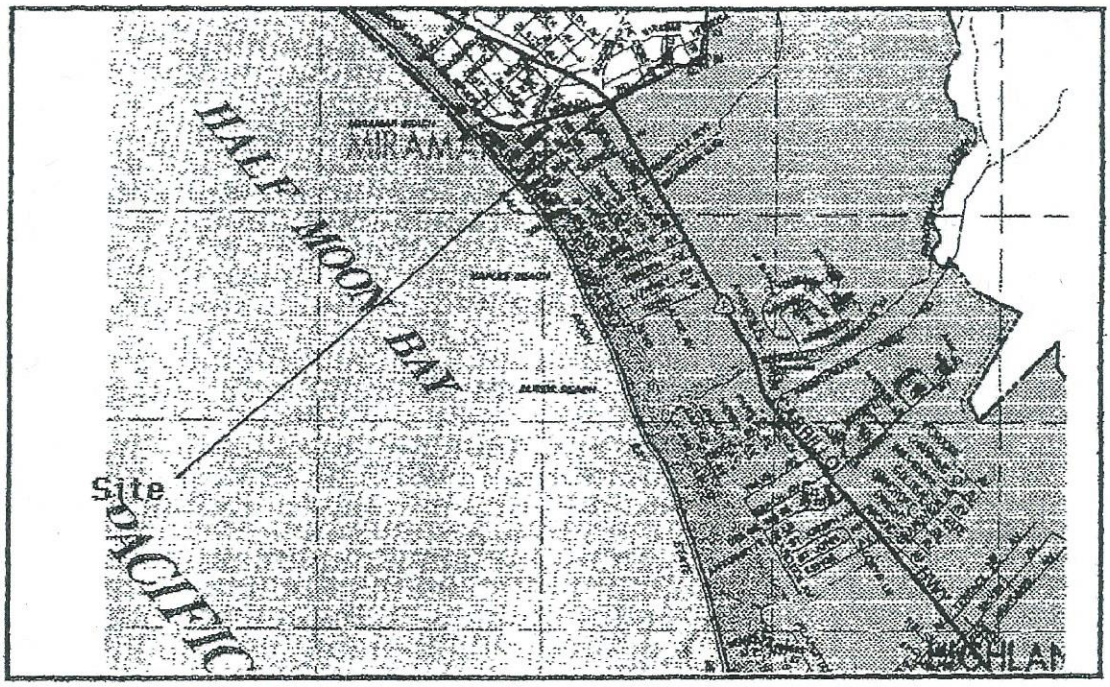

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Scale 1 inch = 1 mile

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Site Location Map

Plate 1

Date

By

Date

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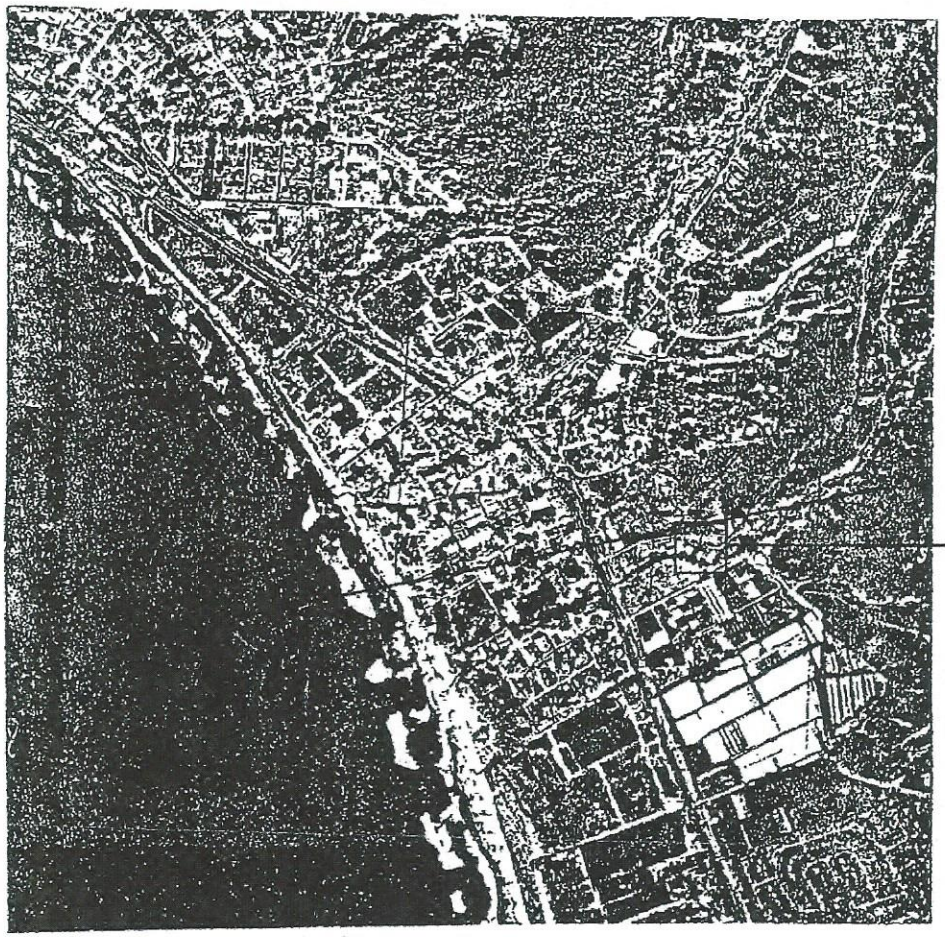

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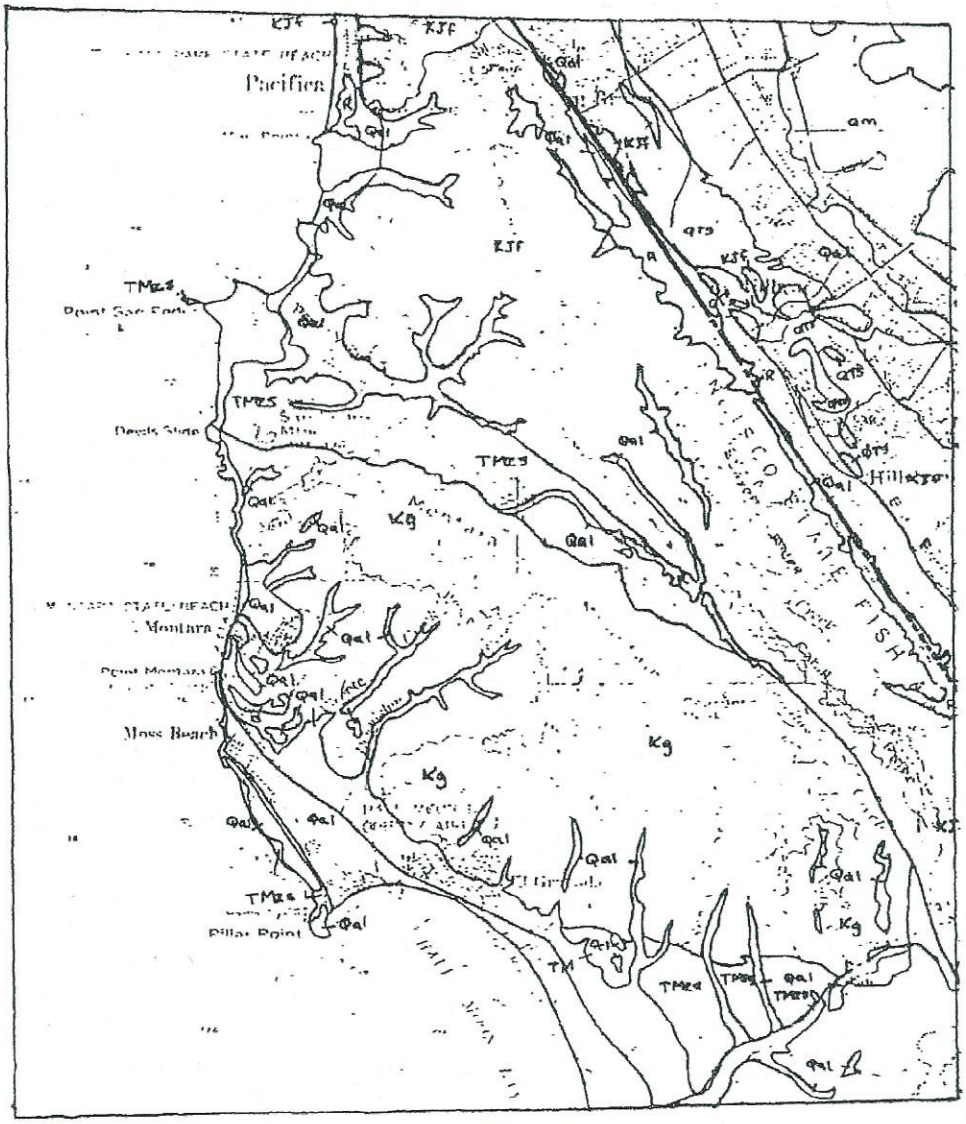
USDA Color-IR Aerial Photo 06081-279-97, 4/12/80	4



Key Map Symbols

Qal- Quaternary Alluvium

Qts- Quaternary & Tertiary Sediments

Kg - Montara granodiorite Fm.

Kjf- Franciscan Fm.

Areas of Hypocenter of earthquakes

San Andreas Fault trace

Adapted from: U.S.G.S. MAP MF-709

Scale 1:125,000

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Steve Deal Associates	Plate
Geological Map of Study Area	5

LOG OF BORING B-1

Drilling Equipment Minute-Man
Date Drilled: 6/12/91
Page 1 of 1

Laboratory Test Results	Blows/ft.	Sample No.	Depth (ft.)	Sample Int.	USCS Log Profile	Description of Materials
Dry unit weight 114.6 pcf Moisture 5.9%	44/50	B-1A	0			Unweathered Granodiorite Bedrock: Mottled tan, white, black, friable
Dry unit weight 103.0 pcf Moisture 5.2%	96 for 6"	B-1B	5			Bottom of borehole 6 feet
			10			
			15			
			20			
			25			
			30			
			35			

Guntren/Williamson

Miramar Drive Subdivision

Job No. K91-15 Appr: _____ Date: 9/13/91

Steve Deal Associates

Log of Borehole

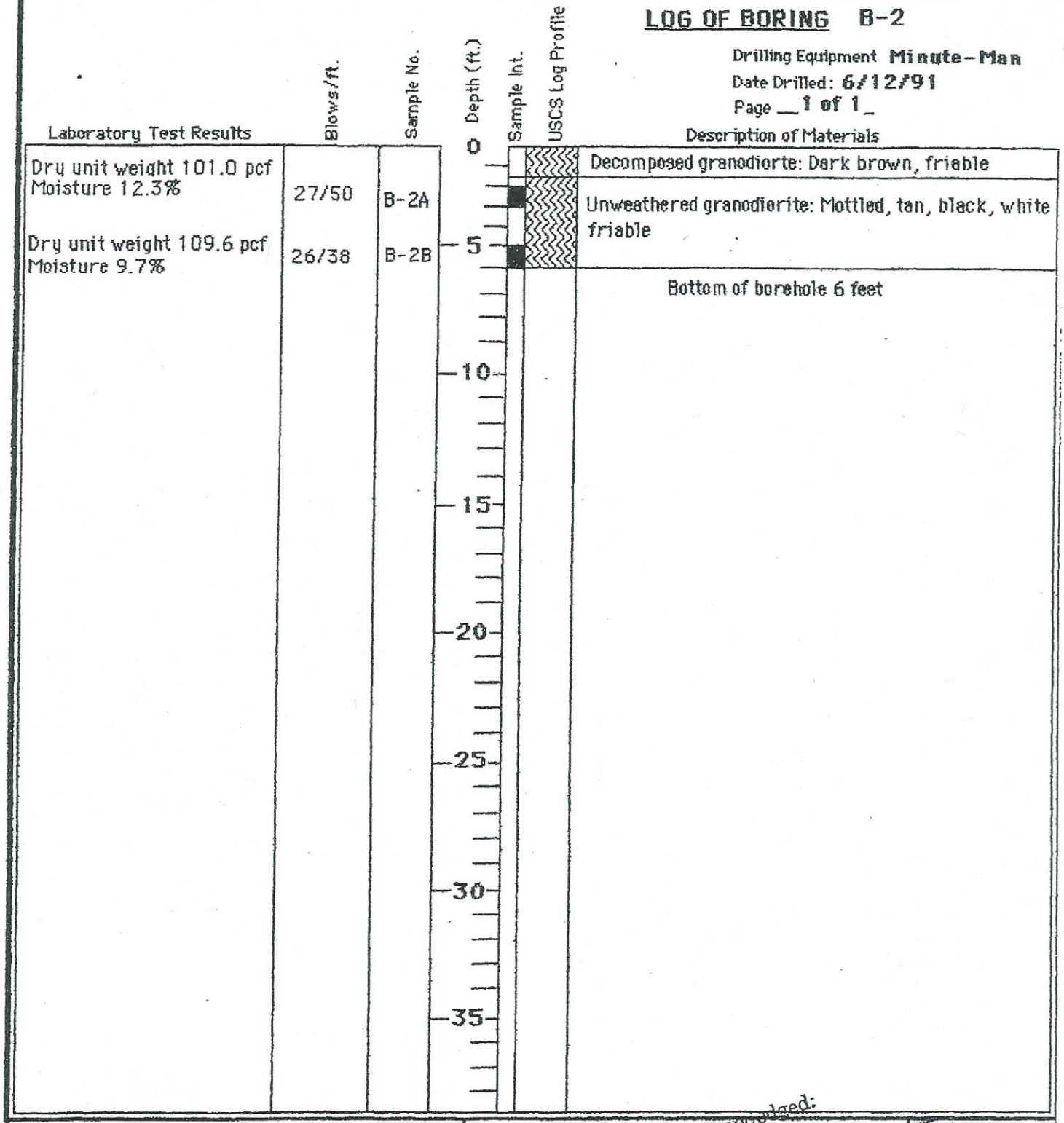
B-1

Plate 6

Accepted:
Approved:
Date
By
Date
By

LOG OF BORING B-2

Drilling Equipment Minute-Man
Date Drilled: 6/12/91
Page 1 of 1



Guntren/Williamson

Miramar Drive Subdivsion

Job No. K91-15 Appr: _____ Date: 9/13/91

Steve Dent Associates

Log of Borehole B-2

Plate 7

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By Date
By Date

LOG OF BORING B-3

Drilling Equipment **Minute-Man**
Date Drilled: **6/12/91**
Page **1 of 1**

Laboratory Test Results	Blows/ft.	Sample No.	Depth (ft.)	Sample Int.	USCS Log Profile	Description of Materials
Dry unit weight 107.4 pcf Moisture 7.9%	22/24/34	B-3A	0			Decomposed granodiortie: Mottled tan, black, white Upper 5 feet of material hard becoming very hard
Dry unit weight 106.8 pcf Moisture 16.1 %	33/50	kB-3B	5			
			10			Bottom of borehole 10 feet
			15			
			20			
			25			
			30			
			35			

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Steve Deal Associates
Log of Borehole
B-3

Plate
8

Job No. K91-15 Appr: _____ Date: 9/13/91

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By

LOG OF BORING B-4

Drilling Equipment **Minute-Man**
Date Drilled: **6/12/91**
Page **1 of 1**

Laboratory Test Results	Blows/ft.	Sample No.	Depth (ft.)	Sample Int.	USCS Log Profile	Description of Materials
Dry unit weight 111.0 pcf Moisture 8.5%	50 for 6"	B-4A	0			Unweathered granodiorite: Mottled tan, black, white, friable
			5			Bottom of borehole 4 feet (refusal to drilling)
			10			
			15			
			20			
			25			
			30			
			35			

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Log of Borehole B-4

Plate 9

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UNIFIED SOIL CLASSIFICATION SYSTEM

MAJOR DIVISION					SOIL DESCRIPTION
COARSE - GRAINED SOILS > 50 % coarser than # 200 sieve	GRAVELS over half of coarse fraction larger than No. 4 sieve	Clean gravels with little or no fines	GW		Well Graded Gravels, Gravel - Sand Mixtures
			GP		Poorly Graded Gravels, Gravel - Sand Mixtures
		Gravels with over 12 % fines	GM		Silty Gravels, Poorly Graded Gravel - Sand - Silt Mixtures
			GC		Clayey Gravels, Poorly Graded Gravel - Sand - Clay Mixtures
	SANDS over half of coarse fraction finer than No. 4 sieve.	Clean sands with little or no fines	SW		Well Graded Sands, Gravelly Sands
			SP		Poorly Graded Sands, Gravelly Sands
		Sands with over 12 % fines	SM		Silty Sands, Poorly Graded Sand - Silt Mixtures
			SC		Clayey Sands, Poorly Graded Sand - Clay Mixtures
FINE - GRAINED SOILS > 50 % finer than # 200 sieve	SILTS AND CLAYS liquid limit less than 50		ML		Silts, Very Fine Sands, Silty or Clayey Fine Sands
			CL		Low Plasticity Clays, Sandy or Silty Clays
			OL		Low Plasticity Organic Silts and Clays
	SILTS AND CLAYS liquid limit greater than 50		MH		Micaceous or Diatomaceous Silts, Volcanic Ash, Elastic Silts
			CH		High Plasticity Clays _ Fat Clays
			OH		High Plasticity Organic Silts and Clays
	HIGHLY ORGANIC SOILS		Pt		Peat and Other Fibrous Organic Soils

KEY TO SAMPLES

"Undisturbed" 2.5" sample

Disturbed Sample

Indicates depth of sampling w/ no recovery

Indicates depth and location of coring run

Indicates depth of Standard Penetration Test and 2" sample

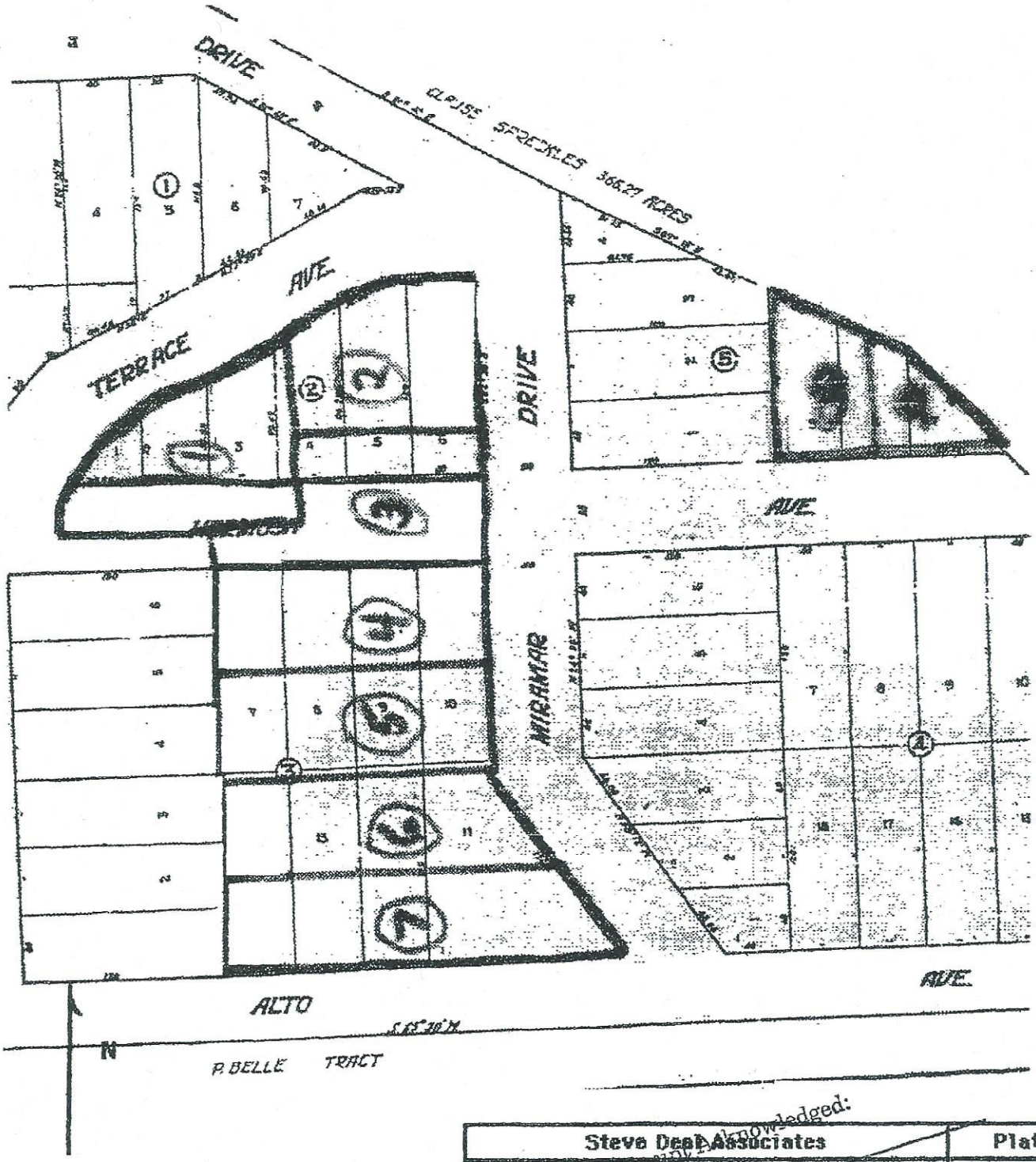
KEY TO TEST DATA

U.S. Standard Series Sieve: 200 | 40 | 10 | 4 — Clear Square Sieve Opening: 3/4" | 3" | 12"

Silts & Clay	Sand			Gravel		Cobbles	Boulders
	Fine	Medium	Coarse	Fine	Coarse		

Sands & Gravels	Blows/ft.	Silts & Clays	Blows/ft.
very losse	0-4	very soft	0-2
loose	4-10	soft	2-4
med.dense	10-30	firm	4-8
dense	30-50	stiff	8-16
very dense	> 50	very stiff	16-32

Steve Deal Associates	Plate
Soil Classification System and Key to Test Data	10



Scale 1 inch = 80 feet

Plan provided by Client

Steve Deal Associates	Plate
Lot Layout Plan For Proposed Subdivision	2

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By Date

BUCKLEY ENGINEERING ASSOCIATES
Geotechnical Engineering and Geology

3452 Lisbon Drive
San Jose, CA 95132
Phone: 408/942-6952
Fax : 408/942-6952

June 17, 1996
Job #96198.4

Mr. Joe Guntren
Guntren Builders
P.O. Box 370389
Montara, CA 94037

RE: PIER EXCAVATION OBSERVATION
Single Family Residence
610 Miramar Drive (APN 048-074-080)
Miramar, California
County File No. 10B-325

Refs: 1) Soil Report by Steve Deal Associates, 11-24-94.

2) Plans: "A Residence, APN 048-074-, San Mateo Co. Lots 5 & 6, Miramar, CA," dated 3-96.

Dear Mr. Guntren:

As requested, we have observed the pier excavations for the above-referenced residence. The piers were at least 12 inches in diameter and drilled at least 10 feet deep. The piers appeared to be reasonably free of loose slough and ready to receive concrete. At the time of our observation, the reinforcing steel had already been placed in the piers excavations.

On the basis of our observations, it is our opinion that the pier excavations were drilled in general accordance with the report recommendations (Ref. 1) and with respect to the plans (Ref. 2).

If you have any questions, please call.

Very truly yours,

BUCKLEY ENGINEERING ASSOCIATES

David W. Buckley

David W. Buckley, C.E. 34386

REGISTERED PROFESSIONAL ENGINEER
DAVID W BUCKLEY
No. C34386
Exp. 9-30-99
STATE OF CALIFORNIA

Acknowledged:
Receipt

Date

By

Date

By

Distribution: 1 to Addressee
1 to San Mateo County, Attn: Mr. Jay Mazetta

STEVE DEAL ASSOCIATES

Civil Engineers & Geotechnical Consultants

November 24, 1991

Mr. Joe Guntren
P.O. Box 370279
Montara, CA 94037

Subject: Geotechnical Engineering Study
Proposed Subdivision of Nine Single Family Homes
Blocks 2, 3 & 6
"Map of Subdivision of Block 10 Miramar Terrace"
Miramar Drive & Hermosa Avenue
Miramar, CA
Job No. 91-K-15

Gentlemen:

Submitted herewith are four (4) copies of our Geotechnical & Foundation study for your proposed subdivision of nine single family homes on the subject property. The findings and recommendations presented are based on the results of our field exploration and analysis.

The results of the study indicate that the site is suitable for the intended use and that the proposed residences can be supported on a pier-and-grade beam system.

Should you have any questions regarding our findings and the engineering recommendations presented in this report, please contact us at your convenience.

Sincerely yours,

C. Steve Deal, P.E.,
RCE No. 19590

Receipt Acknowledged:

Date

Date

By

By

135 Aviation Way - Suite 9A • Watsonville, California 95076 • Phone (408) 724-3425 • Fax: (408) 728-5003
Tax I.D. #77-0169667

From:	Genevieve Wortzman-Show
To:	Ruemel Panglao
Subject:	Comments on PLN2021-00090
Date:	Wednesday, March 24, 2021 8:56:31 AM
Attachments:	610 Miramar Drive opposition to PLN2021 0090.pdf

Dear Ruemel,

Attached please find our opposition to the Significant Tree Removal Permit (PLN2021-00090).

Please confirm receipt of this email.

Sincerely,

Genevieve Wortzman-Show
610 Miramar Drive, Half Moon Bay, CA 94019

March 24, 2021

Ruemel Panglao, Project Manager
Planning & Building Department
455 County Center, 2nd Floor
Redwood City, CA 94063

Dear Ruemel,

As owners of 610 Miramar Drive, we are writing to express concern regarding the proposed tree removal permit (PLN2021-0090) posted on APN 048-76-120. Each of these concerns are outlined below.

County Arborist assessment; unaddressed dead trees per Correction Notice

The proposed trees marked for removal on this lot appear healthy and green. There are several dead trees on this vacant lot that are NOT flagged for removal and have not been cleared. On October 28, 2020, Coastside Fire issued a correction notice instructing the owners to remove dead trees and dead vegetation on the vacant lot. As of this permit request, the dead trees have not been removed. Several weeks ago, one of these dead trees fell after a winter storm near a neighbor's fence. The proposed Significant Tree Removal Permit should not be approved until the owners address the CalFire letter regarding dead trees and vegetation on APN 048-76-120. We request the County Arborist to assess the tree health.

Erosion risk assessment

The proposed 9 trees are concentrated at the top of a very steep hill and adjacent to a makeshift dirt road the owners recently cleared. There is significant erosion and topsoil loss from the inappropriate use of this makeshift road by the owner's contractors. We fear that this extensive and concentrated removal of living trees from the top of this hillside directly in front of our home will result in erosion and redirect water flow and mud onto our property. This area annually experiences significant erosion and water runoff flooding the sole road for 9 homes using Miramar Drive. Currently, Miramar Drive has dirt and debris from hillside erosion from the use of this unmaintained road (see attached). We have documented on camera trucks and cars losing traction and sliding in dry conditions trying to navigate the steep paved road next to the dirt erosion from APN 048-76-120. Given what we have witnessed this year under dry conditions, we are concerned that the erosion in a moderate storm could damage the entire neighborhood's sole road providing ingress and egress.

Furthermore, the location of this proposed tree development is on a steep hill directly uphill from our home. The steepness of a potentially denuded hill coupled with the continued use of this unmaintained dirt road is an erosion risk and a great concern to our home, which is directly downhill from this development.

The above observations are consistent with a Geotechnical Engineering Study of this hillside conducted by the original developer of the homes in this neighborhood. The conclusion was that "an unstable condition is being created by either cutting or filling work shall not proceed until an investigation is made". We request such an investigation.

Piecemeal development of APN 048-76-120

It does not go unnoticed that these green and healthy marked trees are concentrated in a single area that follows the property line with a neighboring lot. This lot line has been associated with both a civil case (previous owner) and a restraining order (current owner) due to harassment and illegal tree removal issued against one of the APN 048-76-120 owners by a San Mateo County Judge (see case number 20-CIV-02204). In documents in the civil case (see 18-CIV-01684) with the previous neighbor on this lot border and in an email to us in May 2020, the owners of APN 048-76-120 confusingly refer to this neighbor's yard as "Hermosa Ave". As part of their case documents, the owners provided development plans for creating "Hermosa Ave", a road on a hillside with a 34.5% slope. As this tree removal therefore appears to be part of a larger proposed development project, it should be submitted as such for appropriate county review.

Unresolved county citations

Currently, APN 048-76-120 has an unresolved violation with the county (see VIO2017-00054) due to the presence of an unpermitted fence. While the fence placement is part of a separate Civil case (see 17-CIV-00720) with a former neighbor, the placement of this unpermitted fence also poses a safety issue to the neighborhood as it blocks Coastside Water (CW) Trucks from safely turning around at the adjacent Water Tank, and as a result trucks back down the hill. As stated above we have seen trucks and cars lose traction backing down the hill due to erosion from APN 048-76-120's unmaintained dirt road. The most recent such occurrence, where a car's wheels were spinning to get traction, was last week on Thursday, March 18th, 2021.

The owners of APN 048-76-120 should address the immediate and outstanding county and the aforementioned fire risk before being granted permission to do any modifications or development on their lot.

We request to receive a copy of your decision on this permit.

Sincerely,

Genevieve Wortzman-Show

Matthew Show

From:	Anne Martin
To:	Ruemel Panglao
Subject:	Comments on Tree Removal PLN2021-00090
Date:	Tuesday, March 23, 2021 8:12:03 PM
Attachments:	Martin Comments Tree Removal PLN 2021 00090 .pdf Attachment A .pdf

Dear Ruemel,

In response to the Notice of Tree Removal Permit Application for APN 048076120, my husband and I are submitting our comments opposing the granting of the permit.
The attached letter along with several other attachments outline our reasons for strongly objecting to the granting of the permit.

Please confirm that you received our letter.

Thanks so much

Anne

Anne C. Martin 620 Miramar Drive Half Moon Bay 94019

March 23, 2021

Ruemel Panglao, Project Planner
Planning & Building Department
455 County Center, 2d Floor
Redwood City, CA 94063

Re: PLN2021-00090 Tree Removal Miramar Drive APN 048-076-120 ("TEG Parcel")

Dear Ruemel,

We are residents of 620 Miramar Drive (APN 048-074-120). Our home is located almost directly across the street from the parcel where TEG Partners LLC ("Applicant") proposes to remove nine significant trees.

We strongly oppose the tree removal for the following reasons:

- This project appears to be part of Applicant's plan to build a road to provide access to the TEG Parcel so he can develop the lot. He should not be allowed to piecemeal this extensive project.

- Removing these large trees will destabilize the hillside, create serious erosion and storm water drainage problems and pose a landslide risk jeopardizing our homes, our safety, and Miramar Drive – the only access road in and out of our neighborhood.

- Applicant's claim that the trees are in poor condition is questionable. We request that an independent arborist be brought in to assess the health of the trees.

- Applicant's parcel lies within the Scenic Corridor. The removal of the nine trees will significantly undermine the beauty of our neighborhood and the Coastside.

The arguments supporting our concerns are presented below.

1. **This project is part of Applicant's plan to build a road to provide access to his undeveloped lot where he wishes to build a home. He should not be allowed to piecemeal this extensive project but instead be required to submit plans for clearing, grading, road construction and home construction so that the appropriate geotechnical, soil, engineering, environmental and other studies can be conducted and hearings can be held.**

In several lawsuits between 2018 and 2020, Applicant has asserted that he purchased the TEG Parcel to build a home and that the only code compliant way to access his lot is via a road he wishes to build through an adjacent parcel (048-076-140) along his northern boundary which is owned by another neighbor ("Hermosa Parcel").

In Applicant's lawsuit (18 CIV 01684) seeking an easement over the Hermosa Parcel, Applicant submitted an engineer's report stating that the only feasible code compliant access to the TEG Parcel was via a road through the Hermosa Parcel. The report includes a detailed engineering plan for a roadway through the Hermosa Parcel together with county documents showing the slopes of the TEG and Hermosa Parcels. The court document containing the roadway plan together with maps and slope analysis of the parcels is included as Attachment A.

Since it's likely that a lawsuit will be required to determine whether Applicant's ingress-egress easement to the Hermosa Parcel allows him to build a road through the Parcel, it appears that Applicant is pursuing an alternate route for his road through the northern portion of the TEG Parcel just south of the boundary line from the Hermosa Parcel.

In May 2020, Applicant hired Orchard Landscaping to do significant brush removal on the TEG Parcel. This included cutting down numerous small trees to create an unobstructed clearing close to the northern boundary of the TEG Parcel ("the Cleared Area"). Attachment B is a photograph of the Cleared Area immediately after the tree and brush removal in May. Attachment C shows the Cleared Area today with the marked trees to be removed shown to the left (north) of the area.

While the clearing work was being done, we were shocked to see the Orchard workers drive their loaded pickup truck with an attached chipper on a trailer down the steep Cleared Area and on to Miramar Drive on two separate occasions. This dangerous behavior showed a complete disregard for environment and community safety and contributed to destabilizing the hill.

This application to remove nine apparently healthy trees immediately adjacent to the Hermosa Parcel - when considered with the May 2020 clearing of the portion of the TEG Parcel immediately to the south of the trees - reflects an intent to build a road in that location. Applicant should not be allowed to pursue this project in a piecemeal fashion but rather be required to submit the appropriate coastal development and other permit applications , conduct the engineering studies and go through the required hearings for the entire proposed development.

2. **The proposed tree removal will destabilize the hillside, create serious erosion and storm water drainage problems and create a landslide risk, jeopardizing our**

homes, our safety, and Miramar Drive – the only access road in and out of our neighborhood.

Attachment A includes the County Slope Analysis, which indicates that the TEG Parcel has an average slope of 22% and the adjacent Hermosa Parcel has an average slope of 34.6%.

The brush and tree removal conducted by TEG last May in the Cleared Area has already created erosion problems since with every rain, soil and debris wash down the hill onto Miramar Drive, which is the only access road for the eight households in this neighborhood. This creates a hazard for those of us who use Miramar Drive.

Attachments D and E show where the bank of the hill has crumbled and the debris and topsoil that washed down the hill as a result of one day of rain the week of March 13. If we had a winter of significant rainfall, the erosion would have been much worse.

We are especially concerned, given Applicant's past behavior, that, they will not only remove the trees they're seeking permits for, but clear every smaller tree and bush along their northern boundary. This concern arises not just from their clearing in May 2020 but their behavior in January 2021 which is described below.

In January 2021, Applicant hired Orchard to remove all trees not requiring a permit from the commonly owned median of Miramar Drive over the objections of a majority of the residents. Their three days of work removed almost every tree and other vegetation from an area of approximately 5,000 square feet creating an ugly barren wasteland as shown in Attachment F. The slope has already begun to erode from the top of the median exposing the underlay of the gravel portion of Miramar Drive.

Given Applicant's pattern of stripping all vegetation from an area, we expect that they will remove virtually all vegetation along the northern border of the TEG Parcel. That will greatly increase erosion of soil and debris onto Miramar Drive and also down the steep slope onto Hermosa Avenue since many of the trees to be removed are very close to the property line between the TEG and Hermosa Parcels. Attachment G shows that the trees Applicant proposes to remove are situated at the top of a steep slope that drops down to Hermosa Avenue.

We are also concerned that if the permit is granted, Applicant's contractor will bring trucks, chippers and other heavy equipment onto the steeply sloped TEG Parcel to cut down these large trees and drive this equipment down the Cleared Area as they did in May, further destabilizing the hill and creating the potential for landslides and even more severe erosion. This creates a risk to Miramar Drive and to the retaining wall of Miramar Drive in front of our home.

This risk to the community and the environment is the reason the County requires the appropriate geotechnical surveys, soil analysis and other studies when clearing, grading, or roadbuilding permits are requested. Applicant should not be permitted to evade these requirements by proceeding in this piecemeal fashion.

3. **Applicant's claims that the trees are in poor condition are questionable and we request that an independent arborist be brought in to assess the health of the trees.**

All of the trees have full foliage and appear healthy. Since they're all located in one area close to the northern boundary of the TEG Parcel and adjacent to the Hermosa Parcel, where Applicant wants to build a road, it's not unreasonable to conclude that Applicant wishes to remove the trees to begin clearing for a road on the TEG Parcel in the event he's unable to build on the Hermosa Parcel.

We request the County to bring in an independent arborist to assess the trees' health and if there's a problem to offer some less drastic remedies such as trimming or topping the trees rather than cutting them down.

Applicant's concern for the poor condition of trees on his parcel does not appear to extend to the nine dead trees that already exist on his lot and that he was ordered by Cal Fire in October 2020 to remove. Austin Seeley of CAL Fire has confirmed to me by email that the CAL Fire order NEVER required Applicant to remove live trees from his parcel but did require removal of dead trees. As of today, the approximately 9 dead trees remain on Applicant's lot. None of them are marked for removal.

4. **Applicant's removal of the nine trees will significantly undermine the beauty of our neighborhood and the Coast.**

Applicant's parcel lies within the Scenic Corridor. The cutting of these trees and – if Applicant behaves as he has in the past – the clearing of vegetation along the northern boundary of the TEG Parcel will create a bare, ugly cleared area immediately visible to anyone entering our neighborhood as they drive up the hill. This will reduce the beauty of our neighborhood and has the potential to reduce the value of our homes.

We request that you deny Applicant's application for a tree removal permit and that we receive a copy of your decision along with information about appeal procedures.

Sincerely,

Anne C. Martin

Richard L. Martin

David G. Finkelstein, Esq. (SBN 047791)
Jonathan D. Weinberg, Esq. (SBN 215590)
FINKELSTEIN & FUJII, LLP
1528 South El Camino Real, Suite 306
San Mateo, California 94402
Tel. (650) 353-4503
Fax. (650) 312-1803

Attorneys for Plaintiffs, TEJINDER SINGH, and TRIPATINDER CHOWDHRY, TEG PARTNERS, LLC

THE SUPERIOR COURT OF THE STATE OF CALIFORNIA

IN AND FOR THE COUNTY OF SAN MATEO

(*Unlimited Civil Jurisdiction*)

D11

BY FAX

TEJINDER SINGH, TRIPATINDER CHOWDHRY, TEG PARTNERS, LLC,

Plaintiffs,

v.

ERICA STEINER, TRUSTEE OF THE ERICA B. STEINER TRUST AGREEMENT DATED JANUARY 26, 1996, et. al.,

Defendants.

AND RELATED CROSS ACTION.

Case No. 18-CIV-01684

DECLARATION OF FREDRIC V. ALLEN IN SUPPORT OF PLAINTIFFS' REQUEST FOR EVIDENTIARY HEARING

Hearing:
Date: Not yet set
Time: Not yet set
Dept.: 11
Judge: Hon. John L. Grandsaert

NOTE: This brief and its supporting documents are submitted pursuant to Judge Grandsaert's direction.

Accompanying Documents: Memorandum of Points and Authorities in Support of Request For Evidentiary Hearing; Declaration of Tripatinder Chowdhry; Declaration of Jonathan D. Weinberg; and Request For Judicial Notice.

I, FREDRIC V. ALLEN, declare as follows:

1. I am a Registered Civil Engineer (California lic. # 20702). I was retained as an expert witness by the Plaintiffs and Cross-Defendants, TEJINDER SINGH, TRIPATINDER CHOWDHRY, TEG PARTNERS, LLC in this action. In that capacity, I have personal

knowledge of the matters asserted herein. If called as a witness, I could and would competently testify truthfully thereto.

2. Attached hereto as Exhibit "E" is a true and correct copy of my C.V.

3. Attached hereto as Exhibit "F" is a true and correct copy of a report that I wrote. Had this matter proceeded to trial, I would have been ready and able to testify as to both my conclusions and methodology.

4. In sum, after reviewing various documents and making several site visitations, my conclusion is that the most direct and feasible way to provide code-compliant vehicular access to Parcel 1 is via a street through the so-called "Steiner – Hermosa Avenue Parcel."

5. It is my opinion that the Plaintiffs need access through the Steiner – Hermosa Avenue Parcel for ingress and egress because it is necessary for their full enjoyment of Parcel 1.

6. Part of my report is based on engineering plans prepared by Charles M. Kissick, a California Registered Civil Engineer. Copies of those plans are attached as Exhibits "A" and "B" to my report. In my opinion, Mr. Kissick's plans comply with relevant state law and local ordinances; and are both feasible and effective.

7. I have decades of experience reviewing properties like Parcel 1, the Hermosa Avenue parcel, and engineering plans like Mr. Kissick's.

8. If necessary, I am willing and able to testify at trial or an evidentiary hearing.

I declare under the penalty of perjury of the laws of the state of California that the foregoing is true and correct. Executed this 24th day of November, 2019, at San Mateo, California

Date: November 24, 2019

Fredric V. Allen, declarant

Exhibit "E"

Exhibit "E"

FREDRIC V. ALLEN
President, Fredric V. Allen, Inc.

PROFESSIONAL REGISTRATION:

Registered Civil Engineer (No. 20702) California

ASSOCIATIONS:

Past President - Peninsula Chapter - California Council of Civil Engrs & Land Surveyor (Now Celsoc)
Former Member - Inter-City TSM, Advisory & Appeals Comm.
Former Director - San Mateo County Chamber of Commerce
Former Director - University of Missouri Scholarship Fund
Former Director - Peninsula Civic Light Opera
Former Member - San Mateo County Economic Development Assoc.
Graduate - - - - Leadership San Mateo (1990)

EXPERIENCE:

In 1956, Mr. Allen completed five years of formal civil engineering education at the University of Missouri and joined the staff of California's (then) Division of Highways as a Technician I in a rotation program working on State Route 101 through Cotati and Rohnert Park. Six months later, he was drafted and served two years in the U.S. Army. He underwent Basic and Advanced Training at Fort Carson, Colorado then served in the President's Honor Guard at Fort Myer, Virginia and later as Acting Post Engineer for Cameron Station Transportation Depot in Alexandria, Virginia. He returned to California and the Division of Highways, working in Design, Planning, Hydraulics, and City/County Co-operative Projects. In 1968 he transferred to the Construction Dept. as a construction inspector on a Route 101 widening project from Silver Avenue to Brisbane; and later as Assistant Resident Engineer on the Route 92/280 Interchange in San Mateo County.

When the interchange project was completed, in 1972, Mr. Allen quit his job with the Division of Highways and entered private practice, as a staff engineer for Tri-State Engineering Co. In that capacity, and later as General Manager of Tri-State's Northern California Division, Fred designed and managed several hundred diverse projects. Projects for which he was the engineer of record included: feasibility studies; residential and commercial subdivision site planning and design; boundary and topographic surveys; preliminary and detailed hydrologic studies and storm drainage design, traffic network analyses, parking studies, environmental impact studies and reports, construction staking, construction management and contract administration. Projects are located throughout California, as well as Arizona, Colorado and Texas.

In 1991, when Tri State Engineering closed its Redwood City office Mr. Allen purchased Tri State's assets and files and founded Fredric V. Allen, Inc. which continued to serve Tri State's extensive client base, including many of the San Francisco Bay Area's major private developers.

In May of 2000, CSG, Inc. acquired the assets and staff of FVA, Inc. in a move to broaden CSG's survey capabilities, supplement roadway design services, and provide a resource for design and construction management projects. He also brought a strong background in technical writing and highly innovative solutions to the complex problems faced by CSG's municipal clients as well as a sensitivity and deep understanding of the process from the other (development) side of the counter.

In July of 2005, Mr. Allen (then 69 years of age) requested and was granted a reduction in his workload from full-time to part-time and continues to serve as mentor, trainer and coach for CSG's ever-expanding design and surveying staff, with the stipulation that he could continue to provide outside consulting services for former FVA, associates and clients, allowing him to continue to utilize and contribute his experience and expertise.

Exhibit "F"

Exhibit "F"

Hermosa Avenue Access Plan Analysis

Access To:
655 Miramar Drive, Parcel 1, Half Moon Bay
APN# 048-076-120

Prepared For:
Teg Partners, LLC

Prepared By:
Fredric V. Allen
RCE 20702, Expires 9/30/21

Prepared: November 23, 2019

Job No: 19-384

ANALYSIS

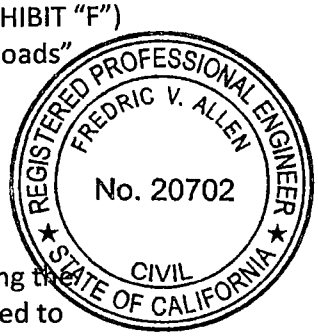
I was asked to provide an objective analysis of two very different alignments for Roadway and emergency vehicle access to the property located at 655 Miramar Drive, Parcel 1, APN # 048-076-120, located in the unincorporated area of Half Moon Bay, San Mateo County, California.

The following analysis and conclusions are based on several site investigations including, on September 3, 2019, October 21, 2019 and October 24,2019 to determine:

- The Roadway width, alignment and potential structural issues related to access by way of the Roadway extension from Miramar Drive
- Requirements to improve the Miramar Drive access route to code compliant status
- Comparison of the Miramar access with the proposed access via Hermosa Avenue (Hermosa Avenue Parcel-Steiner parcel), as depicted on the plans which are attached as (EXHIBIT "A" and EXHIBIT "B").

In my investigation, in addition to the Hermosa Avenue Roadway plans, I used the County Contour Maps (EXHIBIT "C" and EXHIBIT "D") obtained from the Planning Department of San Mateo County. I evaluated and analyzed the proposed access plans depicted on Hermosa Avenue improvement plans and slopes above the existing retaining wall along Miramar hillside.

I then evaluated compliance of both routes with emergency access requirements contained in fire codes enforced by fire marshal's office Coastside Fire Protection District Number R-001, Title: Roads and Turnarounds, approved by Fire Chief Gary Silva, (EXHIBIT "E" and EXHIBIT "F") which is the "APPENDIX D" of the California Fire Code Titled "Fire Apparatus Access Roads"



<u>Access through Miramar Drive</u>

Miramar access is potentially deficient in several aspects including:

- Gravel access is structurally supported by about 262 ft long retaining wall along the Miramar hillside (EXHIBITS "G" and "H") this retaining wall structure is designed to support the hillside and the Roadway to the water tank but may not be adequate to support the additional load of emergency vehicles on Miramar (typical weight of a passenger auto or small truck is less than 5,000 Pounds). The emergency vehicle access code requires that the access be designed to support a 75,000 Pound vehicle).

- Additionally, the County Contour Maps show the slope above the retaining wall to be perhaps in excess of 1-foot vertical rise to 1-foot horizontal, which I confirmed with field measurements (EXHIBIT "I" & "J").

- The Miramar access is narrower, longer, gravel surfaced & curvilinear, and turning radius is inadequate and does not conform to the codes cited above.

- The Miramar access does not meet the requirements of the code for width and alignment for emergency access.

- It is carved into a steep hillside with no guardrails for protection.

<u>The proposed access on Hermosa Avenue overcomes all of the deficiencies of the Miramar access</u>

- It is shorter, more direct and therefore provides for faster access to 655 Miramar Drive, Parcel 1

- It is fully code compliant for width, alignment, gradient and emergency vehicle access

- Hermosa Avenue access structure plans are known to be fully compliant with county requirements for emergency vehicle access

I have carefully reviewed the improvement plans for Hermosa Avenue access (See attached Exhibits "A" and "B") and the existing site conditions relative to the access via Miramar and the proposed access via Hermosa Avenue improvements.

Hermosa Avenue access will be built to current structural and alignment standards.

The first few minutes can be crucial in an emergency. Access through construction according to the Hermosa Avenue improvement plans will be fully code compliant and offer faster, safer, more direct, logical access to 655 Miramar Drive Parcel-1.

My onsite investigations conclude that 655 Miramar Drive Parcel-1 via the existing water tank access may not lend itself to be designed and engineered to meet the current standards of structural integrity and alignment for emergency vehicle access.

In my professional opinion of 60 years as a Civil Engineer and multiple site investigations, Hermosa Avenue alignment has significant safety, structural and possible cost advantages over the alternative Miramar access.

FREDRIC V. ALLEN

November 23, 2019

FREDRIC V. ALLEN
President, Fredric V. Allen, Inc.

PROFESSIONAL REGISTRATION:

Registered Civil Engineer (No. 20702) California

ASSOCIATIONS:

Past President - Peninsula Chapter - California Council of Civil Engrs & Land Surveyor (Now Celsoc)
Former Member - Inter-City TSM, Advisory & Appeals Comm.
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In July of 2005, Mr. Allen (then 69 years of age) requested and was granted a reduction in his workload from full-time to part-time and continues to serve as mentor, trainer and coach for CSG's ever-expanding design and surveying staff, with the stipulation that he could continue to provide outside consulting services for former FVA, associates and clients, allowing him to continue to utilize and contribute his experience and expertise.

EXHIBIT A

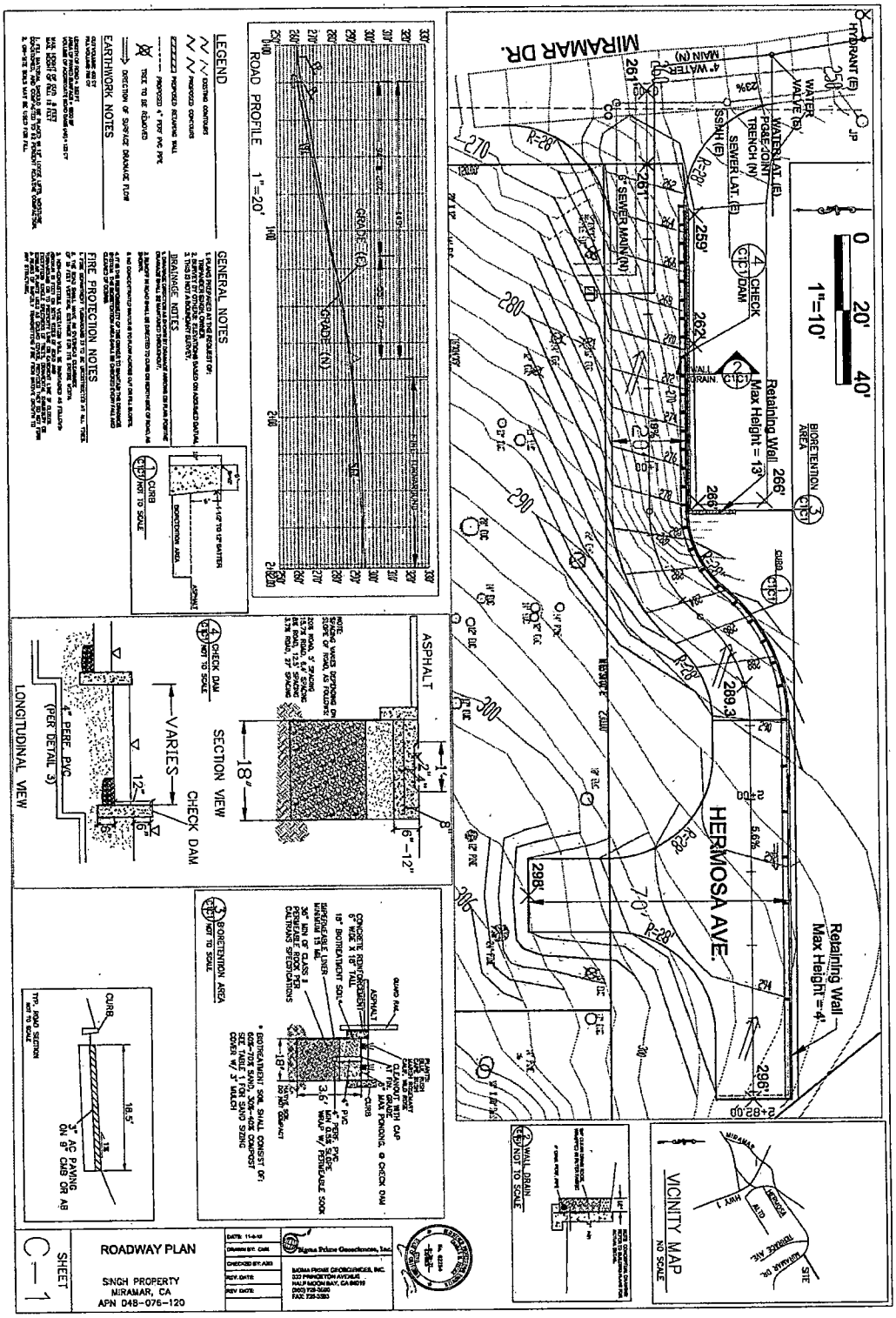

MIRAMAR DR.
HERMOSA AVE.
1"=10'
0 20' 40'
Retaining Wall Max Height = 13'
Retaining Wall Max Height = 4'
BIORETENTION AREA
CHECK DAM
WALL DRAIN
CURB
HYDRANT (E)
WATER VALVE (E)
4" WATER MAIN (N)
WATER LAT. (E)
PG&E JOINT TRENCH (N)
SEWER LAT. (E)
SSMH (E)
8" SEWER MAIN (N)
ROAD PROFILE 1"=20'
GRADE (E)
GRADE (N)
LEGEND
GENERAL NOTES
DRAINAGE NOTES
EARTHWORK NOTES
FIRE PROTECTION NOTES
CHECK DAM
SECTION VIEW
LONGITUDINAL VIEW
VARIES
18"
12"
4" PERF. PVC
(PER DETAIL 3)
ASPHALT
BIORETENTION AREA
CURB
WALL DRAIN
VICINITY MAP
NO SCALE
ROADWAY PLAN
SINGH PROPERTY
MIRAMAR, CA
APN 048-076-120
SHEET
C-1
Sigma Prime Geosciences, Inc.
SIGMA PRIME GEOSCIENCES, INC.
332 PRINCETON AVENUE
HALF MOON BAY, CA 94019
(650) 728-3590
FAX: 728-3593

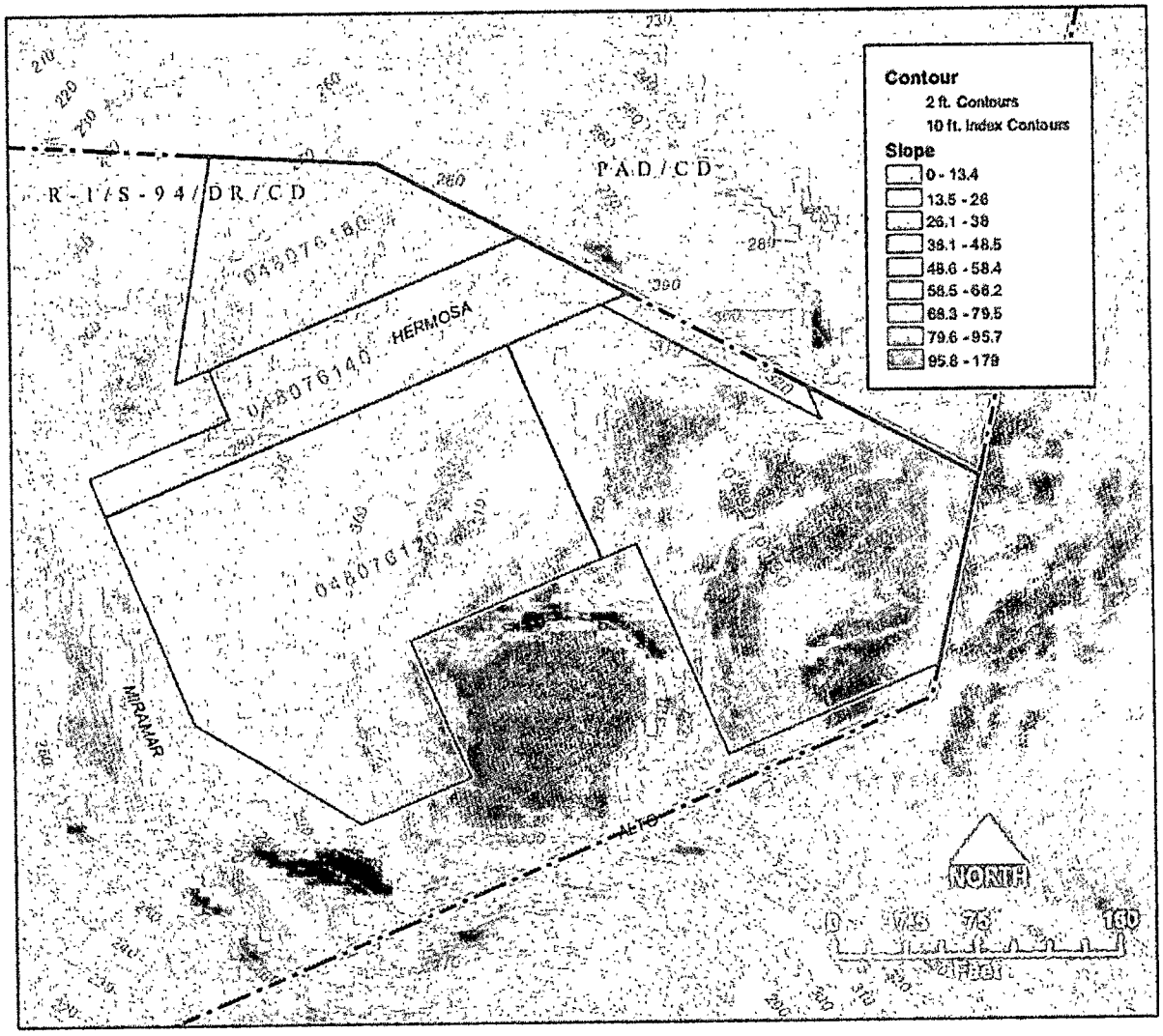
EXHIBIT B

EROSION AND SEDIMENTARY CONTROL PLAN
TREE PROTECTION PLAN
SINGH PROPERTY
MIRAMAR, CA
APN 048-076-120
SHEET
C-2
GENERAL EROSION AND SEDIMENT CONTROL NOTES
TREE PROTECTION NOTES
EROSION CONTROL POINT OF CONTACT
FIBER ROLL
SEC-6
STABILIZED CONSTRUCTION ENTRANCE/EXIT
CONCRETE WASTE MANAGEMENT
WM-8
TREE PROTECTION
NOT TO SCALE
FIBER ROLL
TREE PROTECTION
HERNOSA AVE
DISTURBED AREA = 14,156 SF
CONCRETE WASHOUT
STABILIZED CONSTRUCTION ENTRANCE/EXIT
1"=20'

EXHIBIT C

PLANNING AND BUILDING DEPARTMENT
SLOPE ANALYSIS

Slope (%) for Parcels in R-1/S-94/DR/CD
(APN: 048-076-120, 048-076-130, 048-076-140, 048-076-160)



Source: San Mateo County GIS Enterprise Database

APN: 048-076-120
Area: 35,775 sq-ft
Average slope = 22.0%

APN: 048-076-130
Area: 32,125 sq-ft
Average slope = 19.2%

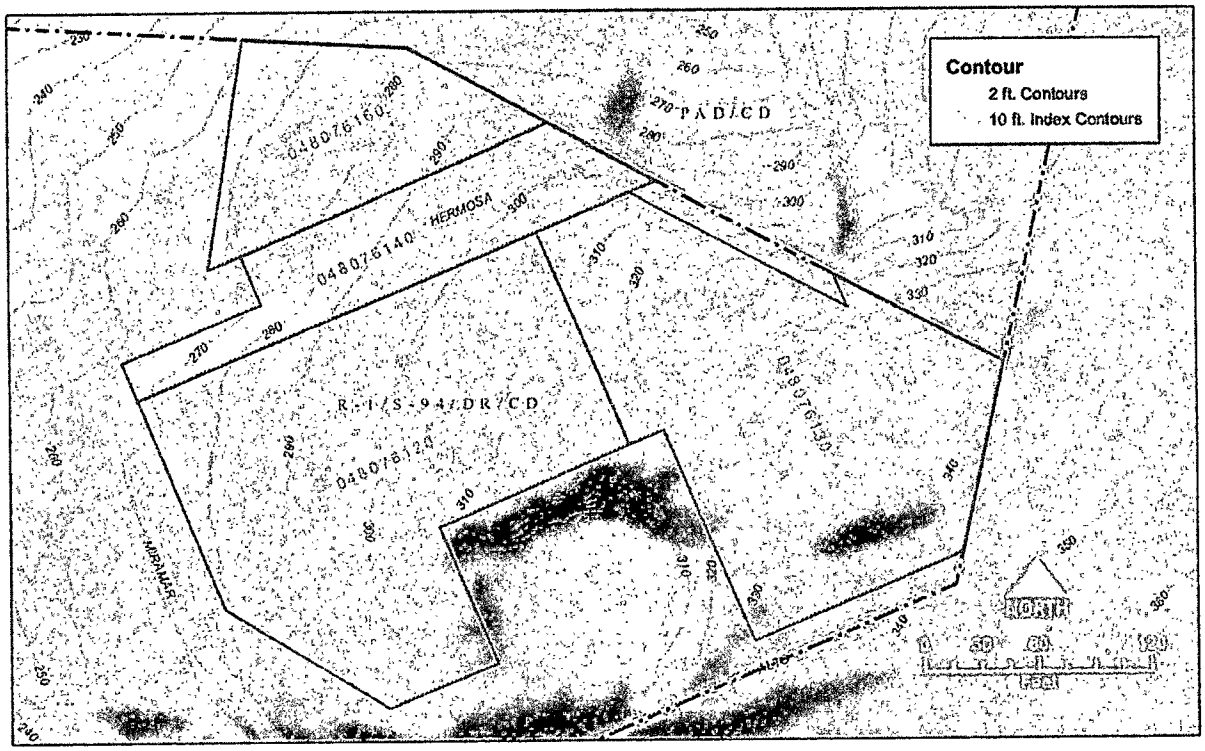
APN: 048-076-140
Area: 11,650 sq-ft
Average slope = 34.5%

APN: 048-076-160
Area: 11,675 sq-ft
Average slope = 25.6%

EXHIBIT D

PLANNING AND BUILDING DEPARTMENT
SLOPE ANALYSIS

Contours for Parcels in R-1/S-94/DR/CD
APN: 048-076-120, 048-076-130, 048-076-140, 048-076-160



Source: San Mateo County GIS Enterprise Database

EXHIBIT E

COASTSIDE FIRE DISTRICT

Fire Marshal's Office

Coastside Fire Protection District

1191 Main St., Half Moon Bay, California 94019 (650) 726-5213

Date: Feb. 4, 1997
Revised: May 7, 2019
Number *K-001*

Title: *Roads and Turnarounds*

Approved: *Gary Silva*

Purpose:

This provision establishes the minimum requirements necessary to provide safe and adequate access for emergency equipment, civilian evacuation, and to allow unobstructed traffic circulation during an emergency. The provisions of this regulation shall apply to new and existing roadways or driveways, which are extended, reconstructed, or improved pursuant to a new development approval. Fire department emergency access shall be provided when new structures or buildings are constructed, and for existing structures where the San Mateo County or City of Half Moon Bay Building Regulations requires the entire structure or building to conform to the requirements for new structures or buildings.

Fire Department Emergency Access:

Fire department emergency access is to be provided to within 150 ft of all portions of the facility and all portions of the exterior walls of the first story of the buildings as measured by an approved access route around the exterior of the building or facility.

Dimensions:

All new emergency access roads shall have 15 ½ feet of vertical clearance, and have an unobstructed minimum width of 20 feet. Where hydrants are located, the road shall be a minimum of 26 feet wide for a length of 20 feet on each side of the hydrant (40 feet total length).

Surface:

Emergency access roads shall be designed and maintained to support the imposed load of a fire apparatus weighing at least 75,000 lbs. and shall have a minimum of 2" asphalt surface providing all-weather driving capabilities. Certification by a civil engineer may be required.

Grades of less than 15% shall be surfaced with a minimum Class 2 aggregate base with 95% compaction and an asphalt surface.

Grades of 15% to 20% shall require a non-skid asphalt or concrete surface, or equivalent. Grades 15% to 20% shall be limited to 150 ft. in length.

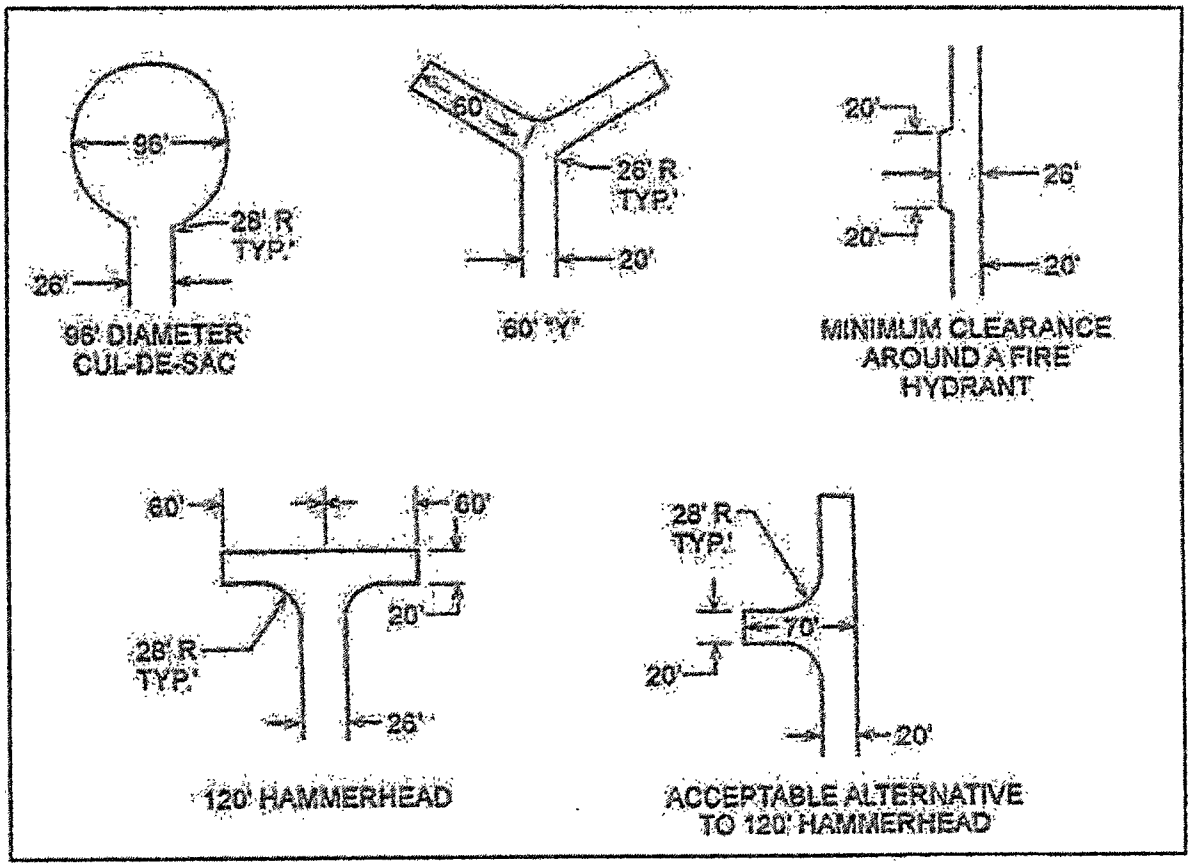
Turning Radius:

The centerline turning radius for emergency apparatus access roads shall be 35 feet.

Turnarounds:

Dead-end emergency access exceeding 150 ft shall be provided with width and turnaround provisions meeting California Fire Code appendix D. Turnarounds shall have

a maximum longitudinal slope no greater than eight percent (8%). The longitudinal slope is defined as the slope corresponding to the long axis of a vehicle as it travels into, out of, and through a turnaround. This slope shall be maintained beginning at and ending at the point of tangency of the edge of pavement curves for the turnaround. The cross slope perpendicular to the longitudinal slope shall not exceed five percent (5%).



Road Grade:

1. Road grades shall not exceed 15% without the approval of the Fire Marshal. (See surface requirements above.)
2. Road grades shall not exceed 20%.
3. Grades 15% to 20% shall be limited to 150 ft. in length.

Parking:

Parking on emergency access roads shall be as follows:

a. 20-26 feet road width – no parking on either side of the roadway.
b. 26-35 feet road width – parking is allowed on only one side of roadway.
c. 36 feet road width – parking is not restricted.
d. Turnaround bulbs – no parking is allowed in bulb if diameter is less than 96 feet.
e. The posting of no parking signs may be required on roadways were parking is restricted.

Bridges:
When a bridge is used as a part of emergency access, it shall be constructed and maintained in accordance with AASHTO HB-17. The bridge shall be designed for a live load sufficient to carry the imposed loads of fire apparatus as stated herein:

1. Weight: Every private bridge hereafter constructed or re-constructed due to damage, deterioration, or obsolescence shall be designed to support an imposed load of fire apparatus weighing at least 75,000 lbs. Vehicle loads shall be posted and dated at both entrances to bridges. (HS20-44 Highway loading)

2. Height: A minimum clear vertical clearance of 13 ½ feet as measured from the driving surface of the bridge shall be provided. In situations where a grade change occurs which might require a greater vertical clearance, such additional clearance shall be determined on a case-by-case basis by the Fire Marshal.

3. Width: All bridges must be a minimum of 20 feet clear width. The Fire Marshal may allow the width to be reduced for a bridge providing access to R-3, U-1, or U-2 occupancies. One-way bridges, and bridges with less than 20' of clear width, require a turnout at both ends of the bridge.

4. Certification: Every private bridge providing fire apparatus access hereinafter constructed or re-constructed shall be engineered by a licensed civil or structural engineer and approved by the Fire Marshal. Certification that the bridge complies with the design standards required in sub-section (a) of this section must be provided by the design engineer, to the Fire Chief.

5. Re-certification: Every private bridge shall be re-certified every ten (10) years or whenever deemed necessary by the Fire Marshal.

Gates:
Gates shall be a minimum of 2 feet wider than the roadway they serve.
Overhead gate structures shall have a minimum of 15 ½ feet of vertical clearance.
Locked gates shall be provided with a Knox Box or Knox Padlock for fire department access. Electric gates shall be provided with a Knox Gate Switch and automatically open during power failures unless equipped with manual override capability (when authorized by Coastside Fire Dist.). Gates providing fire access to a driveway or other roadway shall be located at least 35 feet from the primary road or street and shall open to allow a vehicle to stop without obstructing traffic on the adjoining roadway.

Contact Coastside Fire District for Knox Box application.

AA

EXHIBIT F

CALIFORNIA FIRE CODE – MATRIX ADOPTION TABLE
APPENDIX D – FIRE APPARATUS ACCESS ROADS

(Matrix Adoption Tables are non-regulatory, intended only as an aid to the user.
See Chapter 1 for state agency authority and building applications.)

(Not adopted by the State Fire Marshal)

Adopting Agency	BSC	BSC-CG	SFM		HCD			DSA		OSHPD				BSCC	DPH	AGR	DWR	CEC	CA	SL	SLC
			T-24	T-19*	1	2	1/AC	AC	SS	1	2	3	4								
Adopt Entire Chapter																					
Adopt Entire Chapter as amended (amended sections listed below)																					
Adopt only those sections that are listed below																					
[California Code of Regulations, Title 19, Division 1]																					
Chapter / Section																					

* The *California Code of Regulations* (CCR), Title 19, Division 1 provisions that are found in the *California Fire Code* are a reprint from the current CCR, Title 19, Division 1 text for the code user's convenience only. The scope, applicability and appeals procedures of CCR, Title 19, Division 1 remain the same.

APPENDIX D

FIRE APPARATUS ACCESS ROADS

The provisions contained in this appendix are not mandatory unless specifically referenced in the adopting ordinance.

SECTION D101
GENERAL

D101.1 Scope. Fire apparatus access roads shall be in accordance with this appendix and all other applicable requirements of the *California Fire Code*.

SECTION D102
REQUIRED ACCESS

D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds (34 050 kg).

SECTION D103
MINIMUM SPECIFICATIONS

D103.1 Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders (see Figure D103.1).

D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.

Exception: Grades steeper than 10 percent as approved by the fire chief.

D103.3 Turning radius. The minimum turning radius shall be determined by the fire code official.

D103.4 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table D103.4.

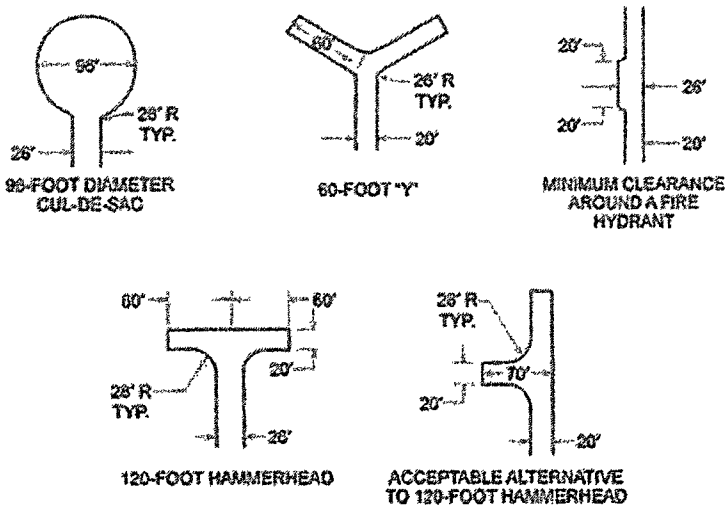
TABLE D103.4
REQUIREMENTS FOR DEAD-END FIRE APPARATUS ACCESS ROADS

LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0-150	20	None required
151-500	20	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
501-750	26	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
Over 750	Special approval required	

For SI: 1 foot = 304.8 mm.

D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all of the following criteria:

1. Where a single gate is provided, the gate width shall be not less than 20 feet (6096 mm). Where a fire apparatus road consists of a divided roadway, the gate width shall be not less than 12 feet (3658 mm).
2. Gates shall be of the swinging or sliding type.
3. Construction of gates shall be of materials that allow manual operation by one person.



For SI: 1 foot = 304.8 mm.

FIGURE D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

4. Gate components shall be maintained in an operative condition at all times and replaced or repaired when defective.
5. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be approved by the fire code official.
6. Methods of locking shall be submitted for approval by the fire code official.
7. Electric gate operators, where provided, shall be listed in accordance with UL 325.
8. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F2200.

D103.6 Signs. Where required by the fire code official, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs complying with Figure D103.6. Signs shall have a minimum dimension of 12 inches (305 mm) wide by 18 inches (457 mm) high and have red letters on a white reflective background. Signs shall be posted on one or both sides of the fire apparatus road as required by Section D103.6.1 or D103.6.2.

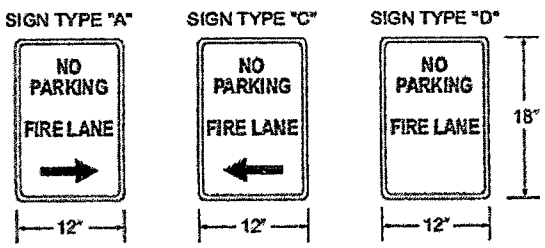


FIGURE D103.6
FIRE LANE SIGNS

D103.6.1 Roads 20 to 26 feet in width. Fire lane signs as specified in Section D103.6 shall be posted on both sides of fire apparatus access roads that are 20 to 26 feet wide (6096 to 7925 mm).

D103.6.2 Roads more than 26 feet in width. Fire lane signs as specified in Section D103.6 shall be posted on one side of fire apparatus access roads more than 26 feet wide (7925 mm) and less than 32 feet wide (9754 mm).

SECTION D104
COMMERCIAL AND INDUSTRIAL DEVELOPMENTS

D104.1 Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have at least two means of fire apparatus access for each structure.

D104.2 Buildings exceeding 62,000 square feet in area. Buildings or facilities having a gross building area of more than 62,000 square feet (5760 m^2) shall be provided with two separate and approved fire apparatus access roads.

Exception: Projects having a gross building area of up to 124,000 square feet (11 520 m^2) that have a single approved fire apparatus access road when all buildings are equipped throughout with approved automatic sprinkler systems.

D104.3 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.

EXHIBIT G:

EXHIBIT H:

EXHIBIT I

EXHIBIT J

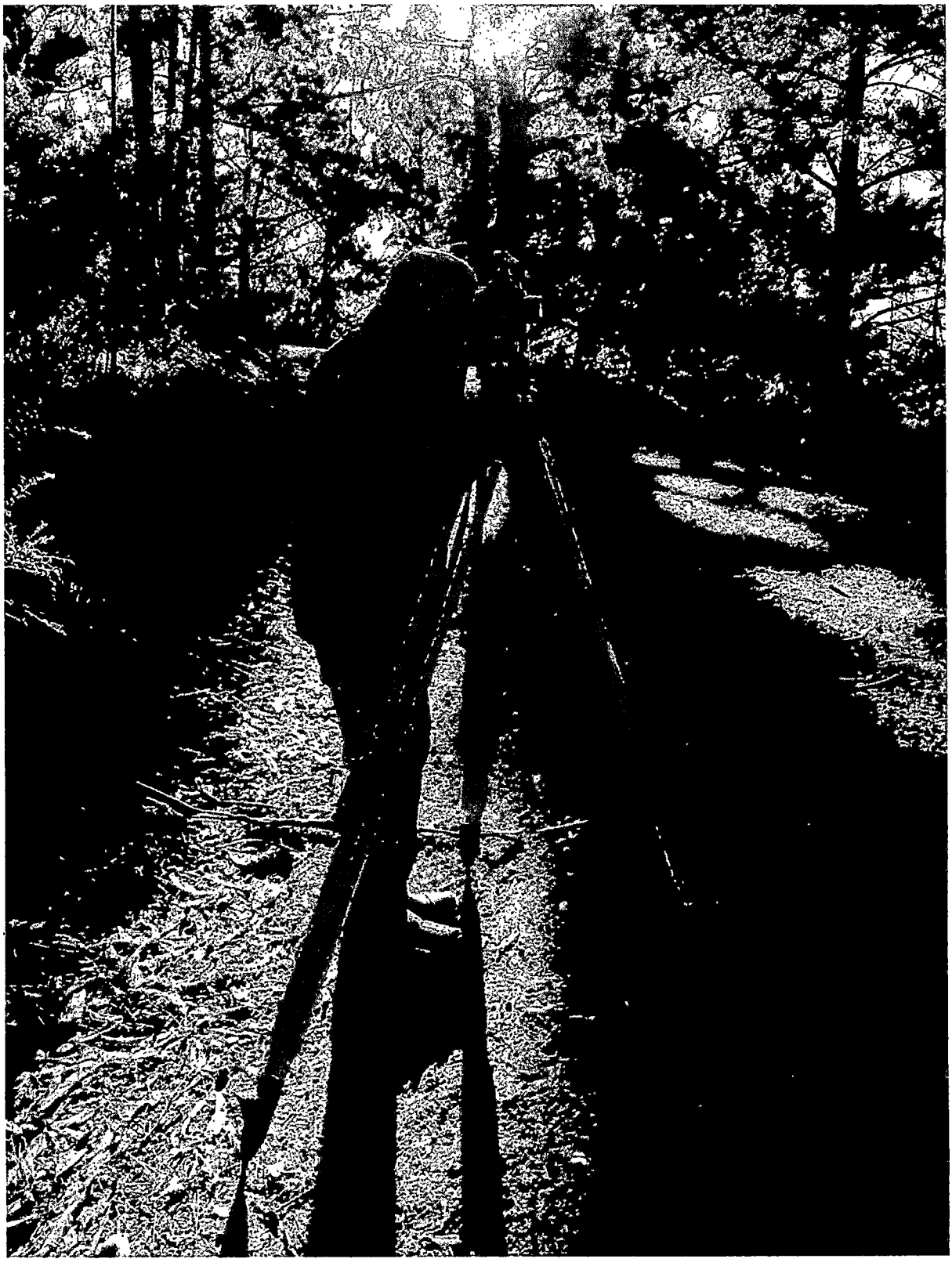


EXHIBIT K: At its entrance, Miramar Drive splits at the Intersection with Hermosa

EXHIBIT L: Retaining Wall does not provide adequate support to Miramar access. Most of the Miramar access is unsupported by Retaining Wall and is unsuitable to handle the surcharge weight of heavy trucks like Fire Trucks.

EXHIBIT M: In Exhibit "K" 8 inch thick Retaining Wall supporting Miramar Drive 11ft, while the Miramar Access is higher by 8 to 15 feet above that of the height of the Retaining Wall.

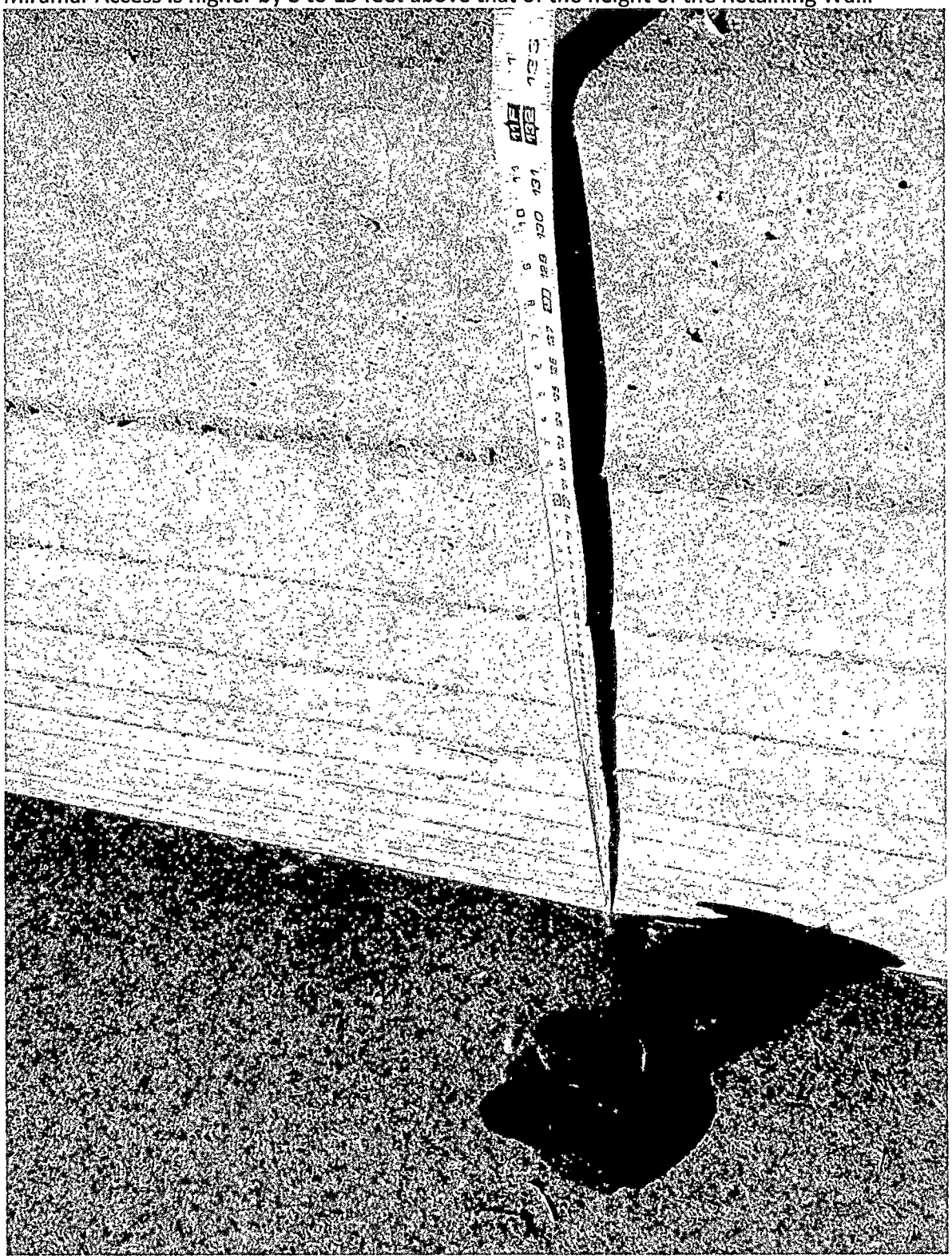


EXHIBIT N: Key measurements: Miramar access width is very narrow for Fire truck access. At the very entrance, Miramar Access immediately after Hermosa Avenue intersection, is about 14.5 ft wide which is insufficient for Fire Trucks.

EXHIBIT O

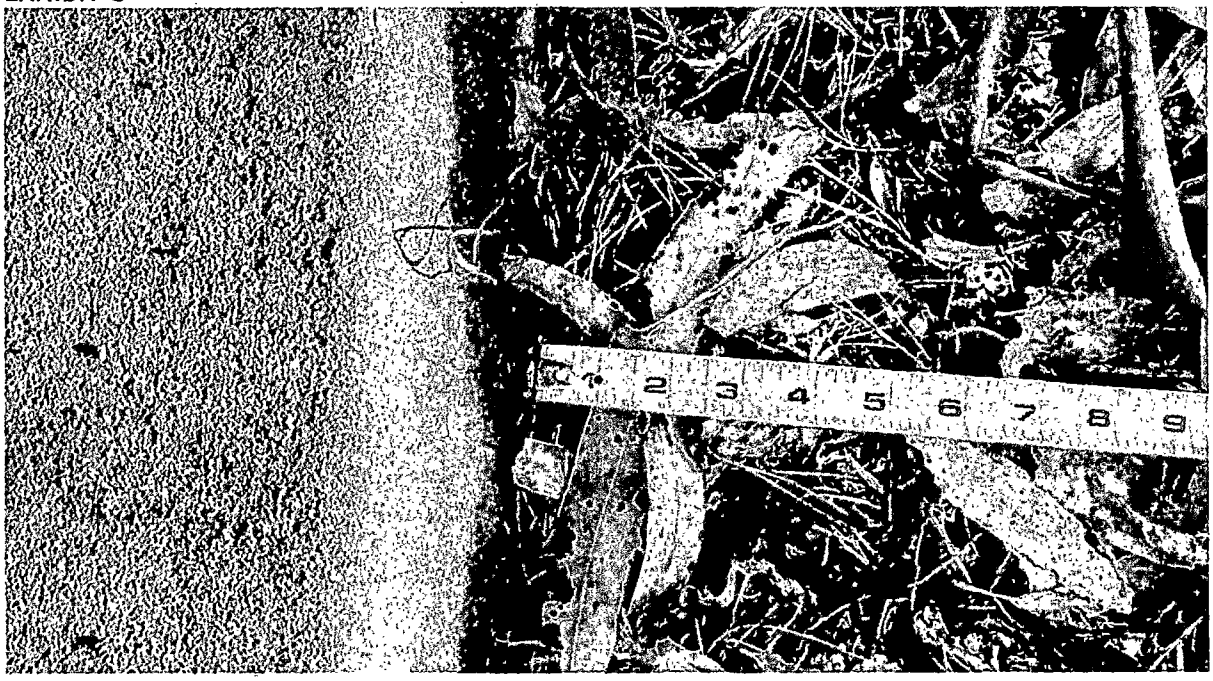


EXHIBIT P

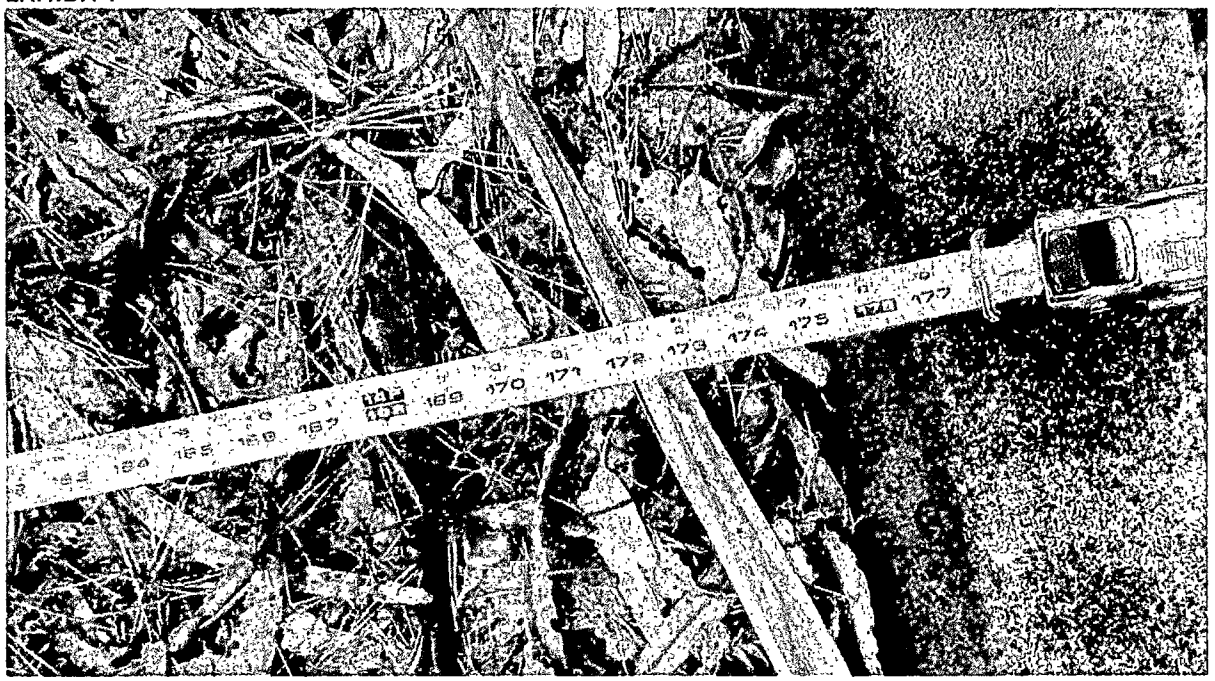


EXHIBIT Q: A little further, Miramar Access is 14ft with a Power Pole on one side.

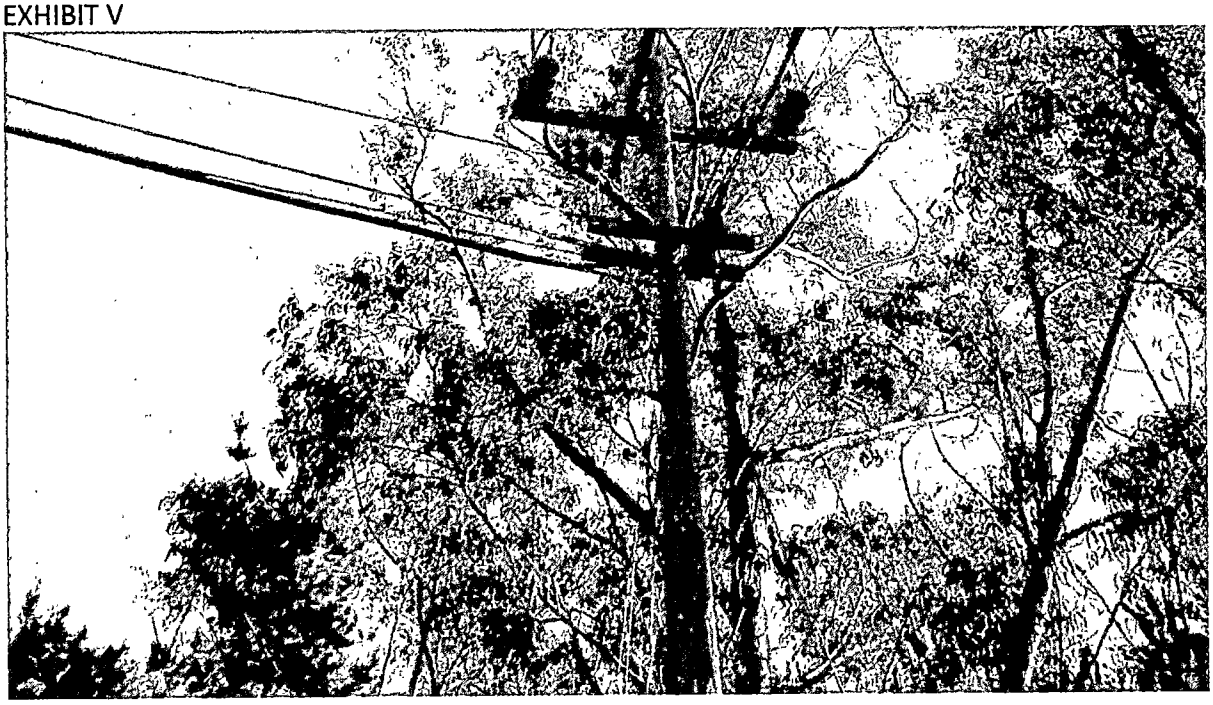
EXHIBIT R

EXHIBIT S

EXHIBIT T

EXHIBIT U

EXHIBIT V



From:	Anne Martin
To:	Ruemel Panglao
Subject:	Fwd: Comments on Tree Removal PLN2021-00090
Date:	Thursday, March 25, 2021 10:46:22 AM
Attachments:	Martin Comments Tree Removal PLN 2021 00090 .pdf Attachment A .pdf

Good Morning Ruemel,

On Tuesday evening, March 23, I submitted on behalf of my husband and myself a detailed letter with attachments opposing the TEG application for a tree removal permit (PLN2021-00090)

I am just checking to make sure you received it and just in case you had not, I am forwarding the letter again.

I also called you yesterday to request that I receive a copy of the arborist report and other documents submitted by TEG in support of their permit application. I would appreciate receiving them as soon as possible.

I thank you in advance for confirming that you have received our letter and attachments.

Best

Anne Martin 415 830 2373

---------- Forwarded message ---------
From: **Anne Martin** <annemartinmk@gmail.com>
Date: Wed, Mar 24, 2021 at 2:59 PM
Subject: Comments on Tree Removal PLN2021-00090
To: <rpanglao@smcgov.org>

Dear Ruemel,

In response to the Notice of Tree Removal Permit Application for APN 048076120, my husband and I are submitting our comments opposing the granting of the permit.
The attached letter along with several other attachments outline our reasons for strongly objecting to the granting of the permit.

Please confirm that you received our letter.

Thanks so much

Anne

Anne C. Martin 620 Miramar Drive Half Moon Bay 94019

--
Anne

Anne C. Martin

From:	Anne Martin
To:	Ruemel Panglao
Cc:	Camille Leung
Subject:	Outstanding Violation affecting PLN2021-00090
Date:	Sunday, May 2, 2021 10:11:56 PM
Attachments:	Miramar Neighborhood Coastside Water Letter.pdf CCWD Response to Neighbor ltr.pdf

Dear Ruemel,

We're residents of 620 Miramar Drive and have submitted comments opposing the removal of nine trees from an undeveloped parcel (APN 048-076-120) across the street from our home.

Since submitting our comments on the project (PLN2021-00090) we've learned that TEG Partners LLC, the applicant for the tree removal permit ("Applicant") has had an outstanding violation (VIO2017-00054) since 2017 for an illegal fence they installed on their parcel.

According to the Summary of Case Activity, TEG was informed in 2018 that the County would not issue any permits until the fence violation was resolved. As of today, the violation remains open and unresolved.

Because of the significant public safety issue to our neighborhood posed by Applicant's illegal fence, we request that no permit for tree removal or any other project be issued to Applicant until Applicant corrects this violation by removing the fence.

The Case Activity Summary notes for the fence violation dated 2/7/20 state that "since there is no threat to public health and safety, no additional enforcement action was pursued."

In fact this illegal fence poses a **significant threat to public safety in our neighborhood** in two respects:

- It makes it virtually impossible for work trucks and other large vehicles to turn around in the CCWD lot by the Miramar water tank, which results in trucks being forced to back downhill on a steep slippery gravel road right into the intersection of Miramar Drive and Hermosa Avenue where cars and pedestrians – including small children - are coming from four different directions.

- It creates an extremely narrow choke point at the intersection of where a driveway easement for the residence at 655 Miramar Drive (the home at the top of the hill) makes a sharp turn into the narrow gravel roadway of Miramar Drive. If two cars meet

at that intersection, one of them has to either back down Miramar Drive to allow the other car to turn or back up the narrow driveway easement, which creates a high risk of accidents. We personally have experienced the hazards of this intersection.

In October, 2020, several residents of our neighborhood expressed their concern to Mary Rogren, the director of CCWD, about the hazard posed by CCWD trucks driving backwards down the hill. Her response acknowledges the "very tight footprint" of the Miramar tank location and she has taken action to address our concerns. Our letter and her response are attached.

However, other non CCWD vehicles – including workers for Applicant and trucks making deliveries to Applicant's lot - have been forced to back down the steep gravel road because of the inability to turn around on the CCWD lot due to the illegal fence.

This situation was made even more hazardous in January of this year, when Applicant, over the strong objections of the majority of neighborhood residents, cut down about 30 trees on the planted median abutting Miramar Drive, **exposing a steep cliff which is unmarked by trees.** This eliminated any delineation of the side of Miramar Drive making driving backwards down this road even more hazardous. Moreover, if a vehicle were to skid and drive over the edge of the cliff, there would be no trees to break its fall.

We will be expressing these concerns to the Enforcement division in greater detail.

In light of the significant traffic safety issues Applicant's illegal fence poses to our neighborhood, we request that Applicant not be issued a tree removal permit until they have removed their unpermitted and hazardous fence.

If you have any questions regarding this matter, please don't hesitate to contact Anne at 415 830 2373.

We thank you for your attention to this urgent matter of public safety.

Sincerely,

Anne C. Martin

Richard L. Martin

October 26, 2020

Ms. Mary Rogren
General Manager
Coastside County Water District
766 Main Street
Half Moon Bay, CA 94019

CC: James Derbin, Superintendent

RE: Public Safety Hazard near Miramar Water Tank

Dear Ms. Rogren,

As residents of the neighborhood located directly below the Miramar Water Tank, we are writing to notify you of a public safety hazard caused by unsafe driving by the CCWD employees who visit the water tank. The purpose of this letter is to request that you take action as soon as possible to correct this dangerous situation.

Since the pandemic lockdown, most of us in the neighborhood have been working from home and home schooling our children. Some of us have chosen to not leave our neighborhood and have been walking the roads in the neighborhood, including the dirt and gravel public access road ("Upper Miramar Drive") up to the Miramar Water Tank.

On numerous occasions, we have been shocked to see CCWD trucks drive BACKWARDS down Upper Miramar Drive - a steep and narrow gravel road - into an intersection where cars and pedestrians are coming from four different directions – Hermosa Ave, up Miramar Drive, from the paved portion of Miramar Drive ("Lower Miramar Drive") and from the driveway of the residence at 610 Miramar Road. There are no stop signs anywhere in this neighborhood.

This is an area where - now more than ever - pedestrians are walking, children are playing and people are bicycling. Moreover, muddy conditions or loose gravel or debris on Upper Miramar Drive increases the possibility that vehicles backing down the road could skid into the intersection with tragic consequences.

Upon speaking to CCWD personnel, we've learned that the reason for this dangerous manoeuver is that they find it extremely difficult or impossible to turn their work trucks around in the parking area by the water tank because of a chain link fence that was installed two or three years ago between CCWD

property and the adjacent lot (APN-048-076-120) owned by TEG Partners LLC. This fence prevents the drivers from safely turning around in the parking area, thus forcing them to drive in a dangerous manner by backing down a steep hill into a residential neighborhood, creating a major public safety hazard.

Since a portion of CCWD property by the Miramar Tank is leased to cellular providers for cell phone towers, we are also extremely concerned about the hazards posed by cell tower maintenance or installation trucks having to back down Upper Miramar Drive into our neighborhood. On Saturday, October 25, 2020, the T-Mobile maintenance crew has to back down Upper Miramar Drive when they realized they couldn't turn their truck around by the water tank in order to test and power up the backup generator for the tower. After backing down the hill, the crew then drove backwards up the hill so they could service the generator in preparation for the PG & E power shut-off.

We are also concerned that in the event public safety vehicles need to respond to an incident at the CCWD property, their ability to safely depart from the property could be impaired by the fence. In fact, about two years ago, a Sheriff's Department vehicle, while backing down Upper Miramar Drive, after responding to an incident on the hill, skidded into and damaged several mailboxes along the side of the road.

We would appreciate your taking the appropriate action to rectify this grave public safety hazard in our neighborhood.

Sincerely,

Anne Martin
620 Miramar Drive

Richard Martin
620 Miramar Drive

Merry Belden
600 Miramar Drive

Matthew Show
610 Miramar Drive

Genevieve Wortzman-Show
610 Miramar Drive

Bradley Lucas
681 Hermosa Avenue

Melanie Lucas
681 Hermosa Avenue

Matthew Dalton
671 Hermosa Avenue

Marlena Dalton
671 Hermosa Avenue

Gmail Anne Martin <annemartinmk@gmail.com>

RE: Public Safety Hazard at Miramar Tank

1 message

Mary Rogren <mrogren@coastsidewater.org> Fri, Nov 6, 2020 at 2:01 PM
To: Anne Martin <annemartinmk@gmail.com>, James Derbin <jderbin@coastsidewater.org>
Cc: "john.riddell@fire.ca.gov" <john.riddell@fire.ca.gov>

Dear Ms. Martin,

Thank you for your October 28 email and the letter dated October 26th from you and some of your neighbors. The District appreciates being informed about your concerns.

The Miramar tank is in a very tight footprint, so driving to and from the tank can be very challenging. To address your concerns, District staff will primarily use their standard pickup trucks when visiting the Miramar tank. District staff will turn their trucks around on our tank property (3-point turn) and will not back down the driveway except in unusual circumstances when that is necessary. On rare occasions, if a larger work truck is needed at the property, a second staff member will also be sent to the site to control traffic and watch for pedestrians while the truck is backing down the hill to leave the property.

As you may be aware, the District leases space to cell carriers who occasionally access the site. The District has informed the cell carriers about your concerns and advised the cell carriers to avoid backing down the driveway.

Again, thank you for alerting us with your concerns. The District is committed to being a good neighbor and maintaining a safe environment.

Best,

Mary

Mary Rogren

General Manager

Coastside County Water District

650-726-4405

mrogren@coastsidewater.org

From: Anne Martin <annemartinmk@gmail.com>
Sent: Wednesday, October 28, 2020 5:34 AM
To: Mary Rogren <mrogren@coastsidewater.org>; James Derbin <jderbin@coastsidewater.org>
Cc: john.riddell@fire.ca.gov
Subject: Public Safety Hazard at Miramar Tank

Dear Ms. Rogren,

Attached is a letter from residents living in the neighborhood below the Miramar water tank expressing our concern at the unsafe driving practices of CCWD employees when they drive into our neighborhood to maintain the tank. We are requesting that you take immediate action to rectify this public safety hazard.

We have observed CCWD trucks leaving the Miramar Tank backing down the hill – a steep, narrow gravel drive - into the intersection of Miramar and Hermosa Drive where vehicles and pedestrians are coming from four different directions.

This hazardous driving behavior puts all of us who walk and drive in the neighborhood - especially our children - in considerable danger of being hit by a truck skidding out of control or a driver unable to see a small child or pedestrian in the road.

Upon speaking to CCWD personnel, I've learned that they are forced to drive backwards down the hill because they can't turn their trucks around in the area by the tank due to a fence that has been recently constructed by the owners of the adjacent lot (APN-048-076-120).

The continued existence of this grave public safety hazard potentially exposes CCWD to significant liability in the event of an accident caused by CCWD drivers' unsafe driving practices.

Please feel free to contact me if you have any questions.

Thank you.

Anne

Anne C. Martin 415 830 2373

11.6.2020 Letter to Anne Martin.pdf
614K

From: Nicole Campbell
To: Ruemel Panglao
Subject: Permit Application No. PLN2021-00090
Date: Monday, March 22, 2021 12:24:50 PM

Dear Mr. Panglao,

This office represents Matthew and Genevieve Show, Richard and Anne Martin, and Paul and Carrie Blanton who are neighbors of 655 Miramar Drive located in unincorporated San Mateo County, **APN: 048-076-120** (the "TEG Property"). Our clients have become aware that TEG Partners LLC, the owner of the TEG Property has submitted permit application no. **PLN2021-00090** to remove several trees purportedly located on its property. The neighbors' would like to communicate their concerns regarding the permit application, including, but not limited to:

1. It is unclear from publicly available information where the trees TEG seeks to remove are located. TEG has previously asserted the right to clear trees located in the median of the privately maintained portion of Miramar Drive, which is a shared road. The median provides privacy screening. Further, it has not been determined whether one or more of the trees growing in the median are located within the boundary of the TEG Property.

2. TEG's managers have stated under oath in court filings that TEG plans to develop the TEG Property. Any permit applications for tree removal or other work on the property should not be conducted in a piecemeal fashion. When TEG submits a planning application to the county to develop the property, TEG will need to perform an Existing Tree Study. Any tree removal should be reviewed by the county in connection with the development as a whole, including an Existing Tree Plan.

3. The county should require an arborist report to substantiate tree health, which is the basis of TEG's permit application, and to identify the location of the subject trees.

4. The county should exercise its discretion to require the replacement of significant trees with trees of a similar height in accordance with the purpose of the Significant Tree Ordinance of San Mateo County. The TEG Property is located within the coastal area and preservation of the scenic landscape is of importance to the neighbors.

5. The county should take into account TEG's previous failure to seek proper permits and comply with notices of violation issued by the county of San Mateo when considering the conditions to impose on any permit. Such violations include VIO2021-00012 for land clearing and tree removal on the center median of the private road mentioned above and VIO2017-00054 for an unpermitted fence. (Note these violations relate to APN 048-076-120.) In addition, the principals of TEG received violation notice no. VIO2017-00350 for unpermitted importation of materials to fill and widen Terrace Avenue adjacent to their nearby property 18 Terrace Ave.,

Half Moon Bay, California.

This office submitted a Cal. Public Records Act Request to the San Mateo County Planning Department on February 26, 2021, which includes a request for all documents and communications relating to tree removal permit applications for the TEG Property. We have not yet received the requested records. We request that the county's response includes all documents, communications, and arborist reports relating to Permit Application No. PLN2021-00090. Additionally, our clients request to receive a copy of the Planning and Building Department's decision on this project when issued and information about appeal procedures.

Thank you for your work on this matter. Please do not hesitate to contact us with questions or comments.

Best,

Nicole Campbell
Katzoff & Riggs LLP
1500 Park Avenue, Suite 300
Emeryville, CA 94608
(510) 588-5178
www.katzoffriggs.com
-Notary Public-

From: Brad Lucas
To: Ruemel Panglao; Camille Leung
Cc: Melanie Lucas
Subject: Tree Removal Permit PLN2021-00090
Date: Thursday, March 25, 2021 3:19:30 PM

Good Afternoon Ruemel and Camille,

We live at 681 Hermosa Ave. which is the property directly adjacent to the vacant lot APN 048076120. This is regarding Tree Removal Permit PLN2021-00090 for the 9 trees that are marked for tree removal bordering our property with one of the trees being 95% on our property. I have included Camille so she is aware that it would appear that the applicants are attempting to peicemeail the development of this lot without formal county approval.

Concerns:

1. We have been told by Tripp Chowdery (TEG Partner) that the tree removal is either required per CalFire and or the tree's are creating an imminent threat as determined by the arborist. The only notice to TEG that I am aware of from CAL fire dated Oct 28 required removing DEAD trees on TEG property. In a January email to a neighbor, Deputy Seeely confirmed that NO live trees were required to be removed from the TEG property - only dead ones - which have NOT been completely removed. As an FYI the tree's in question happen to be exactly where TEG partners is looking to build a road with the hopes of using my property as part of their road. While the tree's in question may require maintenance and potentially removal the motive appears to be to continue to develop the property without first submitting plans to the county and for neighborhood review.

2. The trees are providing erosion control as they are lining a very, very steep hill on my property bordering Hermosa Ave. in addition to Upper Miramar Drive.

3. One of the tree's is 95% on our property.

4. TEG is attempting to build a road through our property to maximize what they can build on their property. As a result:
- TEG has both harassed our family and illegally cut tree's on my property resulting in a restraining order against Tripp Chowdery which also covers any accomplice.
- TEG has removed tree's and ground vegetation bordering our property creating erosion issues that have required significant planting on our property at our expense.
- TEG appears to be moving forward in attempt to build a road across my property. Under oath Tripp Chowdery admitted that he desires an easement with "vehicular access" across our property.
- TEG has not submitted plans to the county or the community of their intent to develop the property.

It would appear that TEG is attempting to move forward with developing their land outside of the standard County processes and community review.

Questions

1. What is driving the removal of these specific tree's and not the extremely dead tree's across entire the property?
2. Is TEG required to plant new tree's along the property border to prevent erosion? How will they be irrigated on the vacant parcel? Was a plan submitted as part of the permit process?
3. Is it normal for the Cal Fire to ignore the many obviously "dead" standing tree's that are creating a hazard vs. live tree's?
4. Given that this has been designated as a Scenic area I would think that some sort of Coast Review would be required?

Our Request
1. Please conduct a formal investigation using an independent arborist.
2. Please review clearing and work performed on the property to date to determine that it is code compliant.
3. Please Provide a re-planting plan for dealing with the erosion in the event that the tree's are required to be removed and the plan for irrigation.

Thank you Reumel for your consideration. Please confirm that you have received this.

Best Regards,
Brad & Melanie Lucas

681 Hermosa Ave.
Half Moon Bay
94019