

VOLUME II OF III
FINAL ENVIRONMENTAL IMPACT REPORT

***BIG WAVE WELLNESS CENTER AND
OFFICE PARK PROJECT***

Lead Agency:
County of San Mateo
Planning and Building Department
455 County Center, 2nd Floor
Redwood City, CA 94063

**BIG WAVE WELLNESS CENTER
AND OFFICE PARK**

FINAL ENVIRONMENTAL IMPACT REPORT

Lead Agency:

San Mateo County
Planning and Building Department
455 County Center, 2nd Floor
Redwood City, CA 94063
Contact: Camille Leung, Planner
(650) 363-1826
cleung@co.sanmateo.ca.us

October 2010

On 10/23/09 2:18 PM, "Camille Leung" <cleung@co.sanmateo.ca.us> wrote:

I just spoke with Armando at the library. Its available at the Reference Desk.

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

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"Lisa Ketcham" <lisa.ketcham@comcast.net> 10/23/2009 2:15 PM

Hi Camille,

I was hoping to look at the EIR while at the HMB library today, but the reference librarian had not seen it and was unable to locate it. I will try back on Monday.

Thanks for looking into this,
Lisa Ketcham

Camille Leung wrote:
Hi Sabrina,

The EIR Consultant confirmed with me that it is at the Library. I will follow up with him to confirm this. However, the document IS available at the Planning Counter and online:

<http://www.co.sanmateo.ca.us/portal/site/planning/menuitem.2ca7e1985b6c8f5565d293e5d17332a0/?vgnextoid=322ee49d33974210VgnVCM1000001937230aRCRD&cpsextcurrchannel=1>

I will let you know once I hear from the EIR consultant. Thanks

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

1-1

1-2

1-3

Phone: (650) 363-1826
Fax: (650) 363-4849

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"sabrina brennan" <sabrina@dfm.com> <mailto:sabrina@dfm.com> 10/23/2009 1:26 PM
Hello Camille,

The Big Wave Development Draft EIR is not at the Half Moon Bay Library. I would like to request that the CEQA review period not start until the Draft EIR is at the HMB Library and the story poles are in place.

I would also like to request 90 days to review the Draft EIR once the story poles are in place and the EIR is at the HMB Library.

Thank you,
sabrina brennan
415 816 6111
midcoast community council
<http://mcc.sanmateo.org>

On Oct 23, 2009, at 12:46 PM, Camille Leung wrote:

Hi Sabrina and Lisa K.,

Thank you for your inquiry regarding having the applicant construct story poles at the Big Wave sites. The County is working with the applicant on this request. We will let you know if this can be accomplished. Thank you.

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

"sabrina brennan" <sabrina@dfm.com> 10/22/2009 1:19 PM
Hello Rosario,

1-3

1-4

1-5

1-6

This Big Wave EIR requires more than 46 days for community review. I would like 12 weeks to review the EIR and have public meetings. It's important that citizens effected by the proposed Big Wave development have adequate time to review the EIR.

Thank you,

sabrina brennan
415 816 6111
midcoast community council

On Oct 22, 2009, at 12:02 PM, Rosario Fernandez wrote:

Hello Sabrina:

You have 46 days to review the DRAFT EIR and is on the website already.

The only Planning Commissioner that is ok with her e-mail is:
Gail Slocum at

GLSg@pge.com

The rest you need to e-mail to:

planning-commission@co.sanmateo.ca.us

Thanks

Rosario

Save Paper.
Think before you print.



1-6



1-7

Response to Comment Letter 1
Midcoast Community Council, Sabrina Brennan

Response to Comment 1-1

This comment is made by County staff and is not a public comment that requires a response under CEQA.

Response to Comment 1-2

This comment is in regard to the availability of the public DEIR copy at the Half Moon Bay Library. The commenter notes that when trying to review the DEIR at the library on October 23, 2009, the DEIR copy was not able to be located.

The DEIR for the proposed project was made available to various public agencies, citizen groups, and interested individuals for a 64-day public review period from October 22, 2009, through December 24, 2009. The DEIR was circulated to State agencies through the State Clearinghouse of the Governor's Office of Planning and Research. Copies of the DEIR were also made available for review at the County of San Mateo Planning and Building Department, and the Half Moon Bay Library. Further, an electronic link to the DEIR was posted on the County's website. Refer to Topical Response 2, Public Review Period for the DEIR.

Response to Comment 1-3

This comment is made by County staff and is not a public comment that requires a response under CEQA.*

Response to Comment 1-4

The commenter asserts that the DEIR was not available at the Half Moon Bay Library and requests that a 90-day public review period not start until the DEIR is available for public review at the library and story poles are in place.

Concern regarding the availability of the DEIR is addressed by County staff in this letter, which the DEIR was confirmed to be at the Half Moon Bay Library on October 23, 2009. Also, refer to Response 1-2, Topical Response 1, Story Poles, and Topical Response 2, Public Review Period for the DEIR.*

Response to Comment 1-5

This comment is made by County staff and is not a public comment that requires a response under CEQA.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

Response to Comment 1-6

The commenter expresses concern about the length of the public review period, in which the commenter requests 12 weeks to review the DEIR and have public meetings.

Please refer to Response to Comment 7-1.

Response to Comment 1-7

This comment is made by County staff and is not a public comment that requires a response under CEQA.

"Lennie Roberts" <lennie@darwin.ptvy.ca.us> 10/22/2009 1:04 PM
Camille, On behalf of Committee for Green Foothills, I would like to request a hard copy of the Draft EIR and associated studies/supporting documents. I do have what was submitted previously as part of the Facilities Plan and Revised Facilities Plan, but I will need to have copies of any changes to those as well.

2-1

The Review Period is going to coincide with the time that the public has to review Coastal Commission Staff Recommendation on the LCP Mid-Coast Update, and also there are the Thanksgiving holidays that fall within the Review Period. I am concerned that the public will not have adequate time to adequately review and comment.

2-2

Could you let me know when I can pick them up?

Thanks,

Lennie

***Response to Comment Letter 2
Committee for Green Foothills***

Response to Comment 2-1

The commenter requests a hard copy of the DEIR, associated supporting documentation, and revisions to the Revised Facilities Plan.

Refer to FEIR Section I.C (Environmental Review Process) for locations where hard copies of the DEIR and Technical Appendices Volumes I and II were located. Copies of the DEIR were made available for review at the County of San Mateo Planning and Building Department, the Half Moon Bay Library, and an electronic link to the DEIR was posted on the County's website.* The request for revisions to the Facilities Plan is a public records request that was fulfilled by the County and is outside of the purview of this Final EIR.

Response to Comment 2-2

The commenter believes the allotted timeframe given for public review of the DEIR is not adequate.

The public review period was extended from 45 days to 64 days to allow more time for responsible agencies and interested members of the public to review the DEIR. Refer to Topical Response 2, Public Review Period for the DEIR.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"Robert F. Brown" <robertbrown@comcast.net> 10/29/2009

I am Robert Brown and I live at 110 La Granada Lane in the Pillar Ridge Manufactured Home Community.

I think it would be a gross oversight not to have story poles erected at the proposed Big Wave site during the EIR review period. How else are members of the community to have an actual visual reference as to the height, depth, and width of the proposed Big Wave buildings? The project is huge in scope, and the drawings and virtual photos available on the draft EIR are not sufficient to paint an accurate portrait of the project. And some, such as our Spanish speaking community, will not be able to read the English only draft EIR to begin with.

Please require the story poles during the review period, so we can actually see what this project will do to our part of the Coast.

Sincerely yours,

Robert F. Brown

3-1

3-2

3-3

Response to Comment Letter 3
Robert Brown

Response to Comment 3-1

The commenter provides general information on the commenter, states that “it would be a gross oversight not to have story poles erected at the proposed Big Wave site during the EIR review period,” and believes that story poles are the only way the community may assess the visual impacts of the project as the project scope is huge and the graphic representations in the DEIR are not sufficient.

Please refer to Topical Response 1, Story Poles, Topical Response 7, Visual Simulations of the Proposed Project, and Response to Comment 53-3.*

Regarding the commenter’s concern about the proposed project’s size, refer to Section IV.A (Aesthetics) of the DEIR, which indicates that construction of the proposed buildings would not result in a significant aesthetic impact.

Response to Comment 3-2

The commenter states that the Spanish-speaking community will not be able to read the English-only DEIR.

CEQA does not require the Lead Agency to translate an English-only Draft EIR. It should be noted that visual simulations of the project were included as Figures IV.A-4 through 8, which provide graphic (non-linguistic) representation of the project.

Response to Comment 3-3

The commenter requests story poles to be required during the DEIR review period.

Please refer to Response to Comment 3-1.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

[<dotnorris@comcast.net>](mailto:dotnorris@comcast.net) 10/29/2009 6:09 PM

Please have the story poles erected for the Big Wave project so that we can better assess the visual impact and scale of the project.

4-1

Response to Comment Letter 4
dotnorris@comcast.net

Response to Comment 4-1

The commenter requests story poles to be erected so that they can better assess the visual impact and scale of the project.

The applicant has stated that story poles will be installed and maintained during the public notification period prior to any County public hearing considering the project and the certification of the FEIR. The public notification period is 10 days prior to a public hearing date. Also, refer to Topical Response 1, Story Poles, Topical Response 7, Visual Simulations of the Proposed Project, and Response to Comment 53-3.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"klcooke@earthlink.net" <klcooke@earthlink.net> 10/29/2009 11:26 PM

Ms. Camille Leung
Big Wave Project Planner
San Mateo County Planning Dept.

Subject: Story Poles

As a concerned citizen, it is my understanding that story poles will not be erected on the project site until after the EIR review process. I believe this is a serious oversight, since without these it is difficult to estimate the visual impact of the proposed structures upon the surrounding environment.

5-1

In the interest of fairness, I request that this decision be reconsidered.

Sincerely
Kevin L. Cooke
111 Derecho Ln.
Moss Beach, CA 94038

Response to Comment Letter 5
Kevin Cooke

Response to Comment 5-1

The commenter states that story poles will not be erected on the project site until after the EIR review process and believes this is a serious oversight, asking that the County reconsider this decision since without these it is difficult to estimate the visual impact.

Please refer to Topical Response 1, Story Poles, Topical Response 7, Visual Simulations of the Proposed Project, and Response to Comment 53-3.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"Ty Wood" <poolspa@sbcglobal.net> 10/29/2009

Dear Ms. Leung,

That there is even a thought of finalizing the EIR review for the Big Wave project in Moss Beach before erecting "story poles" is simply disgusting. Story poles will define what is otherwise just people's imagination about the project's impact on our community. To delay the construction of the poles until after the finalization of the review simply reeks of conspiracy to "pull the wool".

Please make sure that the project advocates get the story poles up immediately so that all can actually visualize the actual project.

Thank you,

Tyson Wood

114 Codo Ln.

Moss Beach, CA 94038

6-1

Response to Comment Letter 6
Tyson Wood

Response to Comment 6-1

The commenter is concerned about the applicant waiting to erect story poles until after the EIR is finalized, asserting they will define the project's visual impact.

Please refer to Topical Response 1, Story Poles, Topical Response 7, Visual Simulations of the Proposed Project, and Response to Comment 53-3.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

>>> "Pete Fingerhut" <fingerhut@gmail.com> 10/30/2009 10:59 PM >>>

Dear Ms. Grote,

Please extend the EIR period on this project. Too few people that live on the coastside know about this project. The timeline for the review of this project is far too short. Unless you wan't to deal with issues after the fact, I would suggest a workshop that is advertised to all those affected by this monstrosity. That would include all the residents of Montara, Moss Beach and El Granada. Every homeowner who wants to build a home on the coastside must put up story poles so that the affect of their construction can be viewed with some sense of scale. The fact that this has not been done on this property does not make sense. If someone from the planning department went onsite, the department would note that there are no crops to disturb. If appears to many that the county has greased the wheels for this project to move forward. I hope that is not the case. If someone smells a rat, the snooping will begin.

Regards,

Pete Fingerhut
650.922.3205

7-1

Response to Comment Letter 7
Pete Fingerhut

Response to Comment 7-1

The commenter asks for an extension on the EIR review process, claiming it is far too short, and suggests a community workshop advertised to all residents that would be affected by the proposed project. The commenter states that since homeowners are required to erect story poles, this project should also be subject to those same requirements in order to assess its scale.

Regarding the extension on the EIR review process, please refer to Topical Response 2, Public Review Period for the DEIR.

Regarding the County holding a workshop advertised to all residents that would be affected by the proposed project, the San Mateo County Planning Department held a public hearing on the proposed project on November 18, 2009 at which time Planning Department staff gave a presentation on the proposed project and the DEIR and members of the public submitted oral testimony on the proposed project and the DEIR. A notice of the public hearing was sent to property owners of property located within a 300-foot radius of the project site. The purpose of the DEIR review period is to provide interested public agencies, groups and individuals the opportunity to comment on the adequacy of the DEIR and to submit comments on the possible environmental effects of the proposed project. For additional information, please refer to FEIR Section I.C (Environmental Review Process) and Response to Comment 14-4.

Regarding the comment on requiring story poles, refer to Topical Response 1, Story Poles.

"Carol Adame" <ca411@comcast.net> 11/1/2009 10:47 AM >>>

Dear Camille,

I am a resident of Pillar Ridge Manufactured Home Park and I own my home as of now, but it is for sale as I am moving out of the area. I'm emailing you regarding the Wave Office Project and Wellness Center. There are some definite negative factors ahead of us if this does happen and I would like to bring them to your attention if I may. I am sure you have heard some of these impacts over and over, but I'd like to add my two cents worth:

8-1

1. First and foremost this area's Eco System will be ruined. We have some endangered species and if they lose their home it's a shame and only brings us back to the fact that we have over-built almost everywhere in California and we've lost some precious creatures due to greed.

8-2

2. Residents that have purchased their homes here are going to see a drop in the appraisal and selling price if they wish to sell as I am right now.

8-3

3. Another very important factor is TRAFFIC! My self as well as others have to deal with our area as being a tourism environment with all the restaurants hotels, and merchants nearby so building yet another "complex" will make the flow of traffic much more worse than it already is.

8-4

4. It will take the beauty away from our precious coastline. The new structures will only drive away people that are looking to buy here at Pillar Ridge, a Manufactured Home Park that has been here for many years, and many residents are very unhappy this may happen as I speak on their behalf.

8-5

These are only just a few important issues I have with the new complex, and unfortunately it's an issue that may have to be disclosed when selling our homes which is very hurtful. I understand your needs, but there are many of us that have needs as well and like I said we have been here a long time.

8-6

Thank you.

Sincerely,

Carol Adame

Pillar Ridge resident

Response to Comment Letter 8
Carol Adame

Response to Comment 8-1

The commenter provides general information on the commenter and introduces ensuing comments.

The comment is introductory. Therefore, no response is required.*

Response to Comment 8-2

The commenter expresses concern regarding the ecosystem, including endangered species, in the project area and believes it will be ruined. The commenter also asserts nearly all of California has been over-built and we have lost some precious creatures due to greed.

Summarizing Section IV.D (Biological Resources) of the DEIR, no direct impact or take of special-status species is expected as a result of the proposed project due to the lack of habitat suitable on-site to support those species with a potential to occur or known to occur in the project vicinity. However, development on the project site has the potential to indirectly impact special-status wildlife species (such as western pond turtle, San Francisco garter snake, and California red-legged frog) and bird species, due to the availability of suitable habitat in the immediate vicinity of the project, as well as documented occurrences of the species in the project vicinity. Therefore, project-related impacts would be potentially significant. Mitigation measures included in the DEIR require the applicant to schedule disturbance activities so as to minimize habitat disturbance and to work with a qualified biologist to monitor the site prior to and during construction to minimize impact to these species. Mitigation measures included in the DEIR are intended to reduce all potentially significant impacts to a less than significant level.

Regarding the comment on over-building in California, this comment is an expression of personal opinion and is outside of the purview of this Final EIR.*

Response to Comment 8-3

The commenter asserts that homeowners living near the project site will see a drop in appraisal and value upon selling their homes.

This comment expresses an opinion about the effect the proposed project would have on appraisal values. The DEIR is not meant to address economic or financial issues associated with the proposed project. Rather, the purpose of CEQA and the DEIR is to fully analyze and mitigate the project's potentially significant physical impacts on the environment. As such, the comment addresses concerns outside the scope of the DEIR.*

* The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.

Response to Comment 8-4

The commenter states the area is already heavily impacted by traffic due to tourism and asserts that the project will exacerbate traffic conditions.

As stated in Section IV.M of the DEIR, the project, as proposed and mitigated, would result in less than significant traffic impacts. With the traffic reports required by Mitigation Measure TRANS-1 and the implementation of required recommendations (i.e., signal installation), the project would result in less than significant impacts to intersection level of service and capacity.

Based on comments from the public, Mitigation Measure TRANS-1 has been revised, as shown below, to require traffic reports at occupancy of every 60,000 sq. ft. of office space, until full project occupancy, and traffic reports bi-annually after full project occupancy. Also, the revised mitigation measure includes the Highway 1 at Cypress Avenue intersection, along with the following additional intersections to evaluate if they maintain a LOS level “C” or better: Airport Street & Stanford/Cornell (Study Intersection 3 of DEIR), Broadway & Prospect Way (Study Intersection 2), Prospect Way & Capistrano (Study Intersection 1) and State Route 1 & Capistrano (Study Intersection 8). The revised mitigation measure shortens the timeframe for the implementation of the recommendations of the traffic report, including signal installation, from 5 years to 1 year of the date of the report.

With the traffic control plan required by Mitigation Measure TRANS-8, construction-related traffic impacts are also considered less than significant. For more information, Section IV.M (Transportation/Traffic) and Topical Response 8, Traffic and Parking Impacts.

Also, as discussed in Section III (Corrections and Additions to the Draft EIR) of the FEIR, the applicant has made the following modifications to the project in order to further reduce traffic impacts to the area:

- The Community Center aspect has been removed, thereby restricting pool, fitness center, and locker facilities for use by Wellness Center residents and Office Park employees only. Initially, these facilities were available to the Coastside public.
- The public storage use at the Wellness Center site has been reduced from 20,000 sq. ft. to 10,000 sq. ft.
- Prior to occupancy of any Office Park building, the applicant proposes to implement Traffic Demand Management (TDM) measures, including an off-site parking agreement and shuttle services to the Office Park (to accommodate a minimum of 50 cars and their drivers) for the purpose of reducing project traffic on Cypress Avenue, Prospect Way, Broadway to Cornell Avenue, Harvard Avenue, and Yale Avenue.

Response to Comment 8-5

The commenter states the project will “take the beauty away from our precious coastline.” The commenter also states that she is speaking on behalf of the residents of Pillar Ridge Manufactured Home Park and asserts that they are not happy with the project and that it will drive potential residents away.

This comment asserts that the project will result in visual impacts to the coastline. Visual simulations of the proposed project were prepared that illustrate the project site immediately following construction with

all landscaping planted (short-term) as well as the project site 15 years following construction with full tree growth (long-term). Please refer to Figures IV.A-4 through IV.A-8 of the DEIR for visual simulations. Visual simulations of the project site were prepared from five viewpoints: Airport Street, Airport Street at Stanford Avenue, West Point Avenue (a road southwest of the site), the North Trail (a public trail northwest of the mobile home park on property owned by the Peninsula Open Space District (POST)), and Highway 1.

As proposed, the project would not result in significant short- or long-term impacts to the overall value of the views from these viewpoints.

Response to Comment 8-6

The commenter provides a closing statement and states the project will have to be regrettably disclosed when residents sell their homes.

This comment contains a partial summary of the letter and closing statements and is noted for the record. Regarding residents who will have to disclose the project upon selling their homes, please refer to Response to Comment 8-3.*

** The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"Laslo Vespremi" <laslov@hotmail.com> 11/2/2009 10:54 AM

Dear Ms. Leung,

This is not the answer I was looking for.

We simply need more time to study the three phone books that is the Big Wave EIR to have any intelligent comments.

Please delay any public hearings beyond the holidays, so people can take time to formulate their inputs.

Laslo Vespremi

Date: Mon, 2 Nov 2009 09:54:58 -0800

From: CLeung@co.sanmateo.ca.us

Subject: Re: Fwd: Please provide more time to study Big Wave EIR, need workshops

To: laslov@hotmail.com

Hi Mr. Vespremi.

Please see link on the Big Wave DEIR Web page titled "z. Big Wave DEIR_Compiled (4mb)". I believe this is the entire DEIR.

A Planning Commission informational hearing is scheduled for 11/18/09.

Thank you for your comments.

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

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October 31, 2009

To: Lisa Grote, Planning Director, San Mateo County, 455 County Center, 2nd Floor
Redwood City, CA 94063
Phone: (650) 363-4161, Planning
Phone: (650) 599-7311, Building
Fax: (650) 363-4849, Email: lgrote@co.sanmateo.ca.us

Dear Ms. Grote:



9-1



9-2

I have recently learned that DEIR has been issued for a proposed new development on the Midcoast called Big Wave. I have the following concerns about the process by which the Midcoast has been alerted to this project and hereby request additional time to review and respond to the DEIR. Specifically:

9-3

(1) The DEIR is three phone books thick and not widely available in printed form. Access to the printed document is essential when reviewing a project of this scale. The online document is broken down into segments and its not possible to print the whole document at once.

(2) Only a small fraction of those impacted by the potential traffic, environmental impact, and strain on shared infrastructure generated by such a project have been notified of its existence. The vast majority of the Midcoast residents have not been notified.

9-4

(3) There are no story poles in existence now, or planned for the entire CEQA public comment period. Without this tangible reference point, Midcoast residents are being deprived not only of a visual point of reference alerting them to the proposed project, but also a sense of its scale and footprint. Even modest single family home remodels and construction require story poles, and certainly a project of this scale is no exception.

9-5

(4) There has been no public town hall scheduled to review the DEIR for the Midcoast to direct questions both to the developer, and to the parties at the County that will be charged with evaluating the project.

9-6

(5) Given the timing around the holiday season, even those parties that have concerns or interests affected by this project may be unavailable to comment and participate in this process. For this reason, an extended window for comment helps ensure public participation.

9-7

I am hereby requesting an extension of the DEIR review process and request being added to any future mailings or notifications in connection with Big Wave.

Sincerely,

Laslo Vespremi

Response to Comment Letter 9
Laslo Vespremi

This comment letter is nearly identical to Comment Letter 14. Please refer to Response to Comment Letter 14.

Response to Comment 9-1

The commenter responds to an e-mail from Camille Leung, County Planner, and states she did not answer his question, asks for more time to study the DEIR, and asks her to delay any public hearings beyond the holidays.

The public review period was extended from 45 days to 64 days to allow more time for responsible agencies and interested members of the public to review the DEIR. Refer to Topical Response 2, Public Review Period for the DEIR.*

Response to Comment 9-2

This comment is made by County staff and is not a public comment that requires a response under CEQA.

Response to Comment 9-3

Refer to Response to Comment 14-1.

Response to Comment 9-4

Refer to Response to Comment 14-2.

Response to Comment 9-5

Refer to Response to Comment 14-3.

Response to Comment 9-6

Refer to Response to Comment 14-4.

Response to Comment 9-7

Refer to Response to Comment 14-5.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"sabrina brennan" <sabrina@dfm.com> 11/1/2009 7:53 PM >>>
Hello Lisa,

I would like to follow-up on our phone conversation last Thursday.
The Midcoast Community Council appreciates you offer to give a Big
Wave DEIR presentation at the Midcoast Community Council Special
Meeting on November 4, 2009 - 7:30 p.m.

Special MCC Meeting Location: Granada Sanitary District Meeting Room,
504 Avenue Alhambra, El Granada

I apologize about the short notice however the community has been
given a very short 45 day CEQA review period and we need to schedule a
public meeting in advance of the Planning Commission Hearing on
November 18th at 9:00am.

Thank you,
sabrina brennan
415 816 6111
midcoast community council
<http://mcc.sanmateo.org>

10-1

10-2

***Response to Comment Letter 10
Midcoast Community Council***

Response to Comment 10-1

The commenter states they are following up with the Planning Department who offered to give a DEIR presentation at the Midcoast Community Council Special Meeting on November 4, 2009.

This comment does not directly pertain to the Draft EIR and focuses on a request for a presentation to be made by County staff. It has been included in the Final EIR as it was received during the public review period.*

Response to Comment 10-2

The commenter apologizes about the short notice of the meeting referred to in Comment 10-1, and states the community has been given a short CEQA review period.

The public review period was extended from 45 days to 64 days to allow more time for responsible agencies and interested members of the public to review the DEIR. Refer to Topical Response 2, Public Review Period for the DEIR.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

Camille Leung - Tsunami Map

From: James Asche
To: cleung@co.sanmateo.ca.us
Date: 1/12/2010 8:15 AM
Subject: Tsunami Map
Attachments: Tsunami_Inundation_HalfMoonBayMontaraMountain_Quads_Sa

Camille,

I don't know if you got this, but we just got the maps electronically from the state. The latest is attached without the work "draft".

Regards,

Jim

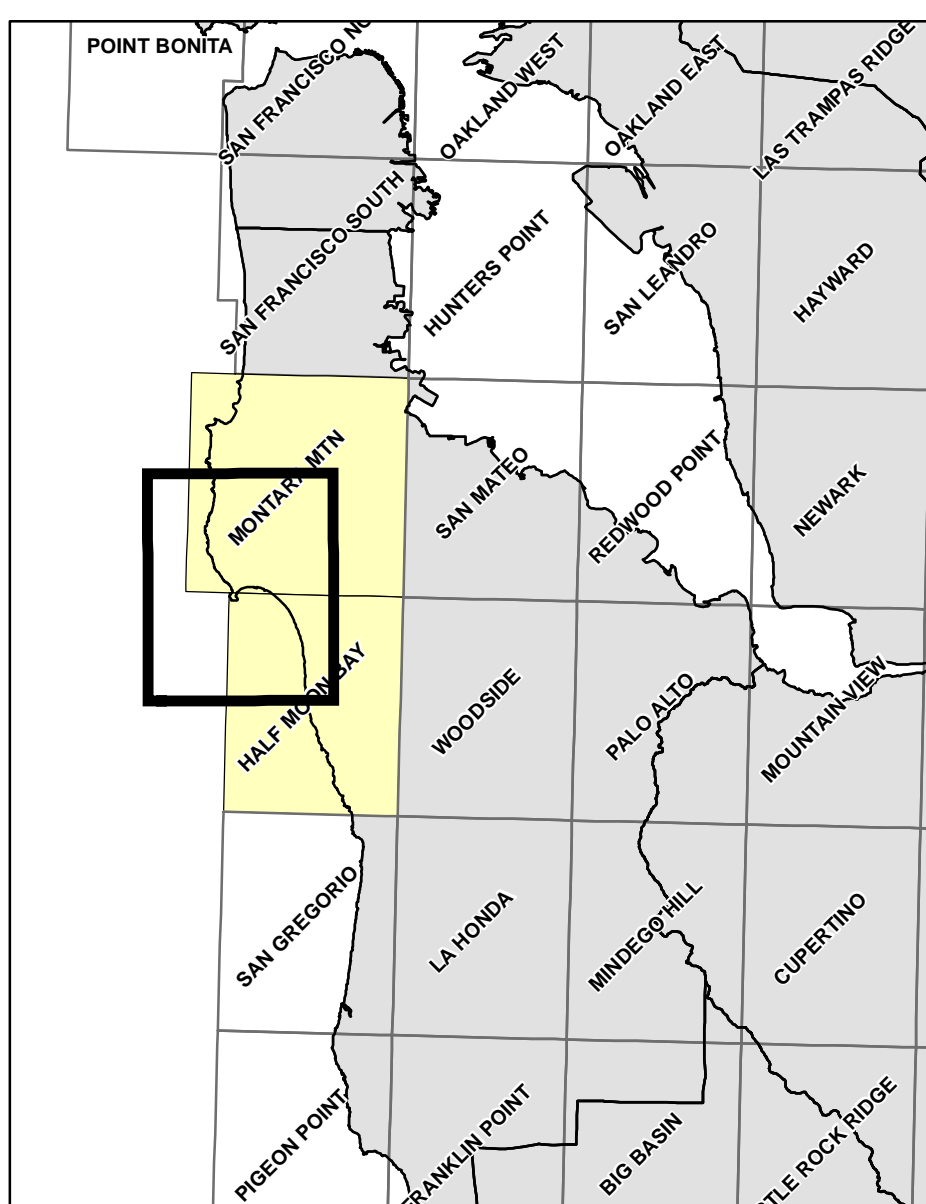
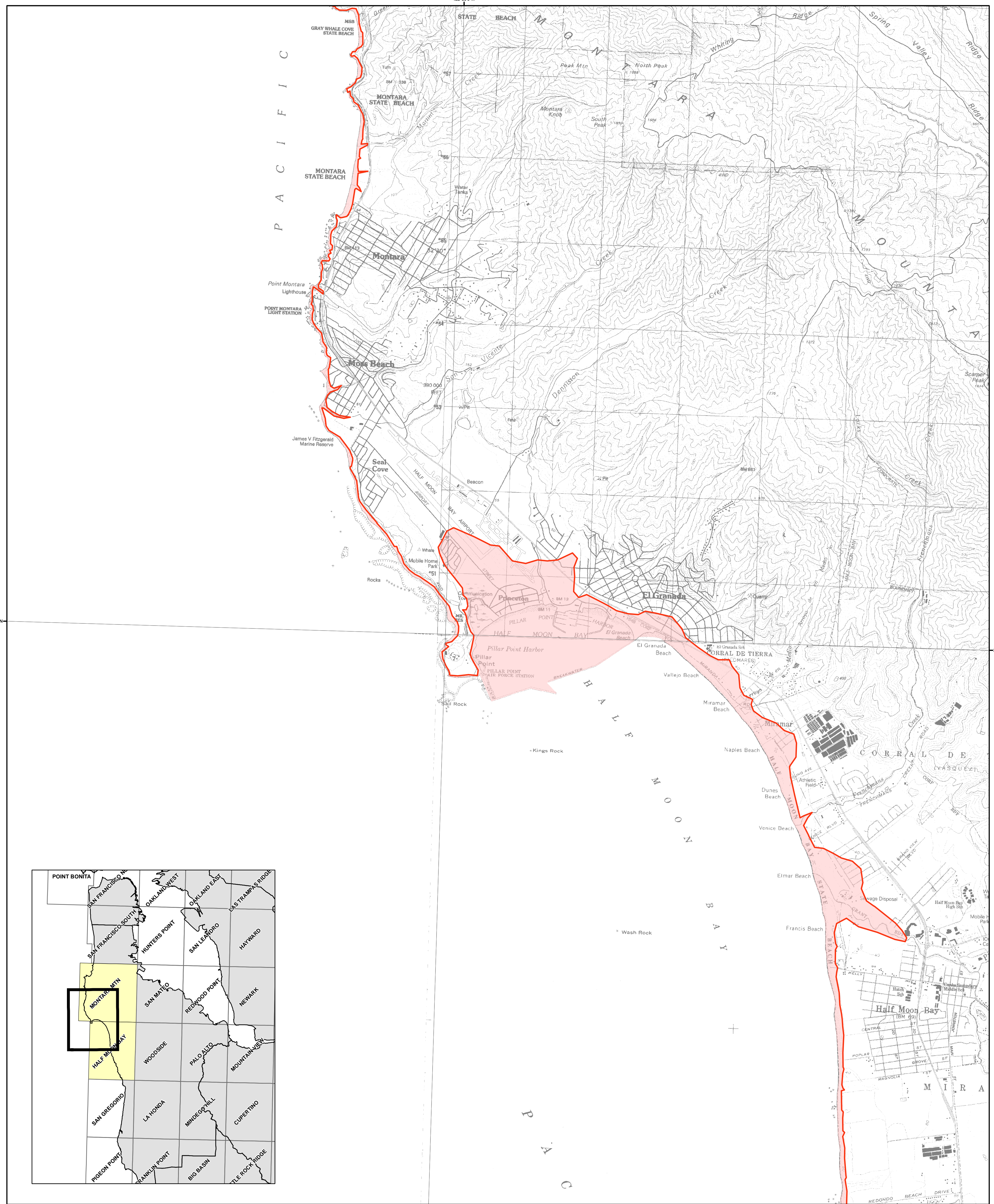
11-1

Response to Comment Letter 11
County of San Mateo, Office of the Sheriff, James Asche

Response to Comment 11-1

James Asche provided County staff updated Tsunami Inundation Map (email attachment).

Although this email and email attachment came in after the close of the public review period, it has been included due to the importance of the updated Tsunami Inundation Map (attached). Refer to Response to Comment Letter 162, comment letter from County Office of the Sheriff.



METHOD OF PREPARATION

Initial tsunami modeling was performed by the University of Southern California (USC) Tsunami Research Center funded through the California Emergency Management Agency (CalEMA) by the National Tsunami Hazard Mitigation Program. The tsunami modeling process utilized the MOST (Method of Splitting Tsunamis) computational program (Version 0), which allows for wave evolution over a variable bathymetry and topography used for the inundation mapping (Titov and Gonzalez, 1997; Titov and Synolakis, 1998).

The bathymetric/topographic data that were used in the tsunami models consist of a series of nested grids. Near-shore grids with a 3 arc-second (75- to 90-meters) resolution or higher, were adjusted to "Mean High Water" sea-level conditions, representing a conservative sea level for the intended use of the tsunami modeling and mapping.

A suite of tsunami source events was selected for modeling, representing realistic local and distant earthquakes and hypothetical extreme undersea, near-shore landslides (Table 1). Local tsunami sources that were considered include offshore reverse-thrust faults, restraining bends on strike-slip fault zones and large submarine landslides capable of significant seafloor displacement and tsunami generation. Distant tsunami sources that were considered include great subduction zone events that are known to have occurred historically (1960 Chile and 1964 Alaska earthquakes) and others which can occur around the Pacific Ocean "Ring of Fire."

In order to enhance the result from the 75- to 90-meter inundation grid data, a method was developed utilizing higher-resolution digital topographic data (3- to 10-meters resolution) that better defines the location of the maximum inundation line (U.S. Geological Survey, 1993; Intermap, 2003; NOAA, 2004). The location of the enhanced inundation line was determined by using digital imagery and terrain data on a GIS platform with consideration given to historic inundation information (Lander, et al., 1993). This information was verified, where possible, by field work coordinated with local county personnel.

The accuracy of the inundation line shown on these maps is subject to limitations in the accuracy and completeness of available terrain and tsunami source information, and the current understanding of tsunami generation and propagation phenomena as expressed in the models. Thus, although an attempt has been made to identify a credible upper bound to inundation at any location along the coastline, it remains possible that actual inundation could be greater in a major tsunami event.

This map does not represent inundation from a single scenario event. It was created by combining inundation results for an ensemble of source events affecting a given region (Table 1). For this reason, all of the inundation region in a particular area will not likely be inundated during a single tsunami event.

References:

Intermap Technologies, Inc., 2003, Intermap product handbook and quick start guide: Intermap NEXTmap document on 5-meter resolution data, 112 p.

Lander, J.F., Lockridge, P.A., and Kozuch, M.J., 1993, Tsunamis Affecting the West Coast of the United States 1806-1992: National Geophysical Data Center Key to Geophysical Record Documentation No. 29, NOAA, NESDIS, NGDC, 242 p.

National Atmospheric and Oceanic Administration (NOAA), 2004, Interferometric Synthetic Aperture Radar (IFSAR) Digital Elevation Models from GeoSAR platform (EarthData): 3-meter resolution data.

Titov, V.V., and Gonzalez, F.I., 1997, Implementation and Testing of the Method of Tsunami Splitting (MOST): NOAA Technical Memorandum ERL PML-112, 11 p.

Titov, V.V., and Synolakis, C.E., 1998, Numerical modeling of tidal wave runup: Journal of Waterways, Port, Coastal and Ocean Engineering, ASCE, 124 (4), pp 157-171.

U.S. Geological Survey, 1993, Digital Elevation Models: National Mapping Program, Technical Instructions, Data Users Guide 5, 49 p.

TSUNAMI INUNDATION MAP FOR EMERGENCY PLANNING

State of California ~ County of San Mateo HALF MOON BAY QUADRANGLE MONTARA MOUNTAIN QUADRANGLE

June 15, 2009

SCALE 1:24,000

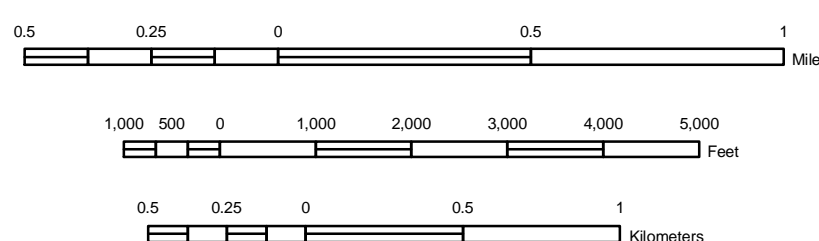


Table 1: Tsunami sources modeled for the San Mateo County coastline.

Sources (M = moment magnitude used in modeled event)	Areas of Inundation Map Coverage and Sources Used	
	San Francisco Bay	Pescadero
Local Sources		
Point Reyes Thrust Fault	X	
Rodgers Creek-Hayward Faults	X	
San Gregorio Fault	X	
Distant Sources		
Cascadia Subduction Zone-full rupture (M9.0)	X	
Central Aleutians Subduction Zone #1 (M8.9)	X	X
Central Aleutians Subduction Zone #2 (M8.9)	X	
Central Aleutians Subduction Zone #3 (M9.2)	X	X
Chile North Subduction Zone (M9.4)	X	
1960 Chile Earthquake (M9.3)	X	
1964 Alaska Earthquake (M9.2)	X	X
Japan Subduction Zone #2 (M8.8)	X	
Kuril Islands Subduction Zone #2 (M8.8)	X	
Kuril Islands Subduction Zone #3 (M8.8)	X	
Kuril Islands Subduction Zone #4 (M8.8)	X	
Marianas Subduction Zone (M8.6)	X	X

MAP EXPLANATION

- Tsunami Inundation Line
- Tsunami Inundation Area

PURPOSE OF THIS MAP

This tsunami inundation map was prepared to assist cities and counties in identifying their tsunami hazard. It is intended for local jurisdictional, coastal evacuation planning uses only. This map, and the information presented herein, is not a legal document and does not meet disclosure requirements for real estate transactions nor for any other regulatory purpose.

The inundation map has been compiled with best currently available scientific information. The inundation line represents the maximum considered tsunami runup from a number of extreme, yet realistic, tsunami sources. Tsunamis are rare events; due to a lack of known occurrences in the historical record, this map includes no information about the probability of any tsunami affecting any area within a specific period of time.

Please refer to the following websites for additional information on the construction and/or intended use of the tsunami inundation map:

State of California Emergency Management Agency, Earthquake and Tsunami Program:
<http://www.oes.ca.gov/WebPage/oeswebsite.nsf/Content/B1EC51BA215931768825741F005E8D80?OpenDocument>

University of Southern California - Tsunami Research Center:
<http://www.usc.edu/dept/tsunamis/2005/index.php>

State of California Geological Survey Tsunami Information:
http://www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/index.htm

National Oceanic and Atmospheric Agency Center for Tsunami Research (MOST model):
<http://nctr.pmel.noaa.gov/time/background/models.html>

MAP BASE

Topographic base maps prepared by U.S. Geological Survey as part of the 7.5-minute Quadrangle Map Series (originally 1:24,000 scale). Tsunami inundation line boundaries may reflect updated digital orthophotographic and topographic data that can differ significantly from contours shown on the base map.

DISCLAIMER

The California Emergency Management Agency (CalEMA), the University of Southern California (USC), and the California Geological Survey (CGS) make no representation or warranties regarding the accuracy of this inundation map nor the data from which the map was derived. Neither the State of California nor USC shall be liable under any circumstances for any direct, indirect, special, incidental or consequential damages with respect to any claim by any user or any third party on account of or arising from the use of this map.

"Dianna Carthew" <dcarthew@hotmail.com> 11/2/2009 3:22 PM >>>

Lisa,

Please extend the public comment period for the Big Wave DEIR to the full 60 days. This is a daunting document in length and complexity. A project of this size and impact is too important to short change the public's involvement.

12-1

Thank you for your consideration,

Dianna Carthew
Resident, Pillar Ridge

Response to Comment Letter 12
Dianna Carthew

Response to Comment 12-1

The commenter requests an extension to the public comment period due to both the “length and complexity” of the DEIR and the “size and impact” of the proposed project.

The public review period was extended from 45 days to 64 days to allow more time for responsible agencies and interested members of the public to review the DEIR. Refer to Topical Response 2, Public Review Period for the DEIR.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"Ed Bierdeman" <ebierdeman@inflectionpointresearch.com> 11/2/2009 9:42 AM

Dear Lisa- Please give us more time to review the DEIR - this project will change the character of our community. Please give us the same regard that you would offer Atherton, Woodside and Menlo Park. Thanks, Ed

13-1

Ed Bierdeman
Principal Analyst
Inflection Point Research, LLC.
Cell: 650-387-5204
IM:ebierdemanipr

Response to Comment Letter 13
Ed Bierdeman

Response to Comment 13-1

The commenter requests an extension to the public comment period as they feel the proposed project will change the character of the community.

The public review period was extended from 45 days to 64 days to allow more time for responsible agencies and interested members of the public to review the DEIR. Refer to Topical Response 2, Public Review Period for the DEIR. Please refer to Response to Comment 8-5, which summarizes the analysis of the project's potential aesthetic impact.

"Eileen Fingerhut" <eileenfingerhut@gmail.com> 11/2/2009 12:51 PM >>>

Dear Ms. Grote:

I have recently learned that DEIR has been issued for a proposed new development on the Midcoast called Big Wave. I have the following concerns about the process by which the Midcoast has been alerted to this project and hereby request additional time to review and respond to the DEIR. Specifically:

14-1

(1) The DEIR is three phone books thick and not widely available in printed form. Access to the printed document is essential when reviewing a project of this scale. The online document is broken down into segments and it's not possible to print the whole document at once.

(2) Only a small fraction of those impacted by the potential traffic, environmental impact, and strain on shared infrastructure generated by such a project have been notified of its existence. The vast majority of the Midcoast residents have not been notified.

14-2

(3) There are no story poles in existence now, or planned for the entire CEQA public comment period. Without this tangible reference point, Midcoast residents are being deprived not only of a visual point of reference alerting them to the proposed project, but also a sense of its scale and footprint. Even modest single family home remodels and construction require story poles, and certainly a project of this scale is no exception.

14-3

(4) There has been no public town hall scheduled to review the DEIR for the Midcoast to direct questions both to the developer, and to the parties at the County that will be charged with evaluating the project.

14-4

(5) Given the timing around the holiday season, even those parties that have concerns or interests affected by this project may be unavailable to comment and participate in this process. For this reason, an extended window for comment helps ensure public participation.

14-5

I am hereby requesting an extension of the DEIR review process and request being added to any future mailings or notifications in connection with Big Wave.

Sincerely,

Eileen Fingerhut

Response to Comment Letter 14
Eileen Fingerhut

Response to Comment 14-1

The commenter introduces ensuing comments, expresses concerns regarding access to printed copies of the DEIR and the printability of the online version of the DEIR, and requests additional time to review and respond to the DEIR.

Refer to Response to Comment 1-2.

Response to Comment 14-2

The commenter expresses concern about the extent of public noticing.

As discussed in Section I (Introduction) of this FEIR, the DEIR for the proposed project was made available to various public agencies, citizen groups, and interested individuals for a 64-day public review period from October 22, 2009, through December 24, 2009. The DEIR was circulated to State agencies through the State Clearinghouse of the Governor's Office of Planning and Research. Copies of a Notice of Availability (NOA) of the DEIR were also sent to property owners and residents of properties contiguous to the project site, interested groups, and agencies, and was published in the Half Moon Bay Review and San Mateo County Times. Copies of the DEIR were also made available for review at the County of San Mateo Planning and Building Department and the Half Moon Bay Library. Further, an electronic link to the DEIR was posted on the County's website.*

Response to Comment 14-3

The applicant has stated that story poles will be installed and maintained during the public notification period prior to any County public hearing considering the project and the certification of the FEIR. The public notification period is 10 days prior to a public hearing date. Also, refer to Topical Response 1, Story Poles, Topical Response 7, Visual Simulations of the Proposed Project, and Response to Comment 53-3.*

Response to Comment 14-4

The commenter asserts that no public meeting has been scheduled to review the DEIR and for the public to ask questions of the developer and the decision-making bodies.

In compliance with CEQA Guidelines, the County circulated a Notice of Preparation (NOP) of an EIR for the proposed project to the State Clearinghouse and interested agencies and persons on November 5, 2008 for a 30-day review period. A scoping meeting was held on November 18, 2008. The NOP process solicited comments regarding the scope of the DEIR from responsible and trustee agencies identified by the County and other interested parties (please refer to Section I, Introduction, of this FEIR). The purpose

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

of the scoping meeting was to allow applicable agencies and the public an opportunity to comment on the scope of the EIR, including issues of concern, recommendations to reduce project impacts, and alternatives to the project. All comments made at the scoping meeting and in writing were carefully considered in the preparation of the Draft EIR for the project. Additionally, an informational Planning Commission hearing was held on November 18, 2009, to provide interested parties an opportunity to hear presentations on the project by County Planning Department staff and the applicant and to present comments to the Planning Commission during the public review period of the DEIR.*

Response to Comment 14-5

The commenter expresses concern about the length of the public review period and requests the public review period be extended for the DEIR.

The public review period was extended from 45 days to 64 days to allow more time for responsible agencies and interested members of the public to review the DEIR. Refer to Topical Response 2, Public Review Period for the DEIR.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"iris rogers" <irisrogers@att.net> 11/4/2009 1:18 PM

Dear Ms. Leung, About the Big Wave story poles-the visual impacts of the project may or may not be accurate in the DEIR. Also not many people will be looking into the DEIR. Everyone on the coastside who travels hwy 1 would see the impact of the tall poles,if erected. I guess it comes down to being a good neighbor or not Yours, Iris Rogers

15-1

From: Camille Leung <CLEung@co.sanmateo.ca.us>
To: iris rogers <irisrogers@att.net>
Sent: Wed, November 4, 2009 9:57:31 AM
Subject: Re: Big Wave

FYI - Here's the status of the story poles:

Despite requests and recommendations by the Planning and Building Department to place story poles on the Big Wave site during the public review period for the Draft Environmental Impact Report (DEIR), the project applicant has declined to erect them at this time. The applicant cites the cost of the poles (he estimates the cost at \$80,000), the disruption of planting the winter crop, lack of legal mandate requiring such poles, and the fact that visual renderings are included in the DEIR as the reasons for it decision not to erect the poles at this point in the review process. The applicant has indicated that it will erect the poles on the site prior to the decision-making hearings currently scheduled to take place in February and March 2010.

15-2

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

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>>> "iris rogers" <irisrogers@att.net> 11/2/2009 9:03 AM >>>

Dear CLeung, I live in Pillar Ridge and will be adversely affected by the Big Wave project. Story poles need to be up during the EIR process not after. Under aesthetics in the EIR it says the visual impacts are "insignificant". This is a subjective judgement. The statement should be proven or disproved phycally with story poles. Thank you. Yours, Iris Rogers

15-3

Response to Comment Letter 15
Iris Rogers

Response to Comment 15-1

The commenter asserts, “the visual impacts of the project may or may not be accurate in the DEIR.” The commenter states that many people will not be looking into the DEIR and with story poles, those traveling along Highway 1 would see the impact if they were erected.

The applicant has stated that story poles will be installed and maintained during the public notification period prior to any County public hearing considering the project and the certification of the FEIR. The public notification period is 10 days prior to a public hearing date. Also, refer to Topical Response 1, Story Poles, Topical Response 7, Visual Simulations of the Proposed Project, and Response to Comment 53-3.*

Response to Comment 15-2

The commenter responds to the original commenter and gives an update as provided by the applicant as to the status of the story poles.

This comment is made by County staff and is not a public comment that requires a response under CEQA.

Response to Comment 15-3

The commenter provides general information on the commenter, believes she will be adversely affected by the proposed project, and states that story poles need to be up during the EIR process, not after. The commenter believes the statement in the DEIR which states visual impacts will be insignificant is subjective, and asserts this should be proven or disproven with story poles.

As provided in Section IV.A (Aesthetics) of the DEIR, the proposed project would have a less than significant impact related to public views and scenic vistas, scenic resources, existing visual character or quality of the site and its surroundings, and temporary construction/grading, and a less than significant impact with mitigation related to a new source of substantial light or glare. Refer to Section IV.A (Aesthetics) of the DEIR, Topical Response 1, Story Poles, and Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters, and Topical Response 7, Visual Simulations of the Proposed Project.

* The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.

"Laslo Vespremi" <laslov@hotmail.com> 11/2/2009 1:25 PM

yet we have 45 days to respond.

<http://www.montarafog.com/Development/big-wave-bigger-than-health-care-bigger-than-imoby-dicki.html>

C'mon Rich, let's be fair!

Let's slow down this freight train for just a bit and have a EIR workshop in the El Granda School, so people can see and understand the issues.

As our sup., you can help us here and now!

Laslo Vespremi

Moss Beach

16-1

Response to Comment Letter 16
Laslo Vespremi

Response to Comment 16-1

The commenter states (the public) only has 45 days to respond (to the DEIR) and requests the process be slowed down to include a public EIR workshop so people can “see and understand the issues.”

The public review period was extended from 45 days to 64 days to allow more time for responsible agencies and interested members of the public to review the DEIR. Refer to Topical Response 2, Public Review Period for the DEIR and FEIR Section I.C (Environmental Review Process).

Regarding the inclusion of a public EIR workshop, please refer to FEIR Section I.C (Environmental Review Process) and Response to Comment 14-4 for more information.

"Lisa Ketcham" <lisa.ketcham@comcast.net> 11/2/2009 11:33 AM >>>

Lisa,

Please extend the public comment period for the Big Wave DEIR to the full 60 days. This is a daunting document in length and complexity. Even with a hard copy in hand and willingness to devote all my free time to studying it, I feel challenged to cover the material in the minimum 45-day time period that has been allotted. Most people have the additional handicap of being limited to the library reference copy (which reportedly is getting heavy use) or trying to read from pdf format, often with landscape instead of portrait page orientation. Holidays and the upcoming LCP update release will further limit the public's ability to get involved and respond. A project of this size and impact is too important to short change the public's involvement.

17-1

Thank you for your consideration,

Lisa Ketcham, President
Pillar Ridge Homeowners Association

***Response to Comment Letter 17
Pillar Ridge Homeowners Association***

Response to Comment 17-1

The commenter requests an extension of the public comment period from 45 days to 60 days and provides subsequent justifying statements.

The public review period was extended from 45 days to 64 days to allow more time for responsible agencies and interested members of the public to review the DEIR. Refer to Topical Response 2, Public Review Period for the DEIR.*

** The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"Hagmaier, Mike" <Mike.Hagmaier@lifetech.com> 11/2/2009 12:25 PM >>>

Dear Ms. Grote:

I have recently learned that DEIR has been issued for a proposed new development on the Midcoast called Big Wave. I have the following concerns about the process by which the Midcoast has been alerted to this project and hereby request additional time to review and respond to the DEIR. Specifically:

(1) The DEIR is three phone books thick and not widely available in printed form. Access to the printed document is essential when reviewing a project of this scale. The online document is broken down into segments and it's not possible to print the whole document at once.

(2) Only a small fraction of those impacted by the potential traffic, environmental impact, and strain on shared infrastructure generated by such a project have been notified of its existence. The vast majority of the Midcoast residents have not been notified.

(3) There are no story poles in existence now, or planned for the entire CEQA public comment period. Without this tangible reference point, Midcoast residents are being deprived not only of a visual point of reference alerting them to the proposed project, but also a sense of its scale and footprint. Even modest single family home remodels and construction require story poles, and certainly a project of this scale is no exception.

(4) There has been no public town hall scheduled to review the DEIR for the Midcoast to direct questions both to the developer, and to the parties at the County that will be charged with evaluating the project.

(5) Given the timing around the holiday season, even those parties that have concerns or interests affected by this project may be unavailable to comment and participate in this process. For this reason, an extended window for comment helps ensure public participation. I am hereby requesting an extension of the DEIR review process and request being added to any future mailings or notifications in connection with Big Wave.

Sincerely,

Mike Hagmaier

100 Patrick Way

Half Moon Bay, CA 94019

18-1

18-2

18-3

18-4

18-5

Response to Comment Letter 18
Mike Hagmaier

This letter is virtually identical to Comment Letter 14. Please refer to Response to Comment Letter 14.

Response to Comment 18-1

Refer to Response to Comment 14-1.

Response to Comment 18-2

Refer to Response to Comment 14-2.

Response to Comment 18-3

Refer to Response to Comment 14-3.

Response to Comment 18-4

Refer to Response to Comment 14-4.

Response to Comment 18-5

Refer to Response to Comment 14-5.

"Robert F. Brown" <robertfbrown@comcast.net> 11/2/2009 1:20 PM >>>

We really need more time to study the EIR on Big Wave. Please follow the link to the comments made in The Montara Fog to fully appreciate what I am talking about.

<http://www.montarafog.com:80/Development/big-wave-bigger-than-health-care-bigger-than-imbodicki.html>

Sincerely yours,

Rob Brown
Pillar Ridge MHC

19-1

Response to Comment Letter 19
Robert Brown

Response to Comment 19-1

The commenter asserts that members of the community, particularly those who write comments on a specific website for which the commenter provided a link, need more time to review the DEIR.

The public review period was extended from 45 days to 64 days to allow more time for responsible agencies and interested members of the public to review the DEIR. Refer to Topical Response 2, Public Review Period for the DEIR.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

>>> "Jack Sutton" <jsutton@hrmusic.com> 11/3/2009 9:23 AM >>>

Lisa,

Please extend the public comment period for the Big Wave DEIR to the full 60 days. This is a daunting document in length and complexity. Even with a hard copy in hand and willingness to devote all my free time to studying it, I feel challenged to cover the material in the minimum 45-day time period that has been allotted. Most people have the additional handicap of being limited to the library reference copy (which reportedly is getting heavy use) or trying to read from pdf format, often with landscape instead of portrait page orientation. Holidays and the upcoming LCP update release will further limit the public's ability to get involved and respond. A project of this size and impact is too important to short change the public's involvement.

20-1

Thank you for your consideration,

Jack Sutton

Resident Pillar Ridge Mobile Home Park
123 Bonita
Moss Beach, CA 94038

Response to Comment Letter 20
Jack Sutton

Response to Comment 20-1

The commenter requests an extension of the public comment period from 45 days to 60 days and provides subsequent justifying statements.

The public review period was extended from 45 days to 64 days to allow more time for responsible agencies and interested members of the public to review the DEIR. Refer to Topical Response 2, Public Review Period for the DEIR.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

>>> <kat@coastside.net> 11/3/2009 3:27 PM >>>

Dear Camille, here's my email comments on the Big Wave project to follow-up on the phone message I left you. Thanks for letting me know how to comment.

The Big Wave project is completely out of scale for our small community, and will hurt an already overbuilt commercial market at a time when Main Street and the harbor have a record number of vacancies. I do appreciate the need for supporting our developmentally disabled folks, but there are much better ways to do this in already existing distressed commercial developments and close to existing community services. The idea of sticking these folks in an open agricultural flood plain alongside the airport, with no close by schools, libraries, groceries, shopping or other normal residential services is cruel and inconsiderate.

It is clear from everything I have read and from the public meetings that this is a possibly well intentioned, but stupid plan of a greedy bullheaded developer, more interested in lining his pockets, than truly helping our community or the disabled. Parading the disabled as the excuse for this huge unnecessary debacle is despicable. In the review at Seton anyone raising these or other valid concerns were shouted down as insensitive to disabled needs by the developer and the gang of innocent impressionable impaired folks he trooped in as victims of his sideshow. This was politics at its worst and ugliest.

Even if there was a demand for his project and its commercial space, our small rural community cannot support such a huge multistory complex and the traffic and load on services it will require for the small extra revenue it might provide. We have stretched water, sewage, police, and fire services that are not meeting the basic needs of existing residents, and their budgets will not be boosted to provide for the added demands of a development like this that dwarfs its neighbors.

If the developer's behavior before a project is this insensitive and bullying, what can we expect when we're living with him and this nightmare? In the end we'll be left with a hulking very empty blight that will have fed the ego of a selfish developer, but without anything that will truly contribute to our community. If he truly cares about the disabled, there are dozens of local hollowed out communities looking for added residents and commercial businesses to fill existing vacant downtown areas. Sprawling a new development into rural undeveloped area just continues the spreading blight that developers like this deface our remaining rural lands with.

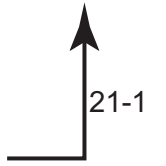
Please don't buy the whitewash of a "green community for the

21-1



developmentally disabled". This is out of scale, out of character and fiscally irresponsible for our small rural community.

Sincerely, Kathleen Reece



Response to Comment Letter 21
Kathleen Reece

Response to Comment 21-1

A. *The commenter asserts the proposed project is completely out of scale relative to the size of the community.*

Visual simulations of the proposed project were prepared that illustrate the project site immediately following construction with all landscaping planted (short-term) as well as the project site 15 years following construction with full tree growth (long-term). Please refer to Figures IV.A-4 through IV.A-8 of the DEIR for visual simulations. Visual simulations of the project site were prepared from five viewpoints: Airport Street, Airport Street at Stanford Avenue, West Point Avenue (a road southwest of the site), the North Trail (a public trail northwest of the mobile home park on property owned by the Peninsula Open Space District (POST)), and Highway 1. The following is a summary of project impacts from these viewpoints:

- Airport Street: Immediately following construction, views to the south of the Pillar Point Marsh would be fully obstructed for pedestrians and motorists traveling south along Airport Street. While full obstruction of views to the east and west of the project site would be considered a significant impact, as these views include both ridges and skylines which are identified by the General Plan as important aesthetic features, full obstruction of views to the south is not considered a significant impact. Views from Airport Street to Pillar Point Marsh to the west would be partially obstructed, but Pillar Point, the forested hills, and the drainage swale would still be visible. Short-term impacts would be considered less than significant. In 15 years following construction with full tree growth, views to the west of Pillar Point and the forested hills would be fully obstructed by landscaping. Therefore, long-term impacts would be less than significant. It is not anticipated that all views from the Pillar Ridge Mobile Home Park to Pillar Point and the forested hills (to the west) would be impacted by the proposed project's four-story buildings and landscaping, as the project would primarily block views to the south from the mobile home park.
- Airport Street/Stanford Avenue: Immediately following construction, views of the forested hills to the west would be largely obstructed for pedestrians and motorists traveling north on Airport Street, at Stanford Avenue. As partial views would be available through the landscaping at some vantage points, the short-term impact would be less than significant. In 15 years following construction with full landscaping growth, these views would be more obstructed by landscaping but the forested hills would remain partially visible. Therefore, long-term impact would be less than significant.
- West Point Avenue: Immediately following construction, views of the Pillar Point Marsh and the Montara Mountains would not be obstructed for motorists traveling northbound on West Point Avenue, due to the elevation at this location. However, existing views would change from seeing a small cluster of development in the background to seeing a largely developed area in the background. In 15 years following construction with full tree growth, views would remain substantially unchanged. Views of the project site from this roadway segment

constitute a small portion of the field of view. Therefore, as the project would not significantly affect the overall value of the views from this roadway, short- and long-term impacts would be less than significant.

- North Trail: Immediately following construction, views to the south of Princeton-by-the-Sea would be partially obstructed and views of Half Moon Bay would remain unobstructed. Existing views showing a large area of intervening development (Mobile Home Park) would thereafter show a larger area of development. In 15 years following construction with full tree growth, views would remain substantially unchanged due to the elevation at this location. Therefore, short- and long-term impacts would be less than significant.
- Highway 1: Immediately following construction, views of Pillar Point, the forested hills, and the skyline would not be obstructed for motorists traveling north and southbound on Highway 1. However, existing views of intermittent development in the background would be replaced with views of a row of buildings in the background. In 15 years following construction with full tree growth, views of buildings would remain substantially unchanged due to the elevation and distance from the project site at this location. Views of the project site from this roadway segment constitute a small portion of the field of view, and while development on the project would be noticeable, the project would not affect the overall value of the views from this roadway. Therefore, short- and long-term impacts would be less than significant.

Project compliance with Section 6565.7 of Chapter 28.1 (*Design Review for Coastal Zone Only*) of the Zoning Regulations will be conducted by a decision-making body at a public hearing, prior to the issuance of a Design Review permit for the project. In order to approve this permit, the decision-making body (the Planning Commission in this case) must find that the design of the proposed structures is appropriate to the use of the property and is in harmony with the shape, size and scale of adjacent buildings in the community. At that time, the decision-making body can include conditions of approval that require changes to the design of the project to bring the project in conformance with the required findings.

- B. The commenter believes it is cruel and inconsiderate to place developmentally disabled persons in an area where they cannot access needed services and asserts there are better ways to do this such as utilizing existing economically distressed commercial developments close to existing community services.*

The project site is located adjacent to the developed area of Princeton. The Wellness Center includes on-site services as well as connections to off-site services. The feasibility of developing the project at off-site location(s) is discussed on pages VI-5, and 6 within the “Alternatives Rejected As Infeasible” in the DEIR.

The commenter states the region cannot support such a large project due to increased traffic and required utility and public services such as water, sewage, police, and fire. The commenter is concerned the added revenue the project will bring will not be enough nor will it increase city budgets appropriately.

Regarding project traffic impacts, please refer to Topical Response 8, Traffic and Parking Impacts. Regarding project impacts on utilities and service systems, please refer to FEIR Section III

(Corrections and Additions) to the Draft EIR, as well as Section N of the DEIR. As described in the cited sections, the project, as proposed and mitigated, would result in a less than significant impact to project area traffic conditions and utilities and service systems. Therefore, it is unclear how the project would significantly affect city budgets. CEQA encourages reviewers to submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

- C. *The commenter believes the proposed project will not contribute to the community, will sit empty upon being built, and states the project applicant should look to alternative locations in the community to build the project. The commenter closes her letter with summarizing comments.*

As stated on page III-60 of the DEIR, “The construction of the other buildings would begin (one building at a time) after the first building is completed and when buyers and/or renters have been established.” Please also refer to Topical Response 12, Construction Phasing for the Office Park.

Regarding the suggestion that the project applicant look for alternative locations in the community to build the project, the feasibility of developing the project at off-site location(s) is discussed on pages VI-5, and 6 within the “Alternatives Rejected As Infeasible” in the DEIR.

"Marcie Kaine" <marciekaine@comcast.net> 11/2/2009 10:49 AM >>>
Lisa Grote, Planning Director

San Mateo County
455 County Center, 2nd Floor
Redwood City, CA 94063

Dear Ms. Grote:

I have recently learned that DEIR has been issued for a proposed new development on the Midcoast called Big Wave. I have the following concerns about the process by which the Midcoast has been alerted to this project and hereby request additional time to review and respond to the DEIR. Specifically:

(1) The DEIR is three phone books thick and not widely available in printed form. Access to the printed document is essential when reviewing a project of this scale. The online document is broken down into segments and it's not possible to print the whole document at once.

22-1

(2) Only a small fraction of those impacted by the potential traffic, environmental impact, and strain on shared infrastructure generated by such a project have been notified of its existence. The vast majority of the Midcoast residents have not been notified.

22-2

(3) There are no story poles in existence now, or planned for the entire CEQA public comment period. Without this tangible reference point, Midcoast residents are being deprived not only of a visual point of reference alerting them to the proposed project, but also a sense of its scale and footprint. Even modest single family home remodels and construction require story poles, and certainly a project of this scale is no exception.

22-3

(4) There has been no public town hall scheduled to review the DEIR for the Midcoast to direct questions both to the developer, and to the parties at the County that will be charged with evaluating the project.

22-4

(5) Given the timing around the holiday season, even those parties that have concerns or interests affected by this project may be unavailable to comment and participate in this process. For this reason, an extended window for comment helps ensure public participation.

22-5

I am hereby requesting an extension of the DEIR review process and request being added to any future mailings or notifications in connection with Big Wave.

Sincerely,

Martha Kaine

P.O. Box 1644
El Granada, CA 94018

Response to Comment Letter 22
Martha Kaine

This letter is virtually identical to Comment Letter 14. Please refer to Response to Comment Letter 14.

Response to Comment 22-1

Refer to Response to Comment 14-1.

Response to Comment 22-2

Refer to Response to Comment 14-2.

Response to Comment 22-3

Refer to Response to Comment 14-3.

Response to Comment 22-4

Refer to Response to Comment 14-4.

Response to Comment 22-5

Refer to Response to Comment 14-5.

>>> "TODD REECE" <coastkat@sbcglobal.net> 11/3/2009 3:38 PM >>>

Camille, I'd like to second the concerns raised in Kathy Reece's email about the irresponsible proposed Big Wave development, and add some other comments of my own.

I absolutely agree that the Big Wave project is completely out of scale for our small community, and our already weak business community. I know of NO one in our neighborhood who supports it, and there are running jokes about how shamelessly the developer is preying off the developmentally disabled community and their needs to try to ram through his pet project.

23-1

The review at Seton was a political carnival that showed Mr. Peck is insensitive and uncaring about his neighbors. We can't keep someone from moving into local vacant housing or commercial space, but we sure get a say when Mr. Peck is cramming his "dream" down our throats with a monstrous new development dwarfing our neighborhood.

Thousands of added trips in our rural neighborhood? This is crazy! The idea of another traffic signal on the coast highway is no answer. Big Wave would choke what is already an overburdened rural highway and neighborhood with more traffic than exists in total already.

23-2

Speaking of "Big Wave", what do we do with all our proposed developmentally disabled neighbors when the expected "Big Wave" of a tsunami or the creeping wave of global warming sea level rises to swamp this low lying floodplain? Not the most considerate way to treat our most needy, to put them just downhill from a mobile home park that we know is always ground zero for natural disasters. Major new developments should be aimed into more developed higher elevation existing commercial areas with existing community services.

23-3

Please don't make a joke of our County Planning people and process buying the irresponsible Big Wave proposal of Mr. Peck. Floodplains are fine for farmland as the property currently exists, but urban sprawl belongs in urban areas where it fits with its neighbors and where county services exist to meet its needs. Send Big Wave where it belongs.

23-4

- Todd Reece

Response to Comment Letter 23
Todd Reece

Response to Comment 23-1

The commenter asserts the proposed project is completely out of scale relative to the size of the community and expresses disapproval of the project and the developer.

Refer to Response to Comment 21-1(A).

Response to Comment 23-2

Refer to Topical Response 8, Traffic and Parking Impacts.

Response to Comment 23-3

The commenter expresses concerns about placing developmentally disabled persons so close to areas that will undoubtedly be affected by tsunamis and rising sea level.

Refer to Topical Response 9, Tsunami Hazards. As stated in Section III (Corrections and Additions to the Draft EIR) of the FEIR, revisions to the Wellness Center site plan to comply with Mitigation Measure CULT-2 of the DEIR allowed for the first floor elevation to be raised from 18 feet to 20 feet and above the combination of the estimated maximum elevations for a 100-year flood event, sea level rise and the peak tsunami inundation.¹

Response to Comment 23-4

The commenter expresses disapproval with the proposed project and closes their letter with summarizing statements.

This comment is an expression of personal opinion. CEQA encourages reviewers to submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

¹ Project elevations are based on a Base Flood Elevation (BFE) of 8.5 feet NGVD, (refer to pages IV.H-17 and 18 and Figure IV.H-6 of the DEIR), a maximum recorded wave run-up elevation of 14.35 feet NGVD in 273 years, and a highest projected sea level rise over the next century of 5 feet from the current mean high tide. (Currently, mean high tide is at 3.49 feet NGVD). Project elevations are over 5 feet above the highest of these levels (tsunami at 14.35 feet NGVD).

From: [Handwritten Signature]
Address: 101 Niagara Ave, Moss Beach, CA
October 31, 2009

To: Lisa Grote, Planning Director, San Mateo County,
Center, 2nd Floor
Redwood City, CA 94063
Phone: (650) 363-4161, Planning
Phone: (650) 599-7311, Building
Fax: (650) 363-4849, Email: lgrote@co.sanmateo.ca.us

455 County

Dear Ms. Grote:

I have recently learned that DEIR has been issued for a proposed new development on the Midcoast called Big Wave. I have the following concerns about the process by which the Midcoast has been alerted to this project and hereby request additional time to review and respond to the DEIR.

Specifically:

- (1) The DEIR is three phone books thick and not widely available in printed form. Access to the printed document is essential when reviewing a project of this scale. The online document is broken down into segments and it's not possible to print the whole document at once.
- (2) Only a small fraction of those impacted by the potential traffic, environmental impact, and strain on shared infrastructure generated by such a project have been notified of its existence. The vast majority of the Midcoast residents have not been notified.
- (3) There are no story poles in existence now, or planned for the entire CEQA public comment period. Without this tangible reference point, Midcoast residents are being deprived not only of a visual point of reference alerting them to the proposed project, but also a sense of its scale and footprint. Even modest single family home remodels and construction require story poles, and certainly a project of this scale is no exception.
- (4) There has been no public town hall scheduled to review the DEIR for the Midcoast to direct questions both to the developer, and to the parties at the County that will be charged with evaluating the project.
- (5) Given the timing around the holiday season, even those parties that have concerns or interests affected by this project may be unavailable to comment and participate in this process. For this reason, an extended window for comment helps ensure public participation.

24-1

24-2

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24-4

24-5

I am hereby requesting an extension of the DEIR review process and request being added to any future mailings or notifications in connection with Big Wave.

Sincerely,

Response to Comment Letter 24
Name Illegible

This letter is virtually identical to Comment Letter 14. Please refer to Response to Comment Letter 14.

Response to Comment 24-1

Refer to Response to Comment 14-1.

Response to Comment 24-2

Refer to Response to Comment 14-2.

Response to Comment 24-3

Refer to Response to Comment 14-3.

Response to Comment 24-4

Refer to Response to Comment 14-4.

Response to Comment 24-5

Refer to Response to Comment 14-5.

From: Barbara White
Address: P.O. Box 300, Moss Beach
October 31, 2009

To: Lisa Grote, Planning Director, San Mateo County,
Center, 2nd Floor
Redwood City, CA 94063
Phone: (650) 363-4161, Planning
Phone: (650) 599-7311, Building
Fax: (650) 363-4849, Email: lgrote@co.sanmateo.ca.us

455 County

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- (2) Only a small fraction of those impacted by the potential traffic, environmental impact, and strain on shared infrastructure generated by such a project have been notified of its existence. The vast majority of the Midcoast residents have not been notified. 25-2
- (3) There are no story poles in existence now, or planned for the entire CEQA public comment period. Without this tangible reference point, Midcoast residents are being deprived not only of a visual point of reference alerting them to the proposed project, but also a sense of its scale and footprint. Even modest single family home remodels and construction require story poles, and certainly a project of this scale is no exception. 25-3
- (4) There has been no public town hall scheduled to review the DEIR for the Midcoast to direct questions both to the developer, and to the parties at the County that will be charged with evaluating the project. 25-4
- (5) Given the timing around the holiday season, even those parties that have concerns or interests affected by this project may be unavailable to comment and participate in this process. For this reason, an extended window for comment helps ensure public participation. 25-5

I am hereby requesting an extension of the DEIR review process and request being added to any future mailings or notifications in connection with Big Wave.

Sincerely,

Barbara White

Response to Comment Letter 25
Barbara White

This letter is virtually identical to Comment Letter 14. Please refer to Response to Comment Letter 14.

Response to Comment 25-1

Refer to Response to Comment 14-1.

Response to Comment 25-2

Refer to Response to Comment 14-2.

Response to Comment 25-3

Refer to Response to Comment 14-3.

Response to Comment 25-4

Refer to Response to Comment 14-4.

Response to Comment 25-5

Refer to Response to Comment 14-5.

From: D. Shapiro
Address: PO Box 854
October 31, 2009 1511 Birch St PA 94035

To: Lisa Grote, Planning Director, San Mateo County,
Center, 2nd Floor
Redwood City, CA 94063
Phone: (650) 363-4161, Planning
Phone: (650) 599-7311, Building
Fax: (650) 363-4849, Email: lgrote@co.sanmateo.ca.us

455 County

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I am hereby requesting an extension of the DEIR review process and request being added to any future mailings or notifications in connection with Big Wave.

Sincerely,

Response to Comment Letter 26
Name Illegible

This letter is virtually identical to Comment Letter 14. Please refer to Response to Comment Letter 14.

Response to Comment 26-1

Refer to Response to Comment 14-1.

Response to Comment 26-2

Refer to Response to Comment 14-2.

Response to Comment 26-3

Refer to Response to Comment 14-3.

Response to Comment 26-4

Refer to Response to Comment 14-4.

Response to Comment 26-5

Refer to Response to Comment 14-5.

From: Elizabeth Daly-Coffell
Address: 171 Madrone Ave, Moss Beach, CA 94038
October 31, 2009

To: Lisa Grote, Planning Director, San Mateo County,
Center, 2nd Floor
Redwood City, CA 94063
Phone: (650) 363-4161, Planning
Phone: (650) 599-7311, Building
Fax: (650) 363-4849, Email: lgrote@co.sanmateo.ca.us

455 County

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I am hereby requesting an extension of the DEIR review process and request being added to any future mailings or notifications in connection with Big Wave.

Sincerely,

Elizabeth Daly-Coffell

Response to Comment Letter 27
Elizabeth Daly-Caffell

This letter is virtually identical to Comment Letter 14. Please refer to Response to Comment Letter 14.

Response to Comment 27-1

Refer to Response to Comment 14-1.

Response to Comment 27-2

Refer to Response to Comment 14-2.

Response to Comment 27-3

Refer to Response to Comment 14-3.

Response to Comment 27-4

Refer to Response to Comment 14-4.

Response to Comment 27-5

Refer to Response to Comment 14-5.

From: George H. Arbel
Address: 124 Colorado Ave
October 31, 2009

To: Lisa Grote, Planning Director, San Mateo County,
Center, 2nd Floor
Redwood City, CA 94063
Phone: (650) 363-4161, Planning
Phone: (650) 599-7311, Building
Fax: (650) 363-4849, Email: lgrote@co.sanmateo.ca.us

455 County

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I am hereby requesting an extension of the DEIR review process and request being added to any future mailings or notifications in connection with Big Wave.

Sincerely,
George H. Arbel

Response to Comment Letter 28
George H. Horball

This letter is virtually identical to Comment Letter 14. Please refer to Response to Comment Letter 14.

Response to Comment 28-1

Refer to Response to Comment 14-1.

Response to Comment 28-2

Refer to Response to Comment 14-2.

Response to Comment 28-3

Refer to Response to Comment 14-3.

Response to Comment 28-4

Refer to Response to Comment 14-4.

Response to Comment 28-5

Refer to Response to Comment 14-5.

From: Linda Johnson
Address: 151 Aiton Avenue, Moss Beach
October 31, 2009

To: Lisa Grote, Planning Director, San Mateo County,
Center, 2nd Floor
Redwood City, CA 94063
Phone: (650) 363-4161, Planning
Phone: (650) 599-7311, Building
Fax: (650) 363-4849, Email: lgrote@co.sanmateo.ca.us

455 County

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I am hereby requesting an extension of the DEIR review process and request being added to any future mailings or notifications in connection with Big Wave.

Sincerely,

Linda A. Johnson

Response to Comment Letter 29
Linda Johnson

This letter is virtually identical to Comment Letter 14. Please refer to Response to Comment Letter 14.

Response to Comment 29-1

Refer to Response to Comment 14-1.

Response to Comment 29-2

Refer to Response to Comment 14-2.

Response to Comment 29-3

Refer to Response to Comment 14-3.

Response to Comment 29-4

Refer to Response to Comment 14-4.

Response to Comment 29-5

Refer to Response to Comment 14-5.

From: LYNNE MAGEE
Address: PO Box ~~819~~ 819 Moss Beach, CA 94038
October 31, 2009

To: Lisa Grote, Planning Director, San Mateo County,
Center, 2nd Floor
Redwood City, CA 94063
Phone: (650) 363-4161, Planning
Phone: (650) 599-7311, Building
Fax: (650) 363-4849, Email: lgrote@co.sanmateo.ca.us

455 County

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30-1

30-2

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30-5

I am hereby requesting an extension of the DEIR review process and request being added to any future mailings or notifications in connection with Big Wave.

Sincerely,

Lynne Magee

Response to Comment Letter 30
Lynne Magee

This letter is virtually identical to Comment Letter 14. Please refer to Response to Comment Letter 14.

Response to Comment 30-1

Refer to Response to Comment 14-1.

Response to Comment 30-2

Refer to Response to Comment 14-2.

Response to Comment 30-3

Refer to Response to Comment 14-3.

Response to Comment 30-4

Refer to Response to Comment 14-4.

Response to Comment 30-5

Refer to Response to Comment 14-5.

From: Nadia Bledsoe Popjack
Address: 919 Ocean Blvd Moss Beach
October 31, 2009

To: Lisa Grote, Planning Director, San Mateo County,
Center, 2nd Floor
Redwood City, CA 94063
Phone: (650) 363-4161, Planning
Phone: (650) 599-7311, Building
Fax: (650) 363-4849, Email: lgrote@co.sanmateo.ca.us

455 County

Dear Ms. Grote:

I have recently learned that DEIR has been issued for a proposed new development on the Midcoast called Big Wave. I have the following concerns about the process by which the Midcoast has been alerted to this project and hereby request additional time to review and respond to the DEIR. Specifically:

- (1) The DEIR is three phone books thick and not widely available in printed form. Access to the printed document is essential when reviewing a project of this scale. The online document is broken down into segments and it's not possible to print the whole document at once.
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- (5) Given the timing around the holiday season, even those parties that have concerns or interests affected by this project may be unavailable to comment and participate in this process. For this reason, an extended window for comment helps ensure public participation.

31-1

31-2

31-3

31-4

31-5

I am hereby requesting an extension of the DEIR review process and request being added to any future mailings or notifications in connection with Big Wave.

Sincerely,

Nadia Bledsoe Popjack

Response to Comment Letter 31
Nadia Bledsoe Popyack

This letter is virtually identical to Comment Letter 14. Please refer to Response to Comment Letter 14.

Response to Comment 31-1

Refer to Response to Comment 14-1.

Response to Comment 31-2

Refer to Response to Comment 14-2.

Response to Comment 31-3

Refer to Response to Comment 14-3.

Response to Comment 31-4

Refer to Response to Comment 14-4.

Response to Comment 31-5

Refer to Response to Comment 14-5.

From: Nell Riley
Address: 733 Vermont Ave, Moss Beach, CA 94036
October 31, 2009

To: Lisa Grote, Planning Director, San Mateo County,
Center, 2nd Floor
Redwood City, CA 94063
Phone: (650) 363-4161, Planning
Phone: (650) 599-7311, Building
Fax: (650) 363-4849, Email: lgrote@co.sanmateo.ca.us

455 County

Dear Ms. Grote:

I have recently learned that DEIR has been issued for a proposed new development on the Midcoast called Big Wave. I have the following concerns about the process by which the Midcoast has been alerted to this project and hereby request additional time to review and respond to the DEIR. Specifically:

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32-1

32-2

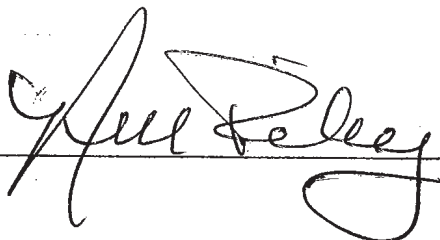
32-3

32-4

32-5

I am hereby requesting an extension of the DEIR review process and request being added to any future mailings or notifications in connection with Big Wave.

Sincerely,



Response to Comment Letter 32
Nell Riley

This letter is virtually identical to Comment Letter 14. Please refer to Response to Comment Letter 14.

Response to Comment 32-1

Refer to Response to Comment 14-1.

Response to Comment 32-2

Refer to Response to Comment 14-2.

Response to Comment 32-3

Refer to Response to Comment 14-3.

Response to Comment 32-4

Refer to Response to Comment 14-4.

Response to Comment 32-5

Refer to Response to Comment 14-5.

From: OLGA POZANSKI
Address: 871 SIERRA ST, MOSS BEACH, CA 94038
October 31, 2009 P.O. Box 838

To: Lisa Grote, Planning Director, San Mateo County,
Center, 2nd Floor
Redwood City, CA 94063
Phone: (650) 363-4161, Planning
Phone: (650) 599-7311, Building
Fax: (650) 363-4849, Email: lgrote@co.sanmateo.ca.us

455 County

Dear Ms. Grote:

I have recently learned that DEIR has been issued for a proposed new development on the Midcoast called Big Wave. I have the following concerns about the process by which the Midcoast has been alerted to this project and hereby request additional time to review and respond to the DEIR.

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I am hereby requesting an extension of the DEIR review process and request being added to any future mailings or notifications in connection with Big Wave.

Sincerely,

Olga Polonsky

In addition, no one in their right mind would ever consider building and allowing such a monstrous complex, NEAR!

33-1

33-2

33-3

33-4

33-5

33-6

Response to Comment Letter 33
Olga Polansky

With the exception of Comment 33-6, this letter is virtually identical to Comment Letter 14. Please refer to Response to Comment Letter 14.

Response to Comment 33-1

Refer to Response to Comment 14-1.

Response to Comment 33-2

Refer to Response to Comment 14-2.

Response to Comment 33-3

Refer to Response to Comment 14-3.

Response to Comment 33-4

Refer to Response to Comment 14-4.

Response to Comment 33-5

Refer to Response to Comment 14-5.

Response to 33-6

This comment is an expression of personal opinion. CEQA encourages reviewers to submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

From: Sabrina Brennan
Address: 105 LaGrande Ave Moss Beach, CA 94038
October 31, 2009

To: Lisa Grote, Planning Director, San Mateo County,
Center, 2nd Floor
Redwood City, CA 94063
Phone: (650) 363-4161, Planning
Phone: (650) 599-7311, Building
Fax: (650) 363-4849, Email: lgrote@co.sanmateo.ca.us

455 County

Dear Ms. Grote:

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34-1

34-2

34-3

34-4

34-5

I am hereby requesting an extension of the DEIR review process and request being added to any future mailings or notifications in connection with Big Wave.

Sincerely,

Sabrina Brennan

Response to Comment Letter 34
Sabrina Brennan

This letter is virtually identical to Comment Letter 14. Please refer to Response to Comment Letter 14.

Response to Comment 34-1

Refer to Response to Comment 14-1.

Response to Comment 34-2

Refer to Response to Comment 14-2.

Response to Comment 34-3

Refer to Response to Comment 14-3.

Response to Comment 34-4

Refer to Response to Comment 14-4.

Response to Comment 34-5

Refer to Response to Comment 14-5.

From: Sam Ditlevsen
Address: PO Box 163 - Moss Beach, CA 94038
October 31, 2009

To: Lisa Grote, Planning Director, San Mateo County,
Center, 2nd Floor
Redwood City, CA 94063
Phone: (650) 363-4161, Planning
Phone: (650) 599-7311, Building
Fax: (650) 363-4849, Email: lgrote@co.sanmateo.ca.us

455 County

Dear Ms. Grote:

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35-1

35-2

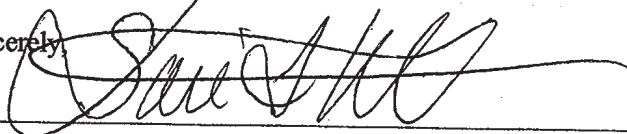
35-3

35-4

35-5

I am hereby requesting an extension of the DEIR review process and request being added to any future mailings or notifications in connection with Big Wave.

Sincerely,



Response to Comment Letter 35
Sari Ditlevsen

This letter is virtually identical to Comment Letter 14. Please refer to Response to Comment Letter 14.

Response to Comment 35-1

Refer to Response to Comment 14-1.

Response to Comment 35-2

Refer to Response to Comment 14-2.

Response to Comment 35-3

Refer to Response to Comment 14-3.

Response to Comment 35-4

Refer to Response to Comment 14-4.

Response to Comment 35-5

Refer to Response to Comment 14-5.

From: SHARON JARDENELLE
Address: 323 CYPRESS AVE Moss Beach
October 31, 2009

To: Lisa Grote, Planning Director, San Mateo County,
Center, 2nd Floor
Redwood City, CA 94063
Phone: (650) 363-4161, Planning
Phone: (650) 599-7311, Building
Fax: (650) 363-4849, Email: lgrote@co.sanmateo.ca.us

455 County

Dear Ms. Grote:

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36-1

36-2

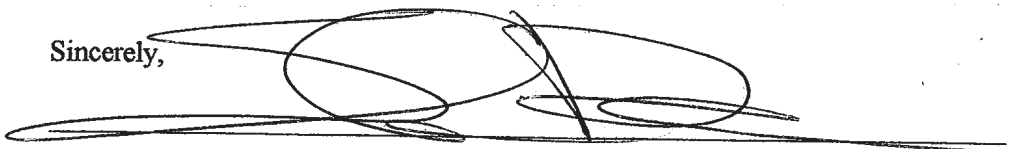
36-3

36-4

36-5

I am hereby requesting an extension of the DEIR review process and request being added to any future mailings or notifications in connection with Big Wave.

Sincerely,



Response to Comment Letter 36
Sharon Dardenelle

This letter is virtually identical to Comment Letter 14. Please refer to Response to Comment Letter 14.

Response to Comment 36-1

Refer to Response to Comment 14-1.

Response to Comment 36-2

Refer to Response to Comment 14-2.

Response to Comment 36-3

Refer to Response to Comment 14-3.

Response to Comment 36-4

Refer to Response to Comment 14-4.

Response to Comment 36-5

Refer to Response to Comment 14-5.

From: STEVE REID
Address: 1011 ETHELDRE ST MOSS BEACH CA 94038-0119
October 31, 2009

To: Lisa Grote, Planning Director, San Mateo County,
Center, 2nd Floor
Redwood City, CA 94063
Phone: (650) 363-4161, Planning
Phone: (650) 599-7311, Building
Fax: (650) 363-4849, Email: lgrote@co.sanmateo.ca.us

455 County

Dear Ms. Grote:

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37-1

37-2

37-3

37-4

37-5

I am hereby requesting an extension of the DEIR review process and request being added to any future mailings or notifications in connection with Big Wave.

Sincerely,

Steve Reid

Response to Comment Letter 37
Steve Reid

Response to Comment 37-1

Refer to Response to Comment 14-1.

Response to Comment 37-2

Refer to Response to Comment 14-2.

Response to Comment 37-3

Refer to Response to Comment 14-3.

Response to Comment 37-4

Refer to Response to Comment 14-4.

Response to Comment 37-5

Refer to Response to Comment 14-5.

Jonathan Wittwer
William P. Parkin
Ryan D. Moroney

WITTWER & PARKIN, LLP
147 SOUTH RIVER STREET, SUITE 221
SANTA CRUZ, CALIFORNIA 95060
TELEPHONE: (831) 429-4055
FACSIMILE: (831) 429-4057
E-MAIL: office@wittwerparkin.com

OF COUNSEL
Gary A. Patton

October 30, 2009

Camille Leung, Planner III
Planning and Building Department
County of San Mateo
455 County Center, Second Floor
Redwood City, CA 94063

Re: Granada Sanitary District Initial Comment on Draft EIR for Big Wave Wellness Center and Office Park

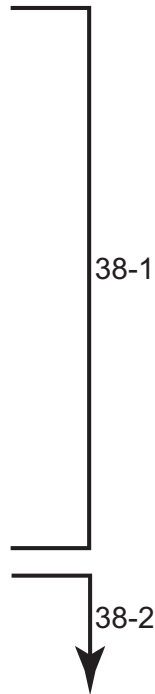
Dear Ms. Leung:

Thank you for providing the Granada Sanitary District (“District” or “GSD”) with the Notice of Availability of EIR for the Big Wave Wellness Center and Office Park Project (“Project”). While we have not yet examined the entire document, we initially note that the District has apparently not been afforded Responsible Agency status pursuant to the California Environmental Quality Act (Public Resources Code §21000 et seq. “CEQA”).¹ Given the District’s permitting authority over the Project’s sewage disposal (whether that be a sewer connection or a private treatment system) it is clear that the District is a Responsible Agency pursuant to CEQA. We are thus compelled to formally object to the County of San Mateo’s (“County”) failure to treat the District as a Responsible Agency for the Project. In addition, we respectfully request that the District be identified as such in the Final EIR,² and treated as such through the remainder of the environmental review process for this Project.

The DEIR proposes a possible sewer connection or an onsite wastewater treatment plant, or both, to deal with sewage disposal for the Project. As

¹ Section VII of the DEIR does list the District as a “Persons Consulted.” However, we are unaware of the use of that phrase anywhere in CEQA or the CEQA Guidelines, and are therefore unclear as to whether it holds any legal significance.

² It appears that the DEIR does not include a Responsible Agency list as is the customary practice pursuant to CEQA. It also appears that other Responsible Agencies may not have been identified, consulted or provided an opportunity to review the DEIR as required by CEQA.



previously indicated in each of the District's comment letters on this Project, the District has jurisdiction and permit authority over both sewer connections and the installation and use of a private wastewater treatment and disposal system³ within its jurisdictional boundaries. Therefore, the Project will require a permit from the District in either case.⁴ In addition, the proposed Project is located within the District's Assessment District 96-1, which **requires** that parcels within the assessment district be connected to the district sewer system. *See*, also District Ordinance Section 501. The Project will therefore be subject to all fees and regulations associated with that assessment district. Finally, the District has jurisdiction over garbage collection, disposal, and recycling services. Mandatory garbage collection service by the District's Franchisee (Seacoast Disposal) is required under our franchise agreement and the District Ordinance Code.

38-2

The DEIR indicates that "[t]he purpose of this document is to identify potential environmental impacts and mitigation measures for them, rather than to resolve open questions regarding the scope of GSD's regulatory authority" and that "[t]he Applicant has not conceded that GSD necessarily possesses all of the regulatory authority that GSD asserts over the Project." *See*, DEIR at page IV.N-10. Further, the County has previously agreed not to object to the District requiring a permit for a private wastewater treatment system on another parcel located in the District's jurisdiction. Thus, while we are sympathetic to the County's commitment to impartiality here, we submit that the County, as lead agency, is legally required to comply with all requirements related to Responsible Agencies under CEQA.

38-3

³ The DEIR indicates that the Regional Water Quality Control Board ("RWQCB") will have primary jurisdiction over the proposed onsite treatment plant. However, assuming an onsite disposal system is even an option (we note, and in fact, the DEIR states, that Big Wave is required to connect to the public sewer per District Ordinance Section 501), the Applicant would also be required to comply with District requirements for septic systems, including District Ord. §504. It appears that the RWQCB is not listed as either a "person consulted" or a "Responsible Agency" in the DEIR.

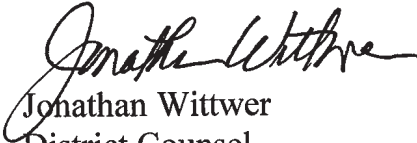
⁴ Indeed, on another recent project within the District's jurisdiction, the County agree that it would not object to the District's requiring a septic system installation permit for a private wastewater treatment and disposal systems for the subject property and also that it would inform future applicants for County Building Permits within the District's jurisdictional boundaries of the District's requirement for either a District Sewer Connection Permit or a District Individual Wastewater Treatment and Disposal System Permit for sewage disposal. *See*, October 5, 2009 Joint Letter re: Septic Permitting Authority between District Counsel to County Counsel.

Camille Leung, Planner III
County of San Mateo Planning and Building Department
Initial Comment re: Notice of Availability of DEIR
Big Wave Wellness Center and Office Park Project
October 30, 2009
Page 3 of 3

The District is looking forward to working with the County and Applicant on this socially and environmentally significant project and trust that we will be appropriately afforded the opportunity to do so as a CEQA Responsible Agency. Along these lines, we will be submitting a comment letter on the DEIR once we have completed a more thoughtful review of the document. In the meantime and to facilitate this review, we would appreciate the Applicant providing us with a hard copy of DEIR as soon as possible.

38-4

Thank you for your continued courtesy.

Sincerely,
WITTWER & PARKIN, LLP

Jonathan Wittwer
District Counsel
Granada Sanitary District

cc: Applicant
GSD Board of Directors (via E-mail)
GSD General Manager (Via E-mail)
Blair Allen SFRWQCB (via E-mail)
John Nibbelin, Deputy County Counsel (via E-mail)

Response to Comment Letter 38

Wittwer and Parkin, LLP – Attorney for Granada Sanitary District

This letter is included as an attachment to Comment Letter 54. Please see Response to Comment 54.

Response to Comment 38-1

Please refer to Response to Comment 54-6.

Response to Comment 38-2

Please refer to Response to Comment 54-7.

Response to Comment 38-3

Please refer to Response to Comment 54-8.

Response to Comment 38-4

Please refer to Response to Comment 54-8.

"Lisa Ketcham" <lisa.ketcham@comcast.net> 11/4/2009 11:05 AM

Thank you to County staff for trying to get the story poles erected now when the public needs to see them in order to assess the DEIR.

Regarding the applicant's excuse of a winter crop, I would just like to point out that there hasn't been nor could there be any winter crop that could grow and be harvested at the project site before February or March 2010. Agricultural management of heavy clay soils, especially in such a marshy location, requires avoiding working or driving on the soil when wet, which destroys soil structure and causes compaction in even the best of soils. In fact, if the applicant waits to construct the story poles until the fields are saturated in winter, they will have a very difficult time of it, and they will do much damage to the agricultural soil. This is the kind of place that when saturated, your feet sink in and you can't move them except to step out of your shoes.

I imagine story poles for such large buildings would indeed be expensive, but erecting them in boggy conditions may cost even more. If the concern is that winter storms will damage them, it should be pointed out that some of our strongest winds here are in March. There should be a maintenance requirement no matter when they are erected.

The story poles should be erected to the full height of the proposed project, including the 4 ft of solar/wind turbines on the roof and the raised grade of the building pads.

The renderings in the DEIR may or may not be accurate or representative, but they certainly will not be seen by many. When the story poles go up, Coastside residents and visitors will suddenly all become aware of the visual impacts of the project. This public awareness should not be so severely restricted in this public comment period which is the only opportunity for the public to have any influence on the determinations in the final EIR.

Lisa Ketcham, President
Pillar Ridge Homeowners Association

39-1

***Response to Comment Letter 39
Pillar Ridge Homeowners Association***

Response to Comment 39-1

The commenter expresses dissatisfaction about the public not being able to view the story poles at full height during the public comment period to assess the DEIR. The commenter expresses opinions regarding the use of the project site to grow crops in the winter and damage to soil by the placement of story poles. The commenter recommends that the County require the applicant to construct story poles at the full height of the proposed project and to maintain the poles once erected.

Opinions regarding use of the site as productive farmland during the winter are outside of the purview of this FEIR. The applicant has stated that story poles will be installed and maintained during the public notification period prior to any County public hearing considering the project and the certification of the FEIR. The public notification period is 10 days prior to a public hearing date. Also, refer to Topical Response 1, Story Poles, Topical Response 7, Visual Simulations of the Proposed Project, and Response to Comment 53-3.*

The commenter states, “the renderings in the DEIR may or may not be accurate” and “they certainly will not be seen by many.” The commenter believes story poles will allow the public to best assess the visual impacts in order to have influence on the final EIR.

Please refer to Response to Comment 39-1.

* The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.

"Ruby Pap" <rpap@coastal.ca.gov> 11/4/2009 11:14 AM

Thank you, Camille. We consider this to be a high priority, and would very much like to do a thorough review and provide you with detailed comments. Given the large size of this DEIR, the fact that we are spending a considerable amount of staff time on the Midcoast LCP Update, and our reduced work schedule due to mandatory furloughs, I am concerned about short turn around time for comments. Is the County entertaining requests for extending the deadline? I have also heard that the County is not requiring the applicants to erect story poles on the site. Is this correct? We feel that story poles may be necessary to evaluate the project's visual and aesthetic impacts. Please let me know your thoughts. Thanks, -Ruby

40-1

40-2

p.s. FYI...the link you provided below is for a different project.

Ruby Pap

District Supervisor
North Central Coast District
California Coastal Commission
45 Fremont St., Ste. 2000
San Francisco, CA 94105-2219
phone (415) 904-5260
fax (415) 904-5400

-----Original Message-----

From: Camille Leung [<mailto:CLEUNG@co.sanmateo.ca.us>]
Sent: Monday, October 26, 2009 11:42 AM
To: Ruby Pap
Subject: Draft EIR

Hi Ruby,

FYI - The Big Wave Draft EIR is out and available to the public. Comments are due Dec. 7. An informational Planning Commission hearing will take place on Nov. 18. Here's a link to the online version (please let me know if you need a hard copy):

40-3

Electronic Version of EIR:

<http://www.co.sanmateo.ca.us/portal/site/planning/menuitem.2ca7e1985b6c8f5565d293e5d17332a0/?vgnextoid=be13db7f3bab3210VgnVCM1000001937230aRCRD&cpsextcurrchannel=1>

The NOA was sent to Charles Lester.

Thanks :)

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

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Response to Comment Letter 40
California Coastal Commission

Response to Comment 40-1

The commenter provides an introductory statement, is concerned with the large size of the DEIR versus the amount of time available to review it, and asks if an extension is a possibility.

The public review period was extended from 45 days to 64 days to allow more time for responsible agencies and interested members of the public to review the DEIR. Refer to Topical Response 2, Public Review Period for the DEIR.*

Response to Comment 40-2

The commenter states, “we feel that story poles may be necessary to evaluate the project’s visual and aesthetic impacts” and provides closing statements.

The applicant has stated that story poles will be installed and maintained during the public notification period prior to any County public hearing considering the project and the certification of the FEIR. The public notification period is 10 days prior to a public hearing date. Also, refer to Topical Response 1, Story Poles, Topical Response 7, Visual Simulations of the Proposed Project, and Response to Comment 53-3.*

Response to Comment 40-3

This comment is made by County staff and is not a public comment that requires a response under CEQA.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

Dear Ms. Grote:

I have recently learned that DEIR has been issued for a proposed new development on the Midcoast called Big Wave. I have the following concerns about the process by which the Midcoast has been alerted to this project and hereby request additional time to review and respond to the DEIR. Specifically:

(1) The DEIR is three phone books thick and not widely available in printed form. Access to the printed document is essential when reviewing a project of this scale. The online document is broken down into segments and it's not possible to print the whole document at once.

(2) Only a small fraction of those impacted by the potential traffic, environmental impact, and strain on shared infrastructure generated by such a project have been notified of its existence. The vast majority of the Midcoast residents have not been notified.

(3) There are no story poles in existence now, or planned for the entire CEQA public comment period. Without this tangible reference point, Midcoast residents are being deprived not only of a visual point of reference alerting them to the proposed project, but also a sense of its scale and footprint. Even modest single family home remodels and construction require story poles, and certainly a project of this scale is no exception.

(4) There has been no public town hall scheduled to review the DEIR for the Midcoast to direct questions both to the developer, and to the parties at the County that will be charged with evaluating the project.

(5) Given the timing around the holiday season, even those parties that have concerns or interests affected by this project may be unavailable to comment and participate in this process. For this reason, an extended window for comment helps ensure public participation.

I am hereby requesting an extension of the DEIR review process and request being added to any future mailings or notifications in connection with Big Wave.

Sincerely,
Pamela Perry
386 9th street, Montara, CA

41-1

41-2

41-3

41-4

41-5

Response to Comment Letter 41
Pamela Perry

This letter is virtually identical to Comment Letter 14. Please refer to Response to Comment Letter 14.

Response to Comment 41-1

Refer to Response to Comment 14-1.

Response to Comment 41-2

Refer to Response to Comment 14-2.

Response to Comment 41-3

Refer to Response to Comment 14-3.

Response to Comment 41-4

Refer to Response to Comment 14-4.

Response to Comment 41-5

Refer to Response to Comment 14-5.

"Cid Young" <cid4houses@earthlink.net> 11/6/2009 5:26 PM

Thanks Lisa, I will check it out. What caused FEMA to remove the Big Wave Project from the Tsunami Inundation Zone requirements? The ABAG GIS website still has is smack dab in the middle. (Go Figure)

42-1

Carlyle Ann Young
180 San Lucas Avenue
Moss Beach, CA 94038

From: Lisa Grote [<mailto:LGrote@co.sanmateo.ca.us>]
Sent: Friday, November 06, 2009 3:42 PM
To: Cid Young
Subject: Re: Tsunami Zone Building Requirements

Cid,

If you go to the Planning and Building Department homepage and scroll down the left-hand side of the page, you will see a box called "Sections". Within that section, you will see "Building Permits and Inspections", click on that section title. Once in the Building Section page, you will see the button for "Adopted Codes and Regulations", click on that title and you will see "Flood Zone Requirements". Click on that title and you will see the requirements for all of the various flood zones in the County. Please keep in mind as you read through these that in 2005 FEMA removed the Big Wave site from the Tsunami Inundation Zone so those requirements do not apply to the proposed project.

42-2

We can discuss this more next week.

Thank you,

Lisa



"Cid Young" <cid4houses@earthlink.net> 11/5/2009 9:47 AM

Lisa,

I am sorry I missed most of your presentation last night at the MCC meeting. **Could you please send me a link to the County Guidelines for development in a Tsunami Inundation Zone.** You indicated that there is a county plan, and I would like to look it over long before the November 18th Planning Commission Hearing on Big Wave Office Park & Wellness Center Project, which according to the ABAG GIS MAPPING system is located ENTIRELY in the Tsunami Zone as well as along the Coastal Tsunami Evacuation Route.

42-3

As a concerned citizen, I am worried about the impact that a poorly planned-for disaster might have on the nearby neighbors, should the Big Pave 713 car parking lot suddenly be inundated with seawater and debris. I live in the bluff top community of Seal Cove (just off Airport Street in Moss Beach), but there are others much closer, such as the residential El Granada Mobile Home Park and the residences and businesses

at the Harbor not to mention all the Visitor-Serving hotels, restaurants etc. at the Princeton Harbor.

[http://www.oes.ca.gov/Operational/OESHome.nsf/PDF/Tsunamis,%20Designing%20for%20/\\$file/DesignForTsunamis.pdf](http://www.oes.ca.gov/Operational/OESHome.nsf/PDF/Tsunamis,%20Designing%20for%20/$file/DesignForTsunamis.pdf)

Thank you in advance for your rapid response to my request.

Carlisle Ann Young
180 San Lucas Avenue
Moss Beach, CA 94038



Response to Comment Letter 42
Carlisle Young - Individual

Response to Comment 42-1

This commenter requests an explanation for why the Federal Emergency Management Agency (FEMA) removed the project site from the Tsunami Inundation Zone and associated requirements and references the ABAG GIS website.

Comment 42-1 is in response to a statement made by County staff in Comment 42-2. Please see Comment 42-2.*

Response to Comment 42-2

This comment is made by County staff and is not a public comment that requires a response under CEQA.*

Response to Comment 42-3

Commenter asserts that Big Wave Office Park and Wellness Center is located in the Tsunami Zone as well as Coastal Tsunami Evacuation Route. This commenter requests a link to the County guidelines for development in a Tsunami Inundation Zone, expresses concerns regarding a future tsunami event, provides general information on the commenter, and provides a link to the National Tsunami Hazard Mitigation Program's "Designing for Tsunamis: Seven Principles for Planning and Designing for Tsunamis."

Section IV.H (Hydrology and Water Quality) of the DEIR includes an overview of tsunamis as they have affected the region historically and includes an overview of the regulatory setting, including plans and other documents. Please refer to Topical Response 9, Tsunami Hazards. As discussed in this Topical Response, a new Tsunami Inundation Map was prepared for the County in 2009 (map is included in this FEIR in Comment Letter 11).

* The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.

"Lennie Roberts" <lennie@darwin.ptvy.ca.us> 11/5/2009 10:43 AM

Dear Lisa, Thank you for extending the comment period for the Draft EIR for 15 calendar days, to the close of business on Tuesday, December 22. Unfortunately, a critical section of the Draft EIR was omitted from the hard copies. The missing **Section N: Utilities and Service Systems - Sewer, Water, Solid Waste, and Energy** - is one of the most important sections of the Draft EIR. Please be sure that all the individuals, groups, and agencies who were sent a hard copy of the Draft also receive a hard copy of this missing section.

43-1

This is a complex and controversial project that raises significant issues as to compliance with the Local Coastal Program and also may have potentially significant adverse environmental impacts.

There are other important planning matters that are scheduled for public hearings during this review period, particularly the Midcoast LCP Update hearings at the Coastal Commission meeting of December 9-11.

43-2

Given the fact that many interested members of the public must take time away from other important work and home priorities as well as the extra demands during the December holiday season, and the fact that the Draft EIR, as circulated, is still incomplete, CGF respectfully requests that the public review period begin once the full and complete Draft EIR is distributed.

CGF also requests that story poles be erected on the project site during the public review period so that the full visual impacts of this project can be evaluated. While the Draft EIR includes visual simulations, these are of limited use. This project will be highly visible from many locations; the Draft EIR only evaluates the view from five. Only by erecting story poles to the full height of the project, including any extensions above the roof, and accounting for the fill that is necessary to raise the buildings above the current grade, will the full visual impacts of the project be able to be evaluated. If the Applicant refuses to place the story poles during the EIR review period, this will hinder, rather than help, the process of review by the public and decision makers.

43-3

Thank you for considering this request.

Sincerely,

Lennie Roberts, Legislative Advocate
Committee for Green Foothills

***Response to Comment Letter 43
Committee for Green Foothills***

Response to Comment 43-1

Commenter states that Section N: Utilities and Service Systems-Sewer, Water, Solid Waste and Energy was omitted from the initial hard copy distribution of the DEIR. Therefore, an extension of the comment period is necessary.

Section IV.N (Utilities and Service Systems) of the DEIR was circulated in accordance with State *CEQA Guidelines*. Hard copies of Section IV.N of the DEIR were distributed on November 6, 2009. On this date, Section IV.N, in addition to an extra full-set copy of the DEIR, was sent to the Half Moon Bay Library. On this date, an electronic copy of the omitted hard copy section was available for review on the County's website at the start of the public review period and was inserted into the online compiled version of the DEIR. The public review period was extended from 45 days to 64 days to allow more time for responsible agencies and interested members of the public to review the DEIR. Refer to Topical Response 2, Public Review Period for the DEIR.

Response to Comment 43-2

Commenter states that the Big Wave Project presents significant compliance issues regarding the Local Coastal Program and that due to the winter holiday season, an extension of the public comment period is necessary.

The commenter is also the author of Comment Letter 193, in which she identifies which LCP policies she believes are applicable to the project, including an opinion of whether the project complies or does not comply with each policy. Please see Response to Comments 193-17 through 58.

With regard to the public comment period, the public review period was extended from 45 days to 64 days to allow more time for responsible agencies and interested members of the public to review the DEIR. Refer to Topical Response 2, Public Review Period for the DEIR.

Response to Comment 43-3

Commenter requests that story poles be erected on the project site during the public review period.

The applicant has stated that story poles will be installed and maintained during the public notification period prior to any County public hearing considering the project and the certification of the FEIR. The public notification period is 10 days prior to a public hearing date. Also, refer to Topical Response 1, Story Poles, Topical Response 7, Visual Simulations of the Proposed Project, and Response to Comment 53-3.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"Jennifer Castner" <pennifer@gmail.com> 11/5/2009 2:53 PM
Hello Ms. Grote and Ms. Leung!

I am a resident of Moss Beach and am writing you with my concerns about the proposed Big Wave development.

My main concern is that the project is ENTIRELY out of proportion with Moss Beach and the coastside community in general, especially at that exact site, a mostly undeveloped area adjacent to protected open space. The road upon which the project would be situated, as well as the road through which one accesses that Airport Road are also inadequate to support increased traffic.

44-1

And we already have SO much unoccupied commercial, retail, and industrial space on the coast, given the tough economy.

44-2

It's dangerous enough trying to cross Hwy 1 as a pedestrian (or heck, even as a driver) without increasing traffic further. Even with a traffic signal (how long would THAT take to get approved and installed?)...

44-3

It's also an unlikely setting for disabled youth - incredibly isolating away from support services, medical facilities, and basic shopping. Not to mention uncomfortably close to the HMB airport - safety issues, air and sound pollution, possibly groundwater and other toxic impacts as well...

44-4

I don't see that the developers of the project are showing any inclination to discuss the project openly and completely with the local community. Where are the story poles? What crops would they be disturbing now, and wouldn't story poles be even more disturbing in late winter/early spring when the ground is that much more saturated? Shouldn't we be seeing them NOW?

44-5

A 3-story building would be even more out of place. Where is the next 3-story building in relation? How many are there on the coast at all?

Then there's the environmental impact of such a structure - increased traffic and pollution, the footprint of the building and huge accompanying parking lot, it's impact on surrounding property values, increased anthropogenic impact on nearby protected lands.

44-6

Where is the water going to come from to support such a huge infrastructure? Don't we have water problems over here?

44-7

Give me ONE good reason, other than taxes paid into San Mateo County coffers (that we'd probably never see here on the Coast) and a very few jobs in the long-term, why this project is needed!

In summary, I feel VERY strongly that this proposed development is entirely out of character with the coast, in terms of planned use, proximity to local protected areas, possible risk to

44-8



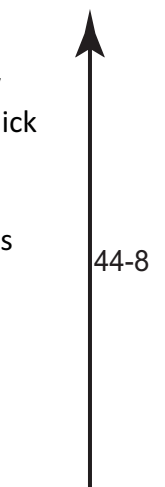
future users, local environmental and traffic impacts, possible reductions in local property values, and just plain unnecessary. Surely a number of smaller, more sustainably and sensibly planned development projects make more sense. If you want to build a big project like this, pick a MUCH better, well-thought out site.

Please, San Mateo County, treat the Coastside like the valuable rural and coastal area that it is and not like some poor cousin to the rich and highly developed communities over the hill. Listen to us!

I would appreciate a detailed response to my concerns. You can reach me via email or send postal mail to PO Box 824, Moss Beach, CA 94038/

Sincerely,
Jennifer Castner, homeowner at 882 Etheldore Street in Moss Beach

Jennifer Castner
pennifer@gmail.com



Response to Comment Letter 44
Jennifer Castner - Individual

Response to Comment 44-1

Commenter asserts that the Big Wave Project is out of proportion with Moss Beach Coastside community and that the roads leading to the proposed site are inadequate to support the increased traffic.

Refer to Response to Comment 8-4.

Response to Comment 44-2

Commenter asserts that currently there is existing unoccupied commercial/retail/industrial space on the Coastside and implies that there may not be any demand for this space once it is constructed.

As stated in Topical Response 12, Construction Phasing for the Office Park, the construction of the Office Park would be phased one building at a time, when buyers and/or renters have been established.

Response to Comment 44-3

Commenter inquires about pedestrian safety and projected time line of installation of traffic stop light at the intersection of Cypress Avenue and Cabrillo Highway.

Refer to Response to Comment 8-4.

Response to Comment 44-4

Commenter suggests that site is isolated.

Please refer to Response to Comment 21-1(C).

Response to Comment 44-5

Commenter inquires on the status of the story poles and the distribution of crops. The commenter states that a three-story building would be out of place in the area and asks how many three-story buildings exist on the Coast.

Refer to Response to Comment 39-1. Regarding the scale of the Office Park, please see Response to Comment 21-1(A). In a recent informal survey of Princeton, County staff found at least three 3-story buildings, including two along the Princeton waterfront, as well as a warehouse on Yale Avenue. A full survey of the Coastside was not performed. CEQA does not require a Lead Agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

Response to Comment 44-6

Commenter inquires about various environmental impacts (traffic, aesthetics, air quality, and biological) of the Big Wave Project.

These specific impacts are each discussed in appropriately named sections of the DEIR. For traffic impacts, please see Response to Comment 44-3, above.*

Response to Comment 44-7

Commenter inquires about the source of water used for the project.

Water supply for the proposed project is discussed in Section III of the FEIR (Corrections and Additions to the Draft EIR), Section IV.H (Hydrology and Water Quality), and Section IV.N (Utilities and Service Systems) of the DEIR.*

Response to Comment 44-8

Commenter reiterates opinionated concerns regarding the Big Wave Project as a whole.

This comment is an expression of personal opinion. CEQA encourages reviewers to submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.*

* The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.

On Nov 6, 2009, at 2:59 PM, Lisa Grote wrote:

Hello Sabrina,

Thank you as well for the invitation to attend the MCC meeting. We are looking into the ramifications of Section IV.N not being included in the hard copies of the DEIR. I will be able to give you a more definitive answer early next week about the comment period.

45-1

Sincerely,
Lisa

"sabrina brennan" <sabrina@dfm.com> 11/5/2009 10:04 AM
Hello Lisa,

Thank you for speaking at the Midcoast Community Council special meeting last night. I appreciate your willingness to extend the CEQA review period from 45 days to the full 60 day timeline.

As discussed at the MCC meeting last night the printed DEIR is missing a major section: IV. Environmental Impact Analysis, **section N. Sewer, Water, Solid Waste and Energy**. Based on the table of contents the missing section is over 51 pages long. It is not possible to review the DEIR without section N. included. I hope your office will FedEx the missing section to all reviewing agencies and individuals currently reviewing the incomplete DEIR. Please be sure to notify the Half Moon Bay Library that section N. is missing so they inform citizens that the DEIR is incomplete.

45-2

I hope you will consider restarting the clock on the 60-day CEQA review period once everyone has the complete printed DEIR.

Sincerely,

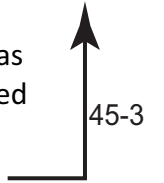
sabrina brennan
415 816 6111
midcoast community council
<http://mcc.sanmateo.org> <<http://mcc.sanmateo.org/>>

On Nov 4, 2009, at 4:12 PM, Lisa Grote wrote:

After careful consideration of all the requests from the public to extend the comment period for the Big Wave Draft EIR, I have decided to extend it by 15 calendar days. This will allow the full 60-day review period noted in the California Environmental Quality Act. The review period is based on calendar days, not working days. The public review period began on October 22, 2009 and will close at the end of the business day on Tuesday, December, 22, 2009. This extension is granted based on the length and complexity of the document.

45-3

The informational Planning Commission hearing scheduled for November 18, 2009 will occur as planned. All other Planning Commission and Board of Supervisor hearings tentatively scheduled to occur in February and March 2010 will be moved two weeks into the future.



Thank you,
Lisa Grote

Response to Comment Letter 45
Sabrina Brennan, Midcoast Community Council

Response to Comment 45-1

This comment is made by County staff and is not a public comment that requires a response under CEQA.*

Response to Comment 45-2

Commenter states that DEIR has failed to include Section IV, Utilities and Service Systems-Sewer, Water, Solid Waste and Energy; therefore, an extension of the comment period is necessary.

Section IV.N (Utilities and Service Systems) of the DEIR was circulated in accordance with the State *CEQA Guidelines*. Hard copies of Section IV.N of the DEIR were distributed on November 6, 2009. On this date, Section IV.N, in addition to an extra full-set copy of the DEIR, was sent and made available at the Half Moon Bay Library. On this date, an electronic copy of the omitted hard copy section was available for review on the County's website at the start of the public review period and was inserted into the online compiled version of the DEIR. The public review period was extended from 45 days to 64 days to allow more time for responsible agencies and interested members of the public to review the DEIR. Refer to Topical Response 2, Public Review Period for the DEIR.

Response to Comment 45-3

This comment is made by County staff and is not a public comment that requires a response under CEQA.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"Montara Fog" <darin@montarafog.com> 11/6/2009 5:05 PM

Hey Lisa,

Thanks again for coming out Wednesday--I know it is a tough audience. :)

Also, the information you were given about the missing Chapter IV-N in the Big Wave DEIR at the meeting wasn't 100% accurate.

The printed copy is indeed missing the chapter--but so is the online version. As you know you have it online in two forms: Chapter-by-chapter links and also in an all-in-one compiled version. The compiled version--probably the one that most citizens are interested in--is missing the chapter. This is also the version that I have been re-distributing via Montara Fog and it has been a popular download.

I don't know the process well--if you need a formal request to "re-start" the comment period then please consider this that request.

Thanks,

--Darin

46-1

Response to Comment Letter 46
Darin Boville - Individual

Response to Comment 46-1

Commenter states that DEIR has failed to include Section IV: Utilities and Service Systems-Sewer, Water, Solid Waste and Energy; therefore, an extension of the comment period is necessary.

Section IV.N (Utilities and Service Systems) of the DEIR was circulated in accordance with the State CEQA Guidelines. Hard copies of Section IV.N of the DEIR were distributed on November 6, 2009. On this date, Section IV.N, in addition to an extra full-set copy of the DEIR, was sent and made available at the Half Moon Bay Library. On this date, an electronic copy of the omitted hard copy section was available for review on the County's website from the start of the public review period and was inserted into the online compiled version of the DEIR. The public review period was extended from 45 days to 64 days to allow more time for responsible agencies and interested members of the public to review the DEIR. Refer to Topical Response 2, Public Review Period for the DEIR.

"Montara Fog" <darin@montarafog.com> 11/9/2009 11:42 AM
Great, Lisa. Thanks.

Can you ping me tomorrow when you know what the plan is?

For now I'll just write that you are studying the matter...

Thanks,

--Darin

On Nov 9, 2009, at 11:35 AM, Lisa Grote wrote:

Hello Darin,

I received your e-mail of Friday afternoon and the one below just now. The on-line document now includes Chapter N and we'll be mailing out hard copies of the Chapter tomorrow to those that received the DEIR without it. We are looking into the ramifications of not having Chapter N in the originally distributed documents. I will have an update tomorrow morning.

Thanks,
Lisa

"Montara Fog" <darin@montarafog.com> 11/9/2009 11:25 AM
Hi Lisa,

I haven't heard back from you regarding my last e-mail concerning the missing chapter N in the BIG Wave DEIR.

I see now that sometime on Friday the flawed online "compiled" version was replaced with a version which includes Chapter N.

Do you plan on making any adjustment to the comment period given that prior to November 6th chapter N was only available as a separate chapter download and wasn't in the "complete" version?

Is there some way to alert those people who downloaded the "compiled" version that they have a flawed copy and need to come back and get the new compiled version of the separate Chapter N?

When the DEIR was first released I posted a version of the pdf that included both the "compiled" version and the appendices in a single download. Of course, Chapter N was not included in that download--please keep in mind that due to redistribution efforts more flawed

47-1

47-2

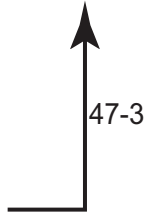
47-3

copies have been obtained by the public than your web log numbers may show.

I'm writing an update on Montara Fog on this issue--any comments would be most useful before 3:00 today.

Thanks,

--Darin



***Response to Comment Letter 47
Darin Boville - Individual***

Response to Comment 47-1

See Response to Comment 47-3, below.

Response to Comment 47-2

This comment is made by County staff and is not a public comment that requires a response under CEQA.*

Response to Comment 47-3

Commenter states that DEIR has failed to include Section IV: Utilities and Service Systems-Sewer, Water, Solid Waste and Energy; therefore, an extension of the comment period is necessary. The commenter asks County staff if there is a way to notify those who downloaded an incomplete version of the Draft EIR to download the corrected version.

Section IV.N (Utilities and Service Systems) of the DEIR was circulated in accordance with *CEQA Guidelines*. Hard copies of Section IV.N of the DEIR were distributed on November 6, 2009. On this date, Section IV.N, in addition to an extra full-set copy of the DEIR, was sent and made available at the Half Moon Bay Library. On this date, an electronic copy of the omitted hard copy section was available for review on the County's website at the start of the public review period and was inserted into the online compiled version of the DEIR. The public review period was extended from 45 days to 64 days to allow more time for responsible agencies and interested members of the public to review the DEIR.

On November 9, 2009, the County of San Mateo sent a revised Notice of Availability (NOA) to the State Clearinghouse and others who were sent the original NOA, stating that the public review period for the proposed project had been extended from 45 days to 64 days to allow more time for responsible agencies and interested members of the public to review the DEIR.

For more information, refer to Topical Response 2, Public Review Period for the DEIR.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

Gary Naman" <garynaman@gmail.com> 11/9/2009 10:23 PM
I am requesting a full 60-day CEQA review period.

48-1

Response to Comment Letter 48
Gary Naman - Individual

Response to Comment 48-1

Commenter requests a full 60-day CEQA review period.

The public review period was extended from 45 days to 64 days to allow more time for responsible agencies and interested members of the public to review the DEIR. Refer to Topical Response 2, Public Review Period for the DEIR.

"James Larimer" <jim@imagemetrics.com> 11/9/2009 4:17 PM
Hi Lisa-

I attended the meeting last week where you described the process to complete the EIR for the Big Wave project. I am a supporter of this project and receive notices about hearing dates where this project will be discussed, although I did not receive any notice of last week's meeting.

At that meeting you stated that the notification area is everyone within 500 yards of the project. My address is considerably farther away from the project, yet I have received at least two notifications. I live in the unincorporated area of the San Mateo coast and perhaps that is why I received this notice. The other possibility is that since I have supported this project before the Board of Supervisors verbally and via email expressions of support I received these notices.

My question is why am I getting these notices? Was I mistaken in my view, based upon my experience, that these notices have been broadly distributed?

Thanks,

Jim

James Larimer, Ph.D.
(650) 678-0658
jim@imagemetrics.com
www.imagemetrics.com <<http://www.imagemetrics.com>>

49-1

Response to Comment Letter 49
James Larimer - Individual

Response to Comment 49-1

Commenter is inquiring why he is receiving notices of public hearings regarding the project when he resides outside of the geographic range he understands to be the notification area.

Section 7013 (*Procedure and Criteria for Public Review and Action on Tentative Maps or Tentative Parcel Maps*) of the County's Subdivision Regulations requires notice of the public hearing to be given not less than ten (10) days nor more than thirty (30) days prior to the date of the hearing by mailing, postage prepaid, a notice of the time and place of the hearing to the subdivider, the owner and all persons whose names appear on the latest available assessment roll of the County as owning property within three hundred (300) feet of the boundaries of the subdivision which is the subject of the application. In addition to those living within three hundred (300) feet of the boundaries of the proposed subdivision, parties who have formally expressed interest in the project, regardless of their location of residence, may also be included in the distribution of public notices.

"Matt Collins" <matthew.collins@metromint.com> 11/9/2009 9:50 AM

This project and how it is being handled is a travesty. This is one of the most beautiful areas in the entire county and home to one of the natural wonders of the world. Its estimated that Mavericks (the wave) brings \$24 million annual dollars to the local community. This project will destroy this area and is completely unneeded (please visit the "mall" located in the piller point harbor area down the street that has about 80% vacancy in its commercial spaces.

If you allow this to happen, you are not doing your job. We are informing everyone on the coast. Simply put, we will not let this happen to our town and will stop this project by any means necessary.

Matthew Collins
Chief Operating Officer
Soma Beverage Company
Metromint - Metroelectro

50-1

Response to Comment Letter 50
Matthew Collins - Individual

Response to Comment 50-1

Commenter states strong opposition for the proposed project, stating that the project will destroy the area and is not needed (stating that the commercial mall in the area has about 80% vacancy).

Regarding the statement that the project will destroy the area, Section 15204(c) of the *CEQA Guidelines* states reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence. Environmental impacts to the site and project area, including Mavericks, are discussed in detail in Aesthetics and Biological Resources Sections of the Draft EIR, Sections IV.A and D, respectively. Mitigation measures included in the DEIR are intended to reduce all potentially significant impacts to a less than significant level.

The commenter implies that the area does not need any more commercial space. As described in the Project Description in Section III of the FEIR, the project does not propose any commercial space. Commercial services proposed in the Wellness Center are available to the employees of the Office Park only. The Office Park proposes general office, research and development, light manufacturing, and storage uses.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"Stacy Sabol" <stacy.sabol@sbcglobal.net> 11/9/2009 6:56 PM

As a Moss Beach home owning resident, I would like to voice my opposition to the "Big Wave" development project on two primary grounds:

1. The project is poorly sited with respect to traffic flow. The development would add thousands of cars per day to the narrow side streets of Cypress Boulevard and the Princeton Harbor which were never designed to accommodate this type of volume. Pulling out onto Highway 1, already difficult with existing traffic volume, will be rendered impossible.
2. The project is poorly sited with respect to the water supply. I have been employed as an environmental engineer for over 20 years, and I am concerned that the increased traffic will cause polluted surface water runoff contaminated with gasoline, oil, and grease, to infiltrate into the aquifer beneath the airport and be drawn into the existing municipal supply wells installed there during their active pumping cycles. The possibility of contaminating the water supply, which could require a costly shut down and replacement of the wells, is an environmental health risk to the local residents.

51-1

51-2

Thank you for considering my comments.

Stacy Sabol
121 Bernal Ave.
Moss Beach, CA 94038

***Response to Comment Letter 51
Stacy Sabol - Individual***

Response to Comment 51-1

Commenter states concerns regarding a potential increase in traffic.

Refer to Response to Comment 8-4.

Response to Comment 51-2

Commenter inquires about the source of water used for the project and the effect the increase in traffic will have on the water quality.

Additional project traffic could potentially contribute additional gasoline, oil, and grease to area roadways. However, as the project would provide on-site parking, the amount of pollutants from project traffic onto roadways is anticipated to be less than significant, considering existing traffic in the area. However, as described on page IV.H-43 of the Draft EIR, the project would incorporate stormwater management techniques, as required by the County's stormwater and drainage regulations, in order to minimize runoff to area streets.*

* CEQA does not require a Lead Agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

Kathryn <kathryn@montara.com> 11/10/2009 6:56 PM
Good Morning Lisa and Camille,

I am sending this note as an individual, but have cc'd the other MCC members as a courtesy.

The article below appeared on MontaraFog.com today. Tonight, as a member of the MCC, I am sponsoring the agenda item in which the MCC will be deciding on the action on how to proceed in evaluating the Big Wave DEIR. As you know from the meeting last week there is a great deal of interest in this project at the community level. Several questions arise from Mr. Byers assertions:

52-1

Will the County continue with the DEIR public hearing ending on 12/24/09 or will you stop the agency/ public review process until the DEIR is re-drafted to Mr. Byers (and his clients) satisfaction?

52-2

Will this letter have any effect on how the county evaluates the responses received on this version of the DEIR?

52-3

When did you receive this letter?

52-4

Would you please fax me a copy to my home fax machine: 650.728.1451

Thanks for your time and attention,

Sincerely

Kathryn Slater-Carter
Big Wave attorney warns of Beachwood-style lawsuit if property is not developed

Print | <<http://www.montarafog.com/Development/big-wave-attorney-warns-of-beachwood-style-lawsuit-if-property-is-not-developed/Print.html>> E-mail
<[Written by Darin Boville
Tuesday, 10 November 2009 17:](http://www.montarafog.com/component/option,com_mailto/link,aHR0cDovL3d3dy5tb250YXJhZm9nLmNvbS9EZXRlOG9wbWVudC9iaWctd2F2ZS1hdHRvc m5leS13YXJucy1vZi1iZW FjaHdvb2Qtc3R5bGUtbGF3c3VpdC1pZi1wcm9wZXJ0eS1pcy1ub3QtZGV2ZWxvcGVkLmh0bWw=/tmpl,component/>></p></div>
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David Byers, in a Novemeber 5th letter to Lisa Grote, the Director of Planning and Building, warns the County that it may be subject to an "inverse condemnation" lawsuit if the Big Wave property is not allowed to be developed.

52-5

David Byers is a partner in the law firm McCracken, Byers & Richardson who represent the Big Wave developers.

The warning takes issue with the environmental report prepared by Christopher A. Joseph and Associates and now in a public comment period. Byers writes that the consultant made an “inappropriate determination of certain restrictions on development” and that “any development restrictions on the site are caused by the County’s failure to maintain its own drainage channel and, of course, would subject the County to inverse condemnation if that land is subsequently not permitted to be developed.”

Byers’ warning sounds nearly identical to the Beachwood case where the City of Half Moon Bay eventually lost an inverse condemnation suit to developer Charles “Chop” Keenan over the development of wetland on the property and was subject to a \$41 million judgment, later settled at \$18 million.

Photo by Darin Boville
Good Morning Lisa and Camille,

The above appeared on MontaraFog.com today. Tonight the MCC will be deciding on the action to take for the Big Wave DEIR. Several questions arise from Mr. Byers assertions: Will the County continue with the DEIR public hearing or will you stop the agency/ public review process until the DEIR is re-drafted to Mr. Byersand his clients) satisfaction?

Kathryn

"Act as if what you do makes a difference. It does." - William James



52-5

Response to Comment Letter 52
Kathryn Slater-Carter - Individual

Response to Comment 52-1

This comment serves as an introductory statement. No response is required.*

Response to Comment 52-2

Commenter asks a question regarding the DEIR public review period end date.

Refer to Response to Comment 52-5, below.

Response to Comment 52-3

Commenter asks what effect the comments from the applicant's attorney will have on the drafting of responses to comments received on the DEIR.

The County's responses to comments in this FEIR consider guidance provided by the *CEQA Guidelines*.*

Response to Comment 52-4

Commenter asks what date the County received the referenced letter from the applicant's attorney.

The comment is a public information request and does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency.*

Response to Comment 52-5

The public review period was extended from 45 days to 64 days to allow more time for responsible agencies and interested members of the public to review the DEIR. Refer to Topical Response 2, Public Review Period for the DEIR.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"Laslo Vespremi" <laslov@hotmail.com> 11/11/2009 1:20 PM
To: Planning Commission

Dear Commissioners,

I am reside for the last 26 years in Moss Beach, about a mile from the proposed Big Wave project. By profession I am a 3D computer expert with 25 years of experience in 3D graphics and design.

After studying the Big Wave DEIR, Chapter Aesthetics, I came to the conclusion that the DEIR uses deceptive photos to show the scale of the project. Due to this practice and developers refusal of putting up story poles during the public comment period, it is impossible for the public to form a clear picture of the scale of the development.

As an expert in 3D design I set out to model and compare the proposed buildings to that presented by the DEIR.

Please see report enclosed.

Conclusion:

Based on the lack of story poles and deceptive graphics it is impossible for the community to form an informed view of the scale of the project during the public comment period. We were informed by Lisa Grote, Planning Director that the Planning Department repeatedly asked the applicant to set up story poles and was refused. Applicant stated that he will set up story poles in February, well after the public comment period ended. We, the community respectfully ask the Planning Commission to stop the 60-day public comment period today and restart it after story poles have been provided by the developer. I am also respectfully ask the commission to be able to show 3 short movies in Google Earth.

Sincerely,

Laslo Vespremi
190 Arbor Lane
Moss Beach, CA

53-1

53-2

Date: Nov. 11, 2009
To: Planning Commission
Re: **Deceptive photos in Big Wave DEIR, no story poles to see scale**
From: Laslo Vespri,
190 Arbor Lane, Moss Beach, CA 94038

Dear Commissioners,

I am residing for the last 26 years in Moss Beach, about a mile from the proposed Big Wave project. By profession I am a 3D computer expert with 25 years of experience in 3D graphics and design.

After studying the Big Wave DEIR, Chapter Aesthetics, I came to the conclusion that the DEIR uses deceptive photos to show the scale of the project. Due to this practice and developer's refusal of putting up story poles during the public comment period, it is impossible for the public to form a clear picture of the scale of the development.

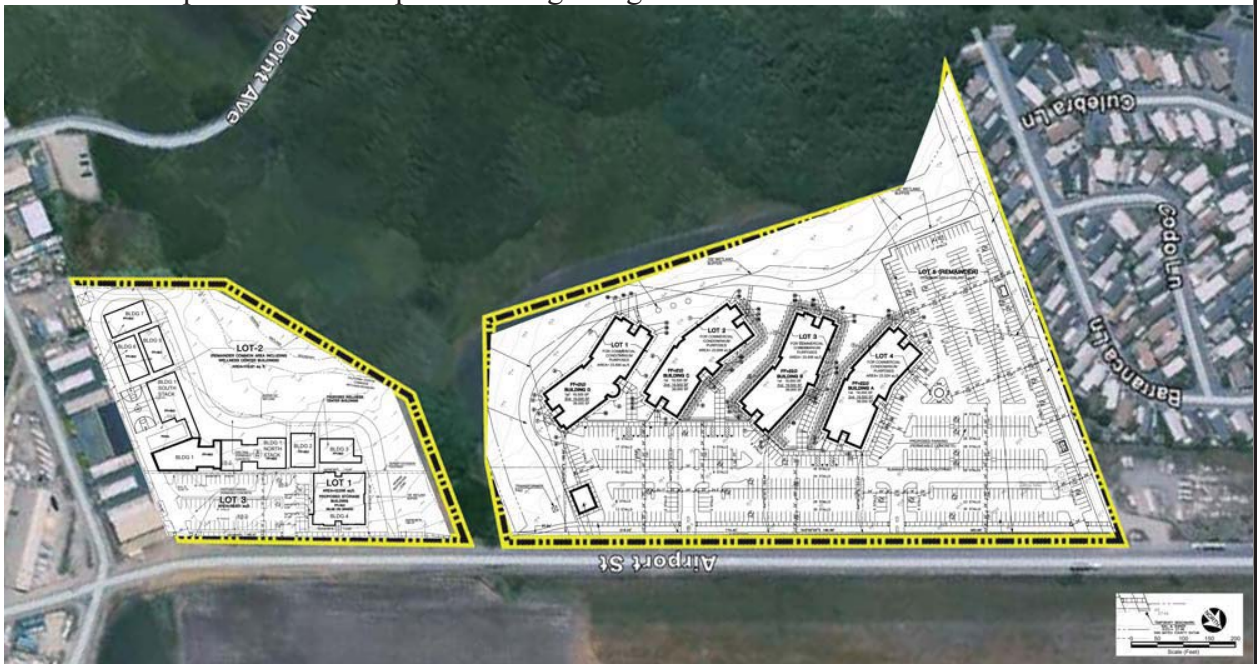
As an expert in 3D design I set out to model and compare the proposed buildings to that presented by the DEIR.

Methodology

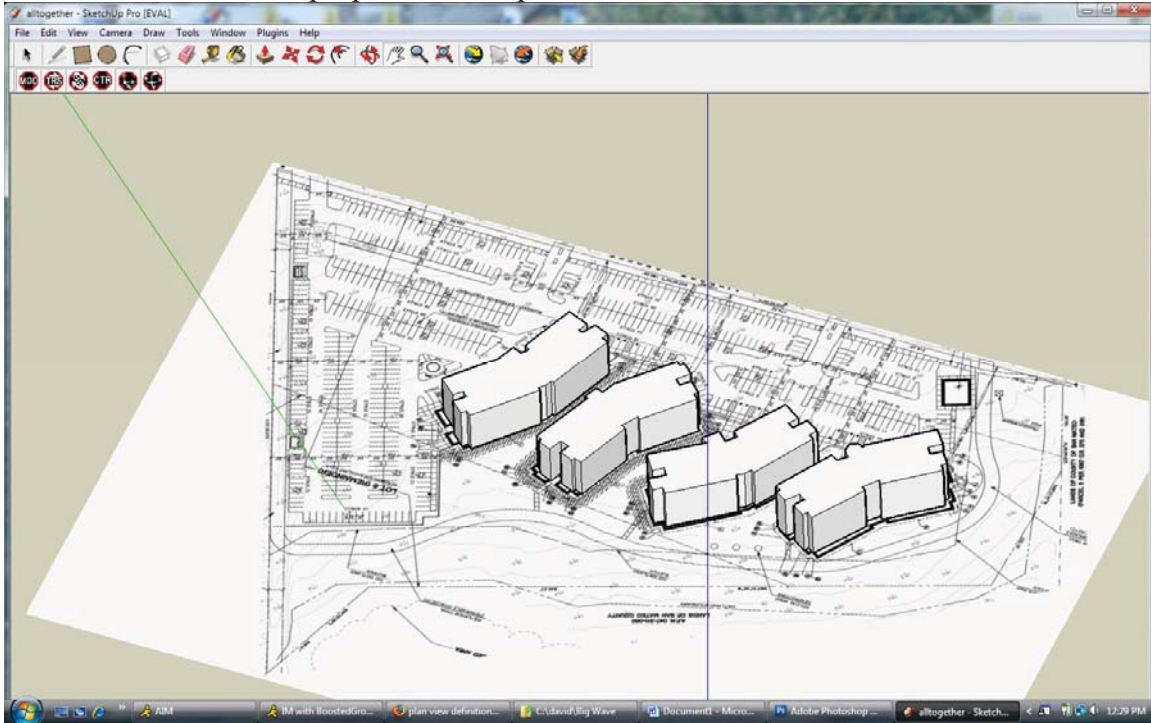
I started with the plan view as provided by the DEIR (note: one of the deceptive methods employed by the DEIR is that they don't show the combined plan view of the project but rather one-half at a time).

Step 1:

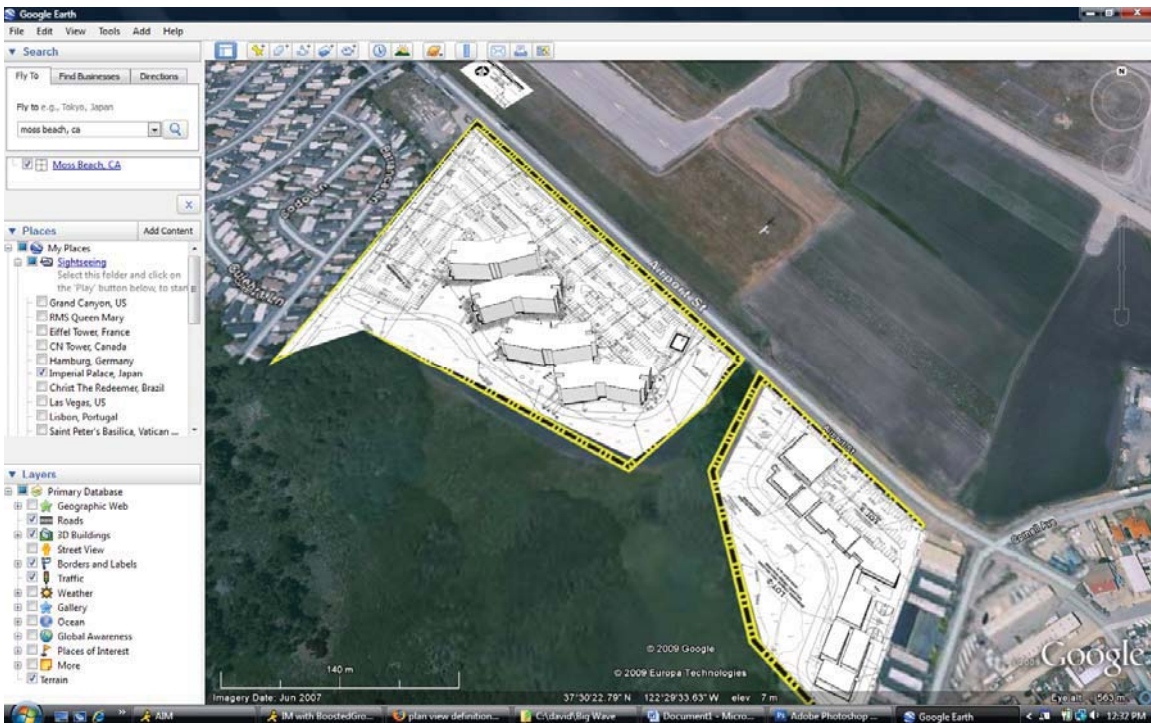
I overlaid the planview on the parcels using Google Earth satellite views.



2. Using Google SketchUp, a 3D modeling program, I modeled the buildings of both the wellness center and the proposed office park to scale.



3. Next I placed the modeled building on top of the plan view in Google Earth.



4. Now I was able to generate views in Google and compare to this views to similar views in the DEIR.

5. The DEIR presents five (5) view points as shown below



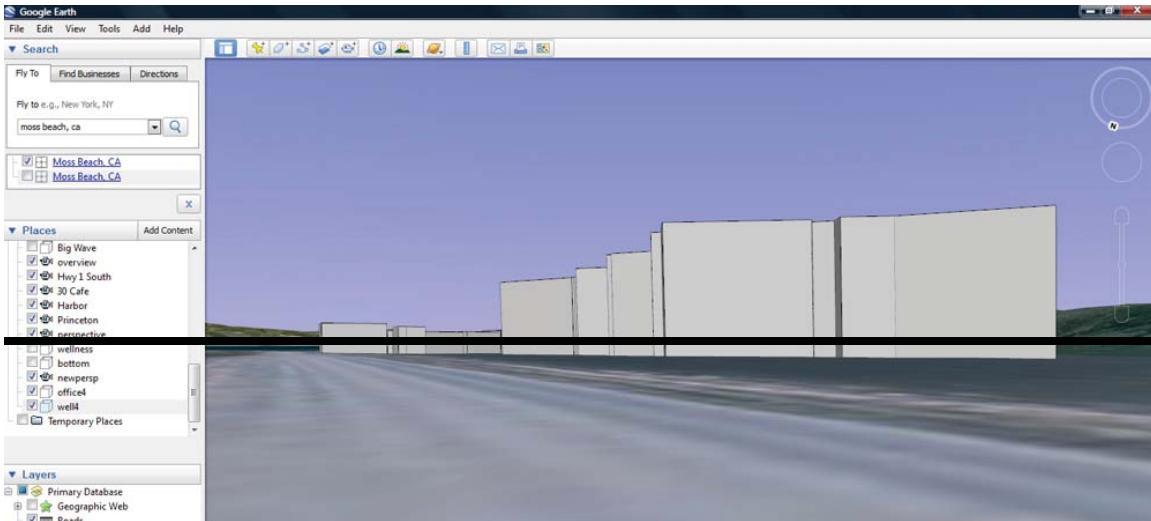
53-3

6. Starting with View 1 (Airport Rd, NE corner of project), I was able to compare the DEIR view with Google view.



DEIR view





Google view from the same spot.

Conclusion: DEIR image is deceptive: it shows the project from an eye-level of 40' as opposed to the Google view of 6' (normal street level).

Anyone who ever walked up to a 5-story building can immediately see this.

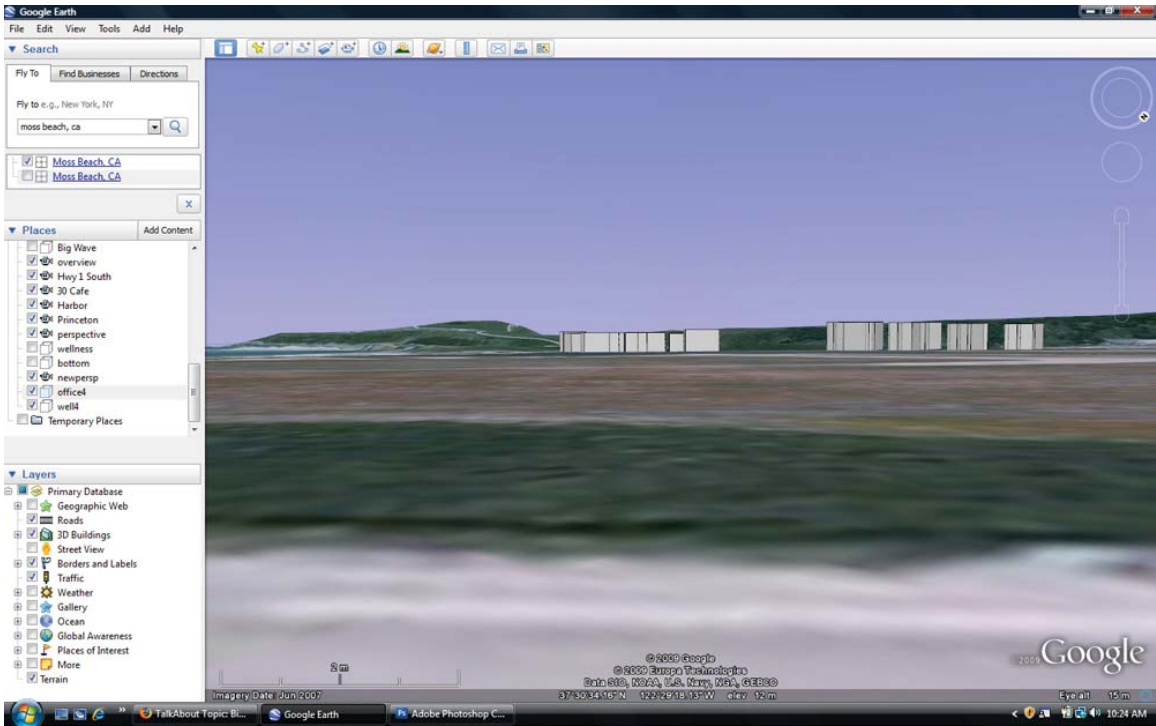
Further, the DEIR view is also scaled wrong. The telephone pole in the background of the DEIR is 40' tall (10 feet less than the top of the building) yet is shown as higher than the building!

View 5 (Corner of Hwy 1 and Capistrano Rd).

This view shows the massing of the buildings from Hwy 1 as seen across HMB Airport.



DEIR view



Google view

One can clearly see that the building almost covers the ridge line further to the West.

Another way to build a true scale is to compare the 50' office buildings to an existing structure like the 24" tall warehouse further to the North.



In addition, DEIR states that harbor or ocean views will not be obstructed. This is also false. Harbor and ocean views will be obstructed when viewed from Hwy 1 going South from the North boundary of the airport to 30 Café (see below).



Big Wave from Hwy 1.

Further, the DEIR provides no view from the Harbor either.



Big Wave from Barbara's Fishtrap in the harbor



Conclusion:

Based on the lack of story poles and deceptive graphics it is impossible for the community to form an informed view of the scale of the project during the public comment period.

We were informed by Lisa Grote, Planning Director that the Planning Department repeatedly asked the applicant to set up story poles and was refused. Applicant stated that he will set up story poles in February, well after the public comment period ended.

We, the community respectfully ask the Planning Commission to stop the 60-day public comment period today and restart it after story poles have been provided by the developer.



53-3

Response to Comment Letter 53
Laslo Vespremi

Response to Comment 53-1

The commenter provides general information about himself, states an opinion regarding the adequacy of the visual analysis and photos provided in Section IV.A (Aesthetics) of the DEIR, and introduces ensuing comments.

This is an introductory statement. No response is required by CEQA.*

Response to Comment 53-2

The commenter provides a closing statement and requests the public comment period be stopped and restarted after story poles have been provided for the proposed project.

The applicant has stated that story poles will be installed and maintained during a period of at least 10 days in length prior to any County public hearing considering the project and the certification of the FEIR. Both during the notification period and during the public hearing, there will be opportunities for the Planning Commission to receive public comment regarding the story poles and the analysis of the DEIR. Also, refer to Topical Response 1, Story Poles.

Response to Comment 53-3

The commenter provides the methodology and conclusions of the commenter's 3D modeling of the proposed project. The commenter asserts that the visual simulations contained in the DEIR are not accurate; the commenter then offers an alternative visual simulation methodology using Google Earth as a base for its alternative projections. The resulting simulations suggest that the proposed buildings would appear larger and would block background views to a greater extent than identified in the DEIR.

As discussed in Topical Response 7, Visual Simulations of the Proposed Project, the visual simulations presented in Section IV.A (Aesthetics) of the DEIR, Figures IV.A-4 through IV.A-8 on pages IV.A-22 through IV.A-36, were prepared by Christopher A. Joseph and Associates (the environmental consultant retained by the County to prepare the DEIR for this project). The visual simulations were created using design, landscaping, and site information from the architect Wald, Ruhnke and Dost Architects, LLP and surrounding land data from various public agencies, including San Mateo County and the United States Geological Survey. USGS Digital-Elevation-Model (DEM) data was used to create landform features of the surrounding area, and County parcel data was projected onto the landform to finish the base upon which the proposed project model could be built. The preparation of the DEIR's visual simulations included the investigation of other potential sources of topographic data, such as Google Earth, but determined such sources to be too inaccurate for use in the analysis.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

Notwithstanding the foregoing, staff notes that, with respect to the preparation of visual simulations, variations in the results can be expected when differing methodologies are employed. However, *CEQA Guidelines* Section 15151 provides that disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. This Final EIR provides a summary of the disagreement and, given the information available, the County concludes that the visual simulations in the DEIR are more reliable.

It should also be emphasized that the DEIR's conclusion that the project's aesthetic impacts would be less than significant is not based solely on the visual simulations. Rather, the DEIR analyses address a variety of considerations including assessment of the visual character of the project site and surrounding area, views of and through the project site, assessment of scenic resources on the project site and in the general vicinity, assessment of scenic vistas, and a detailed review of the regulatory setting.

Refer to Topical Response 1, Story Poles, and Topical Response 7, Visual Simulations of the Proposed Project.

The commenter states that the DEIR falsely states that harbor and ocean views will not be obstructed and shows a rendering of the project as viewed from Barbara's Fish Trap, at 281 Capistrano Road.

The rendering prepared by the commenter appears to be erroneous. The base photograph shows a western-viewing line of sight from Barbara's Fish Trap at 281 Capistrano Road, capturing Pillar Point Pier and the Pillar Point radar station. The commenter imposes a rendering of the project in the immediate background of the pier and alongside waterfront development in Princeton. This is an inaccurate representation of project. First, a linear line of sight from Barbara's Fish Trap to the radar station would not include the project site, which is located approximately 0.2 miles to the north of the line of sight. The photo appears to show the location of the development to the west of Princeton's developed waterfront. This is not the location of the development. Second, it may be possible that the development may be seen in a panoramic view of the entire Princeton area from Barbara's Fish Trap. However, a panoramic view would show all intervening development from the waterfront to Stanford Avenue. The view that most accurately depicts how the development would be viewed from the harbor is Views 3.A and 3.B (Figure IV.A-6, West Point Avenue) in the DEIR. As stated on page IV.A-21 in the DEIR, while the project would be noticeable from this viewpoint, the project would not significantly affect the overall value of the views from West Point Avenue. Implementation of the project would not obstruct views of the Pillar Point Marsh and the Montara Mountains from this vantage, and therefore project impact would be less than significant.

"Ryan Moroney" <rmoroney@wittwerparkin.com> 11/11/2009 12:59 PM

Dear Commission Secretary:

This law firm represents the Granada Sanitary District. Attached please find three letters that we would appreciate you including in the agenda packet for the November 18, 2009 Planning Commission Meeting for the Big Wave Project; File No. PLN2005-00481 and PLN2005-0482. The District plans on presenting oral testimony at that meeting and intends to reference these letters at that time.

For your information, I will be forwarding this E-mail (with attachments) to staff (John Nebbelin, Lisa Grote and Diana Shu) under a separate cover E-mail later today.

Feel free to contact me if you have any questions or concerns.

Thank you,
Ryan Moroney
Wittwer & Parkin, LLP
147 South River Street, Suite 221
Santa Cruz, CA 95060
Telephone: (831) 429-4055
Facsimile: (831) 429-4057
www.wittwerparkin.com <<http://www.wittwerparkin.com>>

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54-1

Jonathan Wittwer
William P. Parkin
Jennifer M. Bragar

WITTWER & PARKIN, LLP
147 SOUTH RIVER STREET, SUITE 221
SANTA CRUZ, CALIFORNIA 95060
TELEPHONE: (831) 429-4055
FACSIMILE: (831) 429-4057
E-MAIL: office@wittwerparkin.com

December 5, 2008

Camille Leung, Planner III
Planning and Building Department
County of San Mateo
455 County Center, Second Floor
Redwood City, CA 94063

**Re: Granada Sanitary District Scoping Comments for Preparation of EIR
for Big Wave Wellness Center and Office Park**

Dear Ms. Leung,

The Granada Sanitary District (“the District” or “GSD”) submits the following questions and comments in response to the County’s Notice of Preparation of EIR for the Big Wave Wellness Center and Office Park Project (the “proposed Project”).

Regarding the collection and treatment of wastewater from the proposed project, the Applicant/proponent would need to apply for and obtain permit(s) from GSD to connect to the public sewer system. However, since the project description also mentions the possibility of use of a private wastewater disposal system, the EIR must also consider that GSD has primary jurisdiction and permit authority as to the installation and use of a private wastewater disposal system on the Project site. GSD has detailed regulations (Dist. Ord. C. §504) as to which compliance must be demonstrated in order to get a Septic Permit to install a private wastewater disposal system.

GSD has Responsible Agency status for the above-described Project for either connection to the public sewer or installation and use of a private wastewater disposal system if part of the Project.

The California Environmental Quality Act (“CEQA”) provides (in part) as follows as to a Responsible Agency:

- (1) A responsible agency may require changes in a project to lessen or avoid only the environmental effects, either direct or indirect, of that part of the project which the agency will be called on to carry out or approve. See CEQA Guideline 15041
- (2) As set forth in CEQA Guideline 15096(b), a responsible agency is required to respond to consultation by the lead agency in order to assist the lead agency in

54-2



preparing adequate environmental documents for the project and to enable the responsible agency to ensure that the documents it will use will comply with CEQA.

- (3) A responsible agency may refuse to approve a project in order to avoid direct or indirect environmental effects of that part of the project which the responsible agency would be called on to carry out or approve. See CEQA Guideline 15042.
- (4) The lead agency shall consult with and request comments on the draft EIR from responsible agencies. Prior to the close of the public review period, a responsible agency which has identified what that agency considers to be significant environmental effects shall advise the lead agency of those effects. As to those effects relevant to its decision, if any, on the project, the responsible shall either submit to the lead agency complete and detailed performance objectives for mitigation measures addressing those effects or refer the lead agency to appropriate, readily available guidelines or reference documents concerning mitigation measures. If the responsible agency is not aware of mitigation measures that address identified effects, the responsible agency shall so state. See CEQA Guideline 15086.
- (5) The lead agency shall require the applicant to provide a copy of the certified, final EIR to each responsible agency. See CEQA Guideline 15095.

54-2

SCOPING QUESTIONS AND COMMENTS FROM RESPONSIBLE AGENCY GRANADA SANITARY DISTRICT

The Notice of Preparation states that the proposed Project will consider wastewater systems such as: (1) municipal hook-ups and/or (2) use of an on-site Membrane Bioreactor (MBR) wastewater treatment plant with disposal through irrigation. GSD submits that the following questions, among others, need to be analyzed and addressed in the EIR. GSD acknowledges that some of the answers to these questions are best known to GSD or the Sewer Authority Mid-Coastside ("SAM"). However, the EIR should provide information from the Applicant and obtain information from GSD or SAM and address these questions in the EIR for the benefit of the public and the decisionmakers.

54-3

Please consider the following in the EIR's analysis of the possibility for sewer connection(s) and/or a proposed private wastewater disposal system(s):

1. What volume of wastewater would the proposed Project generate, including under both dry weather and wet weather conditions? Please identify the sewage generation rates for all aspects of the proposed Project.
2. What size and capacity sewer line would the Applicant propose to connect to the District sewer main to serve the entire proposed Project? What size and

- capacity sewer line would the Applicant propose to connect to the District sewer main to serve the alternative project with office space increased to 225,000 square feet (“alternative project”)?
3. Do the existing public sewer transmission lines, pumps and other equipment and/or facilities have capacity to serve the proposed project? Do the existing public sewer transmission lines, pumps and other equipment and/or facilities have capacity to serve the alternative project?
 4. If the existing public sewer transmission lines, pumps and other equipment and/or facilities have capacity to serve the proposed Project, will the proposed Project be required to hook-up to the sewer system? If the existing public sewer transmission lines, pumps and other equipment and/or facilities have capacity to serve the alternative project, will the alternative project be required to hook-up to the sewer system?
 5. Are there any existing sewer service problems/deficiencies in the proposed Project area?
 6. Specifically, what impacts will the proposed Project have on wet weather overflows? What impacts will the alternative project have on wet weather overflows?
 7. Please identify and analyze the impacts of new infrastructure or upgrades to infrastructure that would be needed to meet the proposed Project’s demand for sewer distribution service. Please identify and analyze the impacts of new infrastructure or upgrades to infrastructure that would be needed to meet the alternative project’s demand for sewer distribution service.
 8. Would GSD be able to accommodate the project’s demand for sewer treatment service with the existing capacity of the SAM treatment facility?
 9. Given the existing Mid-Coast wastewater treatment demand and existing treatment capacity and approved dry weather flow treatment capacity will the SAM treatment facility be capable of serving Mid-Coast dry weather and wet weather flow sewage treatment needs for residential development at buildout considering the calculated buildout plus development of nonconforming lots?
 10. What size Membrane Biocactor (MBR) wastewater treatment plant would be required under the proposed Project? What size would be required for the alternative project with office space increased to 225,000 square feet?
 11. What are the water quality impacts associated with a private wastewater disposal system for the proposed Project? What are the water quality impacts associated with a private wastewater disposal system for the alternative project?
 12. What are the impacts associated with the proposed private wastewater disposal system on any wetland or riparian vegetation/area under definitions applicable in the Coastal Zone?
 13. Where will the wastewater system and associated irrigation disposal system be located on the site? Please also describe the size of the wastewater system and

associated irrigation disposal system and any impacts associated with the systems.

14. What is the landscape plan for the proposed Project? Can and will treated wastewater be used for irrigation?
15. Will the scope of alternatives for wastewater disposal be reduced prior to preparation of the EIR and if so how will GSD be notified?
16. Please thoroughly describe and analyze the garbage disposal system for the proposed Project and alternative project. Include locations, service provider, and impacts to the landfill.

Thank you for your consideration of these questions and comments.

Sincerely,



Jonathan Wittwer,
District Counsel, Granada Sanitary District

cc: Applicant
GSD Board of Directors
GSD General Manager

54-3



GRANADA SANITARY DISTRICT
OF SAN MATEO COUNTY

Board of Directors

Ric Lohman, President

Ron Fenech, Vice-President

Gael Erickson, Secretary

Matthew Clark, Treasurer

February 20, 2009

Ms. Camille Leung, Planner III
Planning and Building Department
County of San Mateo
455 County Center, Second Floor
Redwood City, CA 94063

Re: Granada Sanitary District Comments on Facilities Plan: Draft #2 for Big Wave Property, dated January 1, 2009

Dear Ms. Leung:

Thank you for forwarding the Big Wave project ("Project") referral package, which included the Facilities Plan: Draft #2 dated Jan. 1, 2009; Planning Permit Application Forms for Permits PLN2005-00481 and PLN 2005-00482 (for the office park and the wellness center, respectively); as well as the tentative maps and other planning documents for these proposed facilities.

As previously noted in GSD's December 5, 2008 comments and responses to the Notice of Preparation of an EIR for the Project, GSD has primary jurisdiction and permit authority over the proposed Project's connection to the public sewer and/or installation and use of a private wastewater treatment and disposal system.¹ Therefore, the Project will require a Sewer Connection Permit and/or a Private Wastewater Disposal System Permit to be issued by GSD. In addition, the proposed Project is located within GSD's Assessment District 96-1, which requires that parcels within the assessment district be required to connect to the district sewer system. It will therefore be subject to all fees and regulations associated with that assessment district.

In addition to the wastewater treatment issues outlined above, GSD has jurisdiction over garbage collection, disposal, and recycling services. Mandatory garbage collection service by the District's Franchisee (Seacoast Disposal) is required under our franchise agreement and the District Ordinance Code.

Finally, as a consequence of its role as a decision maker for the Sewer Connection Permit and/or a Private Wastewater Disposal System Permit, GSD is a "Responsible Agency" for the purposes of California Environmental Quality Act ("CEQA") review. CEQA and the CEQA Guidelines set forth a comprehensive statutory scheme encouraging, and in many cases mandating, that lead agencies coordinate with

¹ See also Letters dated December 8, 2008 to this effect sent to the Applicant and to you.

other agencies with permitting authority over aspects of the project outside the lead agency's jurisdiction (i.e. responsible agencies). In order to facilitate and comply with the CEQA requirements for early coordination between lead and responsible agencies, the District hereby submits the following comments:

54-4

GSD'S COMMENTS ON FACILITIES PLAN: DRAFT #2

The District would like to submit the following questions and comments related to the project's wastewater disposal system, and the garbage collection and disposal (including recycling):

1. Several of the questions and comments contained in GSD's December 5 comment letter in response to the Notice of Preparation are not addressed in the Facilities Plan. Please ensure that each of these questions and comments are addressed in future environmental analysis of the Project.
2. There is inadequate documentation to support many of the factual assertions contained in the Facilities Plan. Please provide the background studies and investigation to support these assertions in future environmental analysis of the Project.
3. The proposed wastewater treatment and/or recycling facilities will require a permit from GSD. The Project Description should be modified to reflect this requirement. More generally, the Facilities Plan should include clear delineation of the various permits required and the respective agencies with permit authority.
4. The Facilities Plan does not appear to include the purchase of the additional Noncontingent Assessments required by the assessment district regulations.
5. The Facilities Plan no longer consistently references a private wastewater treatment and disposal system, but rather references a recycling plant subject to permitting by the RWQCB and the State Health Department. As understood by the documents provided to date, GSD would consider either system to also likely require a Private Wastewater Disposal System Permit from the District.
6. Section 8.8 of the Draft Facilities Plan states that Allied Waste will provide waste collection and recycling for the Project, however, GSD has a franchise agreement with Seacoast Disposal which requires that Seacoast Disposal provide such services. Therefore, the Project should be modified to reflect this agreement.
7. Provide a detailed analysis of how the Project's wastewater treatment system, the MBR plant, will interact with the water recycling system, including, but not limited to, the proposed locations, conveyance, and storage systems of these

54-5

facilities, and a detailed analysis of how these systems will be constructed and maintained to avoid discharges into the environment.


8. Identify all wastewater infrastructure proposed to be installed in, on, over or near creeks, environmentally sensitive habitat area or other coastal resources.
9. Mitigation measures or alternatives to lessen or avoid any environmental impacts identified in this letter or identified in response to questions or comments raised in this letter should be incorporated into the final Project.

Because GSD has had no preliminary discussions with anyone from the Big Wave group concerning the Project, we would encourage the applicant to contact us at their earliest convenience to discuss these issues.

Thank you for your consideration of these questions and comments.

Sincerely,

GRANADA SANITARY DISTRICT


Chuck Duffy, General Manager

cc: Applicant
GSD Board of Directors
GSD General Manager

54-5

Jonathan Wittwer
William P. Parkin
Ryan D. Moroney

WITTWER & PARKIN, LLP

147 SOUTH RIVER STREET, SUITE 221
SANTA CRUZ, CALIFORNIA 95060
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OF COUNSEL
Gary A. Patton

October 30, 2009

Camille Leung, Planner III
Planning and Building Department
County of San Mateo
455 County Center, Second Floor
Redwood City, CA 94063

Re: Granada Sanitary District Initial Comment on Draft EIR for Big Wave Wellness Center and Office Park

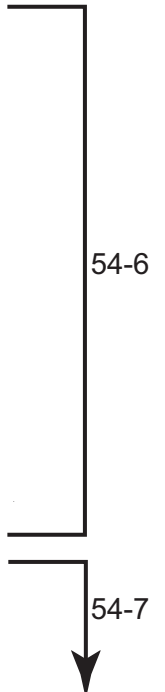
Dear Ms. Leung:

Thank you for providing the Granada Sanitary District (“District” or “GSD”) with the Notice of Availability of EIR for the Big Wave Wellness Center and Office Park Project (“Project”). While we have not yet examined the entire document, we initially note that the District has apparently not been afforded Responsible Agency status pursuant to the California Environmental Quality Act (Public Resources Code §21000 et seq. “CEQA”).¹ Given the District’s permitting authority over the Project’s sewage disposal (whether that be a sewer connection or a private treatment system) it is clear that the District is a Responsible Agency pursuant to CEQA. We are thus compelled to formally object to the County of San Mateo’s (“County”) failure to treat the District as a Responsible Agency for the Project. In addition, we respectfully request that the District be identified as such in the Final EIR,² and treated as such through the remainder of the environmental review process for this Project.

The DEIR proposes a possible sewer connection or an onsite wastewater treatment plant, or both, to deal with sewage disposal for the Project. As

¹ Section VII of the DEIR does list the District as a “Persons Consulted.” However, we are unaware of the use of that phrase anywhere in CEQA or the CEQA Guidelines, and are therefore unclear as to whether it holds any legal significance.

² It appears that the DEIR does not include a Responsible Agency list as is the customary practice pursuant to CEQA. It also appears that other Responsible Agencies may not have been identified, consulted or provided an opportunity to review the DEIR as required by CEQA.



previously indicated in each of the District's comment letters on this Project, the District has jurisdiction and permit authority over both sewer connections and the installation and use of a private wastewater treatment and disposal system³ within its jurisdictional boundaries. Therefore, the Project will require a permit from the District in either case.⁴ In addition, the proposed Project is located within the District's Assessment District 96-1, which **requires** that parcels within the assessment district be connected to the district sewer system. *See*, also District Ordinance Section 501. The Project will therefore be subject to all fees and regulations associated with that assessment district. Finally, the District has jurisdiction over garbage collection, disposal, and recycling services. Mandatory garbage collection service by the District's Franchisee (Seacoast Disposal) is required under our franchise agreement and the District Ordinance Code.

54-7

The DEIR indicates that “[t]he purpose of this document is to identify potential environmental impacts and mitigation measures for them, rather than to resolve open questions regarding the scope of GSD’s regulatory authority” and that “[t]he Applicant has not conceded that GSD necessarily possesses all of the regulatory authority that GSD asserts over the Project.” *See*, DEIR at page IV.N-10. Further, the County has previously agreed not to object to the District requiring a permit for a private wastewater treatment system on another parcel located in the District’s jurisdiction. Thus, while we are sympathetic to the County’s commitment to impartiality here, we submit that the County, as lead agency, is legally required to comply with all requirements related to Responsible Agencies under CEQA.

54-8

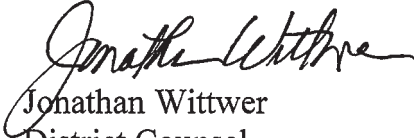
³ The DEIR indicates that the Regional Water Quality Control Board (“RWQCB”) will have primary jurisdiction over the proposed onsite treatment plant. However, assuming an onsite disposal system is even an option (we note, and in fact, the DEIR states, that Big Wave is required to connect to the public sewer per District Ordinance Section 501), the Applicant would also be required to comply with District requirements for septic systems, including District Ord. §504. It appears that the RWQCB is not listed as either a “person consulted” or a “Responsible Agency” in the DEIR.

⁴ Indeed, on another recent project within the District’s jurisdiction, the County agree that it would not object to the District’s requiring a septic system installation permit for a private wastewater treatment and disposal systems for the subject property and also that it would inform future applicants for County Building Permits within the District’s jurisdictional boundaries of the District’s requirement for either a District Sewer Connection Permit or a District Individual Wastewater Treatment and Disposal System Permit for sewage disposal. *See*, October 5, 2009 Joint Letter re: Septic Permitting Authority between District Counsel to County Counsel.

The District is looking forward to working with the County and Applicant on this socially and environmentally significant project and trust that we will be appropriately afforded the opportunity to do so as a CEQA Responsible Agency. Along these lines, we will be submitting a comment letter on the DEIR once we have completed a more thoughtful review of the document. In the meantime and to facilitate this review, we would appreciate the Applicant providing us with a hard copy of DEIR as soon as possible.

54-9

Thank you for your continued courtesy.

Sincerely,
WITTWER & PARKIN, LLP

Jonathan Wittwer
District Counsel
Granada Sanitary District

cc: Applicant
GSD Board of Directors (via E-mail)
GSD General Manager (Via E-mail)
Blair Allen SFRWQCB (via E-mail)
John Nibbelin, Deputy County Counsel (via E-mail)

Response to Comment Letter 54
Wittwer and Parkin, LLP, Attorney for Granada Sanitary District

Response to Comment 54-1

Commenter introduces itself and sets forth intent of its comment letter.

This statement is introductory. No response is required by CEQA.*

Response to Comment 54-2

The commenter states that Granada Sanitary District (GSD) has Responsible Agency status under CEQA for the Project, because GSD is the permitting authority for the Project's proposed connection to the public sewer and/or the installation and use of a private wastewater disposal system on the project site.

The County notes that the project now contemplates a connection to the GSD system and, on that basis, Granada Sanitary District claims to be a Responsible Agency for this project under CEQA. If the applicant requires a discretionary permit action from GSD in order to secure this sewer connection, GSD would meet the definition of a responsible agency under CEQA.

Response to Comment 54-3

The applicant sets forth a list of 16 separate issues and requests that the EIR consider each of the 16 items in its analysis of the Project's sewer connection and/or proposed private wastewater disposal system.

The following is a list of each requested item (in *italics*), and the location where each item is addressed in the DEIR. The questions asked by the commenter are those that are typically addressed during the project permitting phase and the level of detail provided in the DEIR is sufficient for environmental review as required under CEQA. It should also be noted that many of the questions would be those analyzed by GSD in its permit process.

1. *The volume of wastewater the Project would generate under dry- and wet-weather conditions. Identify the sewage generation rates for the Project.*

See "Estimated Wastewater Flows" on page IV.N-14 of the DEIR.

2. *The size and capacity of the sewer line the Project would use to connect to the District sewer main, and the same figures under the Alternative Project of 225,000 sq. ft. of office space.*

As stated on page IV.N-11 of the DEIR (Utilities and Service Systems), the sanitary sewer systems would include a network of 6-inch and 8-inch diameter pipes and 13 manholes. The proposed

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

project includes 225,000 sq. ft. of office space, so it is unclear which alternative the commenter requests information.

However, the commenter may be referring to Alternative C that assumes development of an equivalent amount of mixed office space as the proposed project; set forth on pages VI-16 – VI-20 of the DEIR. The DEIR determines that Alternative C would result in the generation of an amount of sewage similar to the project and the size and capacity of the sewer line would be similar or identical to the Project. Therefore, the alternative would similarly result in less than significant impacts related to wastewater treatment and capacity. This is true regarding all wastewater disposal aspects of Alternative C.

3. *Commenter asks whether existing public sewer transmission lines, pumps and other equipment have capacity to serve the Project and the Alternative Project.*

As described on page IV.N-15 of the DEIR, the project, as proposed and mitigated, would have a less than significant impact on wastewater treatment facility and collection system capacity. For Alternative C, the response is the same (see the foregoing response, *supra*).

4. *Will the Project be required to hook up to the sewer system? Will the Alternative Project?*

Section III of the FEIR states that the project proposes to hook up to the GSD system for 8 EDUs of capacity.

5. *Commenter asks whether there are existing sewer service problems in proposed project area.*

See Response to Comment 54-3(3), above. An analysis of potential project impact to treatment facility and collection system capacity has been analyzed in the DEIR. An analysis of problems not related to the project impact on capacity is outside of the purview of this CEQA document.*

6. *Commenter asks what impacts the project will have on wet-weather overflows and asks same for the Alternative Project.*

Refer to Response to Comment 205-60. The same response applies to the Alternative Project (see foregoing response, *supra*).

7. *Identify and analyze the impact of new infrastructure or upgrade to infrastructure that would be needed to meet the Project's demand for sewer distribution, and asks the same for the Alternative Project.*

Under the project or Alternative C scenarios, the applicant will limit the flow (through flow equalization) to the GSD system to be accommodated by the 8-inch line as required by Mitigation Measure UTIL-2(a) of the DEIR.

* The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.

8. *Commenter asks whether GSD (and SAM) would be able to accommodate the Project's demand for sewer treatment service.*

GSD would make this determination at the time of project sewer connection application. Based on the analysis presented on page IV.N-15 of the DEIR, there appears to be adequate treatment capacity, and project impacts on treatment facilities and capacities will be less-than-significant.

9. *Commenter asks whether the SAM treatment facility would be capable of serving Midcoast dry-weather and wet-weather flow sewage treatment needs for residential buildout.*

Potential project impact to system capacity is discussed in Response to Comment 54-3(3), above. The information requested is outside of the purview of this CEQA document.*

10. *Commenter asks what size MBR plant would be required under the Project and the Alternative Project.*

Refer to Figure III-27 of the DEIR. As to the Alternative Project, see the foregoing response, *supra*.

11. *Commenter asks what the water quality impacts associated with a private wastewater disposal system are for the Project, and for the Alternative Project.*

The project will treat wastewater to Title 22 standards and will use treated wastewater for toilet flushing, surface washing, and irrigation. Use of recycled water on-site would require approval from the California Department of Public Health (CDPH) and would comply with CDPH regulations. The proposed treatment levels and storage facilities, and the necessary regulatory reviews and approvals, will prevent adverse impacts to water quality. As to the Alternative, the same response applies.

12. *Commenter asks what the impacts of the Project's private wastewater system would be on wetland or riparian vegetation areas.*

Section IV.D (Biological Resources) states that the project would result in a less than significant impact to on-site wetlands, special-status species, and sensitive natural communities. Also, see Response to Comment 54-3(11), above.

13. *Commenter asks where the wastewater system and associated irrigation disposal system will be located on the site, asks for the size of the systems and their impacts.*

Refer to Figures III-23 and III-24 and Wellness Center Site Plan as revised in Section III of the FEIR.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

14. *Commenter asks for the landscape plan for the Project, and asks whether wastewater will be used for irrigation.*

Refer to Figures III-23 and III-24 of the DEIR and the Wellness Center Site Plan as revised in Section III of the FEIR. Also see Section ____ of the FEIR regarding use of treated wastewater for irrigation.

15. *Commenter asks if the scope of alternatives for wastewater disposal will be reduced prior to preparation of the EIR.*

Refer to Section III of the FEIR for the revised wastewater disposal proposal, which includes eight GSD-assessed connections.

16. *Analyze and describe the garbage disposal system for the Project and the Alternative Project.*

Refer to pages IV.N-39 through IV.N-49 of the DEIR and Response to Comment 209-23.

Response to Comments 54-4

The commenter asserts that Granada Sanitary District (GSD) has Responsible Agency Status under CEQA for the Project.

See Response to Comment 54-2, above.

Response to Comment 54-5

Comment 54-5 addresses the Facilities Plan that was issued prior to the DEIR, and requests information to be included in the DEIR.

The Facilities Plan is the applicant's project description and is not part of the Draft EIR. The commenter has since reviewed the Project Description in the Draft EIR. The applicant's comments on the DEIR are included in this FEIR, along with responses to each comment.

Response to Comment 54-6

This comment and ensuing comments (54-6 through 54-9) were submitted before the GSD's attorney reviewed the DEIR in full, and

asserts that Granada Sanitary District (GSD) has Responsible Agency Status under CEQA for the Project.

See Response to Comment 54-2, above.

Response to Comment 54-7

The commenter asserts that the project parcels are within GSD's Assessment District and shall be connected to the District sewer system and are subject to mandatory garbage collection service by Seacoast Disposal.

Refer to Section III of the FEIR for the revised wastewater disposal proposal, which includes eight GSD-assessed connections. The proposal includes garbage collection service by Seacoast Disposal.

Response to Comment 54-8

The commenter requests the County comply with all requirements related to Responsible Agencies under CEQA.

See Response to Comment 54-2, above.

Response to Comment 54-9

Commenter provides a closing paragraph and requests a copy of the DEIR.

A copy of the DEIR was provided to the commenter by the County.

"john Lynch" <padrelynch@gmail.com> 11/16/2009 2:10 PM

The Big Wave Office Park project presents many difficult challenges and which have not been addressed in the Draft Environmental Impact Report (DEIR).

I will only address one of the many deficiencies-the project's water supply will not be addressed in the DEIR but will depend upon future studies to determine the mitigation measures. This is certainly is not the proper procedure to follow.

The East Bay Municipal Utility District (EBMUD) has required that any large development *must have a proven source of water before it is allowed to proceed.*

This issue must be addressed for the Big Wave Project before the final Environmental Impact Report (EIR) can be approved..

John F. Lynch

2098 Touraine Lane
Half Moon Bay, CA 94019
650-726-9280

55-1

Response to Comment Letter 55
John Lynch - Individual

Response to Comment 55-1

This commenter asserts that the proposed project's water supply is not yet determined or established.

The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. CEQA encourages reviewers to submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.*

The on-site domestic water system includes a well permitted and installed in 1987 and tested and approved by the County in 2009 with a sustained capacity of 34 gallons per minute (49,000 gallons per day). Fire service can also be provided on-site without connection to the utilities. The project's water supply is described in the Section III (Corrections and Additions of the Draft EIR) under Project Description, Section IV.H (Hydrology and Water Quality) and Section IV.N (Utilities and Service Systems) of the DEIR.

Additionally, the commenter notes that the East Bay Municipal Water District (EBMUD) requires any large development to have a proven source of water before it is allowed to proceed. However, since the proposed project is not within the service boundaries of EBMUD, its requirements are not applicable to the proposed project.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"Kevin Stokes" <kevin@montarabeach.com> 11/16/2009 2:17 PM

Dear Sir, Madam,

As we are unable to attend the meeting planned for November 18th to hear the presentation of the DEIR on the proposed Big Wave Wellness Center and Office Park on two parcels adjacent to the Pillar Point Marsh, an environmentally sensitive habitat area, next to Princeton. Please accept this email as our contribution in our absence.

56-1

In our opinion this development is a good idea but in the wrong place.

These important points need careful consideration and review:

1. The site is an identified seismic hazard
2. The site is adjacent to the Half Moon Bay Airport, with potential hazards from aircraft operations and noise pollution.
3. The project is within the mapped Tsunami Area and 100 year FEMA Flood Zone
4. The project's water supply, emergency fire and sewage treatment and disposal systems are not yet determined
5. The applicant has refused to erect story poles during the DEIR review period so the true visual impacts can not be assessed
6. Poor access to the proposed site, access/emergency evacuation route make this location extraordinarily difficult for a special needs population
7. The increased traffic from this site on Highway 1 needs to be studied

56-2

56-3

56-4

56-5

56-6

56-7

56-8

We respectfully ask the Planning Commission to require the DEIR for this proposed project to consider a revised plan that reduces the size of the Office Park, relocates the housing to the northern parcel, and restores the wetlands on the southern parcel.

56-9

Regards,

Kevin & Wendy Stokes
Montara
408 482 7306

Response to Comment Letter 56
Kevin and Wendy Stokes

Response to Comment 56-1

This comment contains general information about the commenters, expresses an opinion about the proposed project (a good idea but in the wrong place), and introduces ensuing comments.

This statement is introductory. No response is required by CEQA.*

Response to Comment 56-2

This comment notes the project site is located in a seismic hazard area.

As stated in Section IV.F (Geology and Soils) of the DEIR, Treadwell and Rollo reviewed available subsurface data and concluded that the proposed project, as proposed and mitigated, is feasible from a geotechnical standpoint. Implementation of the proposed mitigation measures and compliance with applicable regulations would reduce project impacts related to geology and soils to a less than significant level.

Response to Comment 56-3

This comment notes the project site is adjacent to the Half Moon Bay Airport, which the commenters assert could lead to potential hazards from aircraft operations and noise pollution.

CEQA encourages reviewers to submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence. Potential hazard and noise impacts are discussed in Section IV.G (Hazards and Hazardous Materials) and Section IV.J (Noise) of the DEIR. Mitigation measures are included in the DEIR that are intended to reduce all potentially significant impacts to a less than significant level. Also, refer to Topical Response 14, Location Near Half Moon Bay Airport.

Response to Comment 56-4

The commenter notes the project site is located within a mapped tsunami area and 100-year FEMA flood zone.

As stated in Section IV.H (Hydrology and Water Quality) of the DEIR, the project would place residential and commercial structures within a mapped tsunami area, given its proximity to the Pacific Ocean. The potential for tsunami events could expose people to inundation by seiche, which represents a potentially significant impact. Mitigation Measure HYDRO-9 of the DEIR requires that, in areas subject to tsunami and seiche effects, structures should either be placed at elevations above those likely to be adversely

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

affected during a tsunami or seiche event or be designed to allow swift water to flow around, through, or underneath without causing collapse. Mitigation measures are included in the DEIR that are intended to reduce all potentially significant impacts to a less than significant level.

As noted on page IV.H-17 of Section IV.H (Hydrology and Water Quality) of the DEIR, both parcels of the project site appear to be located within a 100-year flood hazard area as mapped on the effective Flood Insurance Rate Map (FIRM) from 1984; however, with a 2005 Letter of Map Amendment (LOMA), FEMA removed the project parcels from the floodplain.

Response to Comment 56-5

The commenter asserts that the proposed project's water supply, emergency fire water supply, and sewage treatment and disposal systems are not yet determined.

The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. CEQA encourages reviewers to submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.*

For your reference, water supply, emergency fire water supply, and wastewater treatment and recycling systems for the proposed project are discussed in Section III of the FEIR (Corrections and Additions to the Draft EIR) and Section IV.N (Utilities and Service Systems) of the DEIR.*

Response to Comment 56-6

The commenter discusses story poles for the proposed project and asserts that without story poles the true visual impacts of the proposed project cannot be assessed.

Refer to Topical Response 1, Story Poles.

Response to Comment 56-7

This comment expresses concerns pertaining to the location of the proposed project, asserting there is poor access to the project site and emergency evacuation route.

As stated in Impact HAZ-4 of Section IV.G (Hazards and Hazardous Materials) of the DEIR, emergency vehicle access to the project site is provided from major roadways near and adjacent to the site. Major roadways near the project site include: State Route (SR) 1 (Cabrillo Highway) and Airport Street. The project site can be directly accessed from the surrounding streets, including: Cypress Avenue, Marine Boulevard; Capistrano Road, Prospect Way; and California and Cornell Avenues, located to the west, east and south of the site, respectively. Fire access and emergency access fencing and gates would be installed for the Wellness Center property and would run along the AO setback line between the buildings (refer to Figure III-24). The gates would be designed to be opened for fire access. Development of the project site

* The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.

would be designed in accordance with all County regulations, including those pertaining to emergency access and evacuation. Therefore, impacts associated with an emergency response or evacuation plan would be less than significant.

Response to Comment 56-8

This comment asserts that the increased traffic associated with the proposed project on Highway 1 needs to be addressed in the DEIR.

Potential project traffic impacts to Highway 1 and 92 are studied in Section IV.M (Transportation/Traffic) of the DEIR. The proposed project would reduce traffic traveling over the hill on Highway 92 for employment by 60 eastbound trips in the AM peak hour and 53 westbound trips in the PM peak hour. Impacts would be less than significant and no mitigation measures are required.

Response to Comment 56-9

The commenters request that the EIR consider a revised plan that reduces the size of the Office Park, relocates the housing to the northern parcel, and restores the wetlands on the southern parcel.

As noted on page VI-5 of Section VI (Alternatives to the Proposed Project), this alternative was evaluated and was rejected as being infeasible since it would not be economically viable. As noted on page VI-5 of Section VI of the DEIR, Big Wave, LLC is donating the Wellness Center site to the non-profit Big Wave Group, which allows for the non-profit organization to keep housing costs low. The Wellness Center has a solid ownership commitment for the Wellness Center site. If the Big Wave non-profit organization cannot build on the Wellness Center site, they would have to purchase one-half of the developable portion of the Office Park site that would ultimately result in the units at the Wellness Center being unaffordable for lower income residents. Also, refer to Section VI (Alternatives to the Proposed Project) of the DEIR and Topical Response 5, Alternatives to the Proposed Project.

LOMA PRIETA CHAPTER

San Mateo . Santa Clara . San Benito Counties

Ms. Camille Leung, Planner
San Mateo County, Planning and Building Department
455 County Center, 2nd Floor
Redwood City, CA 94063
cleung@co.sandmateo.ca.us

November 15, 2009

Re: Comments on the Draft Environmental Impact Report for Big Wave Wellness and Office Park Project.

Dear Ms Leung:

We are writing to inform you that the Sierra Club Loma Prieta Chapter Coastal Issues Committee has a high number of concerns regarding the scope and feasibility of this purported “economically and environmentally sustainable community development” project. That this project envisions the largest business park and residential complex in the history of the San Mateo County Coastside, yet is to be situated on top of geologically unstable land containing historic wetlands and a high groundwater table which was converted to minor agricultural use just three years ago (with the addition of a great amount of fill added to its southern portion), and that it borders a known Environmentally Sensitive Habitat Area (ESHA) and coastal resource in Pillar Point Marsh through which an earthquake fault runs and is within the mapped Tsunami Area and 100 year FEMA Flood Zone adjacent to the Half Moon Bay Airport, with potential hazards from aircraft operations are just the most obvious of the problems that we see.

57-1

We think there are several commendable aspects of this project, most notably the “Wellness” and green building aspects, but we also think the project itself suffers from a lack of answers to a host of obvious questions and what appear to be false assumptions on the part of the proponents. The most obvious question is: **Why plan this development in an area nearly devoid of infrastructure or public services?** For example, contrary to the developers’ stated assumption that most traffic would come from the north, it is far more likely to come from the other direction where the bulk of the Coastside population is concentrated. This being the case, it strongly contradicts the traffic analysis because entry and egress from the southern route along serpentine Capistrano Road and Princeton’s tiny roads is clearly not suitable for the infusion of the thousands of projected trips per day. Moreover, even if the developers are right in predicting that the bulk of traffic would come from San Francisco instead, this clearly runs counter to the goals of AB 32 and AB 375 mandating no net increase in greenhouse gas emissions. This is not the way to plan for the future.

57-2

Perhaps our key concern is the lack of piped-in water, relying on wells and a plan to recycle and recharge the groundwater instead. This is near the major wells from which Coastside County Water District draws 30% of its local water in serving the towns of El Granada and Half Moon Bay, yet aside from questionable assumptions regarding cutting daily use in half (to 5000 gpd) during drought years, next to nothing is known or said about the cumulative impact on the public resource, let alone this private use. There are other disturbing concerns raised by the careless projections of water use per day that do not pass close scrutiny. In the face of the looming

57-3



drought cycle projected for California, cavalier projections could come back to devastate this development, if built, and have a big cumulative impact on the nearby residents in significant ways not addressed in this report.

57-3

Another related key concern is the lack of sewer infrastructure, with reliance instead on a septic system installed in land with a water table reported to be from three to eight feet of the surface. What will be the impact on the water quality of Pillar Point Marsh and the marine area on its western side during storms, or just considering the normal runoff from perpetually flooded areas? which is what high groundwater produces. Stanford Professor Alexandria Boehm published research in March of this year "*Septic Tanks Affect Coastal Water Quality*, <http://74.125.155.132/search?q=cache:aP7Sakw94BYJ:www-csgc.ucsd.edu/NEWSROOM/NEWSRELEASES/2009/CoastalWaterQuality.html+Boehm,+%E2%80%9CSeptic+Tanks+Affect+Coastal+Water+Quality,%E2%80%9D&cd=1&hl=en&ct=clnk&gl=us> " stating, "our project is one of the first in California to show definitively that septic tanks can affect coastal water quality through submarine groundwater discharge." The California legislature recently directed the Water Resources Control Board (AB 885) to establish regulations on California septic systems. The DEIR does not acknowledge, let alone address this issue. A system-wide septic system management plan for the Midcoast should be required to meet this objective, and without such, the burden of proof that the Big Wave septic system would not be detrimental to groundwater and ocean water would have to be much higher than presented in the DEIR.

57-4

The Coastal Issues Committee is part of Sierra Club Loma Prieta's Conservation Committee, and we are compelled to remark that the known occurrence of the Red legged frog around the Big Wave property merits closer attention than specified in the DEIR. It is our belief that the fill brought onto the western portion of the property three years ago, most notably close to Pillar Point Marsh, probably covered estivation areas long used by this Species of Concern. If development were to proceed as planned, careful mitigation and monitoring for this species is a minimal requisite.

57-5

This letter highlights some of our committee's key concerns with the DEIR, but not all of the ones we saw in the report that we may still want to address later during this comment period.

57-6

Thank you for providing this opportunity to comment.

Respectfully,

Ken King
Co Chair
Sierra Club Loma Prieta Chapter Coastal Issues Committee
633 Terrace Avenue
Half Moon Bay, CA 94019
650 726 4268

Cc: Lisa Grote and San Mateo County Board of Supervisors
Ruby Pap, North Central Coast District Supervisor, California Coastal Commission
Lennie Roberts, Legislative Advocate, Committee for Green Foothills

Response to Comment Letter 57
Ken King - Sierra Club Loma Prieta Chapter

Response to Comment 57-1

Commenter states that this large project is located on a site with many constraints, and lists the constraints, including proximity to wetlands, sensitive habitat and airport, geologic instability, high groundwater table, site location within a mapped tsunami area and flood zone.

The listed constraints are all addressed in the Draft EIR. Refer to Section IV.D (Biological Resources), Section IV.F (Geology and Soils), Section IV.G (Hazards and Hazardous Materials), and Section IV.H (Hydrology and Water Quality) of the DEIR. For tsunami and flood zone information, refer to Topical Response 9, Tsunami Hazards, and Response 56-4.*

Response to Comment 57-2

Although the commenter commends the “wellness” and green aspects of the Project, he states that the project area is devoid of infrastructure and public services and the assumptions made by the developer regarding where project traffic will originate are flawed.

Regarding the feasibility of locating the development on an off-site location, refer to Response to Comment 21-1(C). Section IV.M (Transportation/Traffic) of the DEIR was not prepared but by the developer by Hexagon Transportation Consultants, Inc., traffic consultants retained by Christopher A. Joseph and Associates (the County’s EIR consultant for the Draft EIR). As stated on page IV.M-25 of the DEIR, the trip distribution pattern for the proposed project was estimated based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. For additional information, refer to Topical Response 8, Traffic and Parking Impacts.*

Response to Comment 57-3

Commenter states concerns regarding the water supply, specifically the Project’s reliance on the on-site well and potential impacts to groundwater.

See Section III (Corrections and Additions to the Draft EIR) of this FEIR, which provides additional information on project water demand and estimated total supply, based on analysis in the DEIR. As stated in Impact HYDRO-2 of the, potential of the project to substantially deplete groundwater supplies or substantially interfere with groundwater recharge would be less than significant, and no mitigation measures are required. Regarding the on-site well, refer to Response to Comment 193-10.

Response to Comment 57-4

Commenter states concerns regarding the on-site sewage treatment and about the impact of water quality.

* The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.

Section III (Additions and Corrections to the Draft EIR) of this FEIR clarifies the description of water recycling/wastewater disposal. The proposal for three drain fields has been removed. Instead, the applicant proposes eight Granada Service District (GSD) connections for wastewater disposal and on-site water treatment/recycling for building use and site irrigation (as discussed in Figure III-27, pages III-54 and 55 and IV.N-11 through 14 of the DEIR). As proposed, the applicant would treat and recycle water on-site to maintain the wastewater flow to match the current assessed connections.

Response to Comment 57-5

Commenter expresses concern for the California red-legged frog and requests careful mitigation and monitoring of this species.

Impacts to the California red-legged frog were evaluated in Section IV.D (Biological Resources) of the DEIR. Mitigation Measure BIO-1a requires a qualified biologist to monitor the site for California red-legged frogs prior to construction and during construction activities. Refer to this chapter as well as supporting documentation in Appendix E and the “90% Basis of Design - Riparian & Water/Wetlands Ecosystem Restoration” report (an addition to Appendix E of the DEIR included in this Final EIR). Regarding recent farming practices, refer to Response to Comment 193-35 and Topical Response 13, County Permit History.

Response to Comment 57-6

Commenter closes letter with a concluding sentence.

This comment serves as a closing statement. No response is required under CEQA.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"Vicki Kojola" <vkojola@comcast.net> 11/16/2009 4:14 PM

To: Camille Leung, Project Planner, San Mateo County Planning Department

From: Victoria and Paul Kojola
140 Escanyo Way
Portola Valley, CA 94028

Re: the Draft Environmental Impact Report (DEIR) for the proposed Big Wave Wellness Center and Office Park

We have lived in San Mateo County for over 42 years and treasure its wildlife and open spaces. The current plan for this project is not adequate because the area is adjacent to the Pillar Point Marsh, an environmentally sensitive habitat area, next to Princeton. Please consider a revised project that reduces the size of the Office Park, relocates the housing to the northern parcel, and restores the wetlands on the southern parcel.

Sincerely,

Victoria Kojola, Paul Kojola

58-1

***Response to Comment Letter 58
Victoria and Paul Kojola***

Response to Comment 58-1

Commenter requests the consideration of a relocation and reduction in size of the Office Park, due to the site's proximity to Pillar Point Marsh.

Section IV.D (Biological Resources) of the DEIR evaluated potential impacts to environmentally sensitive habitat areas; refer to Impact BIO-2 (Sensitive Natural Communities) and Impact BIO-3 (Federally Protected Wetlands) on page IV.D-98. Extensive biological studies were conducted at the project site and were included in Appendix E (Biological Resources Data) of the DEIR. As discussed on page IV.D-98 of the DEIR, potential project impact to sensitive natural communities and federally protected wetlands would be less than significant.

With regard to the request that a revised project be considered that reduces the size of the Office Park, relocates the housing to the northern parcel, and restores the wetlands on the southern parcel, refer to Response to Comment 56-9, Section VI (Alternatives to the Proposed Project) of the DEIR, and Topical Response 5, Alternatives to the Proposed Project.

"Myers, Tim" <TMyers@ges.com> 11/16/2009 2:17 PM

Dear Planning Commission,

I respectfully request that that the DEIR related to Big Wave project on the San Mateo coast must include evaluation of the visual impacts based on story poles, traffic impacts must be implemented before occupancy, the geologic hazards and impacts to the marsh must be fully analyzed and mitigated before certification of the DEIR, and not left to future studies. **Please require the DEIR to consider a revised project that reduces the size of the Office Park, relocates the housing to the northern parcel, and restores the wetlands on the southern parcel.**

59-1
59-2

Respectfully,

Tim Myers
PO BOX 371014
Montara, CA, 94037

Response to Comment Letter 59
Tim Meyers - Individual

Response to Comment 59-1

Commenter requests story poles, implementation of traffic mitigation prior to occupancy, and full analysis of geological hazards and impacts to the marsh prior to certification of the DEIR.

It is assumed that this comment requests the DEIR be revised to include evaluation of the proposed project's visual impacts based on story poles. Refer to Topical Response 1, Story Poles, and Section IV.A (Aesthetics) of the DEIR.

Regarding traffic impacts and mitigation, refer to Response to Comment 8-4.

Regarding the portion of the comment asserting that geologic hazards and impacts to the Pillar Point Marsh be analyzed and mitigated prior to certification of the DEIR and not left to future studies, refer to Section IV.F (Geology and Soils), Section IV.D (Biological Resources) and Section IV.H (Hydrology and Water Quality) of the DEIR. Regarding the deferred mitigation, refer to Topical Response 4, Deferral of Mitigation Measures.

Response to Comment 59-2

Commenter suggests that a revised project be considered that reduces the size of the Office Park, relocates the housing to the northern parcel, and restores the wetlands on the southern parcel.

Refer to Response to Comment 56-9, Section VI (Alternatives to the Proposed Project) of the DEIR, and Topical Response 5, Alternatives to the Proposed Project.

Reba<The Visionary Edge<reba@deepspirit.com> 11/16/2009 8:40 PM

To Whom it May Concern:

The Big Wave Office Park and Housing project presents significant challenges. The two parcels are adjacent to the active Seal Cove Fault. Violent ground shaking, liquefaction, sand boils, and differential settlement of the site are identified seismic hazards, yet the DEIR depends upon future studies to determine mitigation measures. The project is within the mapped Tsunami Area, 100 year FEMA Flood Zone, and is adjacent to the Half Moon Bay Airport, with potential hazards from aircraft operations. Access to the project site is by narrow, substandard streets/bottleneck intersections which cannot accommodate the project's estimated 2123 trips per day. The multiple hazards and access/emergency evacuation route make this location extraordinarily difficult for a special needs population. The project's water supply, emergency fire and sewage treatment and disposal systems are not yet determined. The applicant has refused to erect story poles during the DEIR review period so the true visual impacts can not be assessed. Over the past five years, the Applicant has systematically eliminated some of the wetlands on the site, through bringing in soil and farming, in order to have more area for development. Sensitive habitats in the Pillar Point Marsh which support threatened species including the California red-legged frog, could be imperiled by changes to the marsh hydrology. The DEIR must include evaluation of the visual impacts based on story poles, traffic impacts must be implemented before occupancy, the geologic hazards and impacts to the marsh must be fully analyzed and mitigated before certification of the EIR, and not left to future studies. I request that you require the DEIR to consider a revised project that reduces the size of the Office Park, relocates the housing to the northern parcel, and restores the wetlands on the southern parcel.

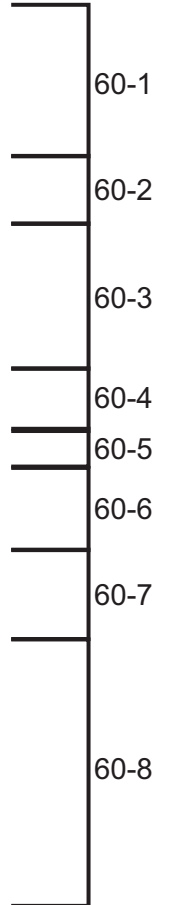
Thank you.

Reba

Reba Vanderpool

650.207.3440

reba@deepspirit.com



***Response to Comment Letter 60
Reba Vanderpool***

Response to Comment 60-1

The commenter asserts the project site is adjacent to the Seal Cove Fault, asserts that violent ground shaking, liquefaction, sand boils, and differential settlement of the project site are identified seismic hazards, and claims that the DEIR depends upon future studies to determine mitigation measures.

As stated in Section IV.F (Geology and Soils) of the DEIR, Treadwell and Rollo reviewed available subsurface data and concluded that the proposed project, as proposed and mitigated, is feasible from a geotechnical standpoint. Implementation of the proposed mitigation measures and compliance with applicable regulations would reduce project impacts related to geology and soils to a less than significant level. Also, refer to Topical Response 10, Final Geotechnical Report.

Response to Comment 60-2

The commenter asserts that the project site is located within a mapped tsunami area and 100-year FEMA flood zone, and because of the project's location adjacent to the Half Moon Bay Airport, potential hazards from aircraft operations exist.

Regarding tsunami and flood hazard, refer to Response to Comment Letter 56-4. Regarding airport hazard, refer to Topical Response 14, Location Near Half Moon Bay Airport.

Response to Comment 60-3

The commenter expresses concerns regarding the impact the project's estimated traffic trips will have on local roadways and emergency access.

Regarding traffic impacts, see Response to Comment 8-4. Regarding emergency access, refer to Response to Comment 56-7.

Response to Comment 60-4

The commenter asserts that the proposed project's water supply, emergency fire water supply, and sewage treatment and disposal systems are not yet determined.

Please see Section III (Corrections and Additions to the Draft EIR), which states that the on-site domestic water system includes a well permitted and installed in 1987 and tested and approved by the County in 2009 with a sustained capacity of 34 gallons per minute (49,000 gallons per day). The water recycling system is comprised of a Membrane Bioreactor (MBR) with Ultraviolet Disinfection, 24 hours of influent and effluent storage provided for each building. Recycled water will comply with Title 22 for unrestricted use. Recycled water will be used in building for toilet flushing, solar panel washing and parking lot cleaning. Recycled water will be used outdoors for landscape irrigation, wetlands restoration and organic farming. The project's water supply is analyzed in Section IV.H (Hydrology and Water Quality) and Section IV.N (Utilities and Service Systems) of the DEIR.

Regarding fire supply, DEIR page IV.N-32 of Section IV.N (Utilities and Service Systems) notes that CCWD would provide fire service water, with the proposed Wellness Center indoor swimming pool storage serving as backup fire service water. Other fire options are clarified in Section IIII of the FEIR.

With regard to the proposed wastewater collection, see Response to Comment 57-4, and Section IV.N (Utilities and Service Systems) of the DEIR, beginning on page IV.N-11.

Response to Comment 60-5

The commenter states that, “the applicant refused to erect story poles during the DEIR review period so the true visual impacts cannot be assessed.”

Refer to Topical Response 1, Story Poles.

Response to Comment 60-6

The commenter accuses the applicant of “systematically eliminating some of the wetlands on-site, through bringing in soil and farming, in order to have more area for development.”

Regarding recent farming activities, please refer to Response to Comment 193-35.

Response to Comment 60-7

The commenter claims that sensitive habits within the Pillar Point Marsh could be impacted by changes to the marsh hydrology.

Section IV.D (Biological Resources) of the DEIR evaluated potential impacts to environmentally sensitive habitat areas; refer to Impact BIO-2 (Sensitive Natural Communities) and Impact BIO-3 (Federally Protected Wetlands) on page IV.D-98. Extensive biological studies were conducted at the project site and were included in Appendix E (Biological Resources Data) of the DEIR. As discussed on page IV.D-98 of the DEIR, potential project impact to sensitive natural communities and federally protected wetlands would be less than significant.

Response to Comment 60-8

Commenter requests story poles, implementation of traffic mitigation prior to occupancy, and full analysis of geological hazards and impacts to the marsh prior to certification of the DEIR. Commenter suggests that a revised project be considered that reduces the size of the Office Park, relocates the housing to the northern parcel, and restores the wetlands on the southern parcel.

Statement is almost identical to Comment Letter 59. See Response to Comments 59-1 and 59-2.

"Anne Westerfield" <annemw@pacbell.net> 11/17/2009 10:09 AM

To Commissioners:

The Big Wave Office Park plan should be reduced in size. Wetlands restoration in the southern portion must be required.

An EIR must thoroughly analyze the impact of this project on traffic and its visual impact (story poles to be required). Please consider the potential future hazards involved in putting a project in an earthquake, tsunami and 100 year flood zone!

Thank you for your thoughtful analysis of this project.

Anne M. Westerfield
10 Green View Lane
Hillsborough, CA 94010

61-1
61-2

***Response to Comment Letter 61
Anne Westerfield - Individual***

Response to Comment 61-1

Commenter suggests a reduction in size of the Office Park and wetlands restoration in the “southern portion.”

As shown in revised Table III-6 in Section III of the FEIR, wetlands restoration would occur on both parcels of the project site. However, it is assumed that the commenter meant to limit development to the northern parcel (reducing the size of both the Office Park and Wellness Center) and restoration of the wetlands on the southern parcel. Regarding the feasibility of this alternative, refer to Response to Comment 56-9.

Response to Comment 61-2

Commenter asserts the EIR must evaluate the potential traffic and visual impacts associated with the proposed project, and also requests the EIR consider potential future hazards associated with locating the project in an earthquake, tsunami and 100-year flood zone.

Regarding traffic analysis, refer to Response to Comment 8-4. Regarding story poles, refer to Topical Response 1, Story Poles. Regarding earthquake hazards, refer to Response to Comment 56-2. Regarding tsunami and flood hazards, refer to Response to Comment 56-4.

bechtell <bechtell@comcast.net> 11/17/2009 1:13 PM

Dear Ms. Leung:

We would like to see that this project, the largest of its type ever built on the coastside, gets a thorough environmental review. If it does not, it will obviously be tied up in court for years. The potential hazards are extensive -- sited virtually on top of the Seal Cove fault, within the FEMA 100-yr flood zone, in a tsunami area and adjacent to an airport. Water supply, sewage treatment and traffic impact are yet to be determined. Story poles should be erected prior to approval of the DEIR so that the visual impact of this project is apparent.

62-1
62-2
62-3
62-4
62-5

The DEIR should consider a revised project that reduces the size of the office park, relocates the housing to the northern parcel, and restores the wetlands on the southern parcel.

Thank you for your consideration.

Bill and Peggy Bechtell
1125 Tamarind St.
Montara, CA 94037

Response to Comment Letter 62
Bill and Peggy Bechtell

Response to Comment 62-1

The commenter references the size of the proposed project and requests the project receive a thorough environmental review.

Section 15151 of the *CEQA Guidelines* states that “An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project needs not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among experts. The courts have not looked for perfection but for adequacy, completeness, and a good faith effort at full disclosure.”*

Response to Comment 62-2

Commenter expresses concerns regarding the area location of the site with reference to the tsunami and flood zones, as well as the airport.

Regarding tsunami and flood hazards, refer to Response to Comment 56-4. Regarding the airport, see Topical Response 14, Location of Project Near Half Moon Bay Airport.

Response to Comment 62-3

Commenter states that water supply and sewage treatment and traffic effects have yet to be determined.

Regarding water supply and sewage treatment, refer to Response to Comment 60-4. Regarding traffic impacts, refer to Response to Comment 8-4.

Response to Comment 62-4

Commenter states that story poles should be erected for this project prior to the approval of the DEIR.

Refer to Topical Response 1, Story Poles.

Response to Comment 62-5

Commenter requests that a revised project be considered that reduces the size of the Office Park, relocates the housing to the northern parcel, and restores the wetlands on the southern parcel.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

Refer to Response 56-9; Section VI (Alternatives to the Proposed Project) of the DEIR; and Topical Response 5, Alternatives to the Proposed Project.

Carol <oceanatsanlucas@yahoo.com> 11/17/2009 1:12 PM

Dear Camille Leung,

You responded very quickly to my concerns expressed last February about the big Big Wave project proposed for our small neighborhood. I would like to add to that in light of the meeting tomorrow about the plan. Could I trouble you to forward this to those concerned?

63-1

Whenever I hear of this enormous project alarm bells go off. For one, I just can't imagine the traffic on our narrow country roads in Seal Cove.

63-2

And where will the water come from (assuming they don't drain it from the swamp they're planning to build on)? Water is very very expensive here, close to highest in the state, and might be worth it if it were drinkable, which it truly isn't. We have a history here of water rationing: Assuming how many cars, how many live-ins and caretakers and office holders: the toilet flushes every few hours! Quite a point about the unmentionable I haven't seen mentioned yet.

63-3

With so many empty storefronts, offices and warehouses in Princeton and Half Moon Bay, who is going to rent here?

63-4

Story poles. Story as in three stories? If I recall correctly some many years ago you-all and the Coastal Commission said no one could build anything higher than that ridge, or above it.

63-5

Yes, that ridge that marks the active Seal Cove fault. Up the hill we live with constant movement from all the landslide scarps, but the fault stays in the back of our minds.

63-6

As does the air traffic, which now includes jets I hear (really hear). We tolerate the noise because it's a factor in our survival of an major earthquake, and I love the air acrobatics shows locals put on. But people do carry on and crash those things, like the father and son who went into the harbor a few years ago. I heard that one fly over, low, and really felt a wave of fear.

63-7

Since I moved here fifty years ago I have worked with neighbors off and on for responsible building, responsive to the site, the situation. Big Wave appears to be sweeping away these responsibilities, drowning them with the feel-good froth of creating care for the "developmentally disabled".

63-8

I may be politically incorrect to say this, but here goes: Big Wave is developmentally disabled.

Yours most sincerely,

Carol Guion
Ocean at San Lucas
Seal Cove, Moss Beach

Response to Comment Letter 63
Carol Guion - Individual

Response to Comment 63-1

This comment requests this comment letter be forwarded to the decision-making bodies in time for the November 18, 2009, San Mateo County Planning Commission Hearing.

This comment is a request to forward the document to the Planning Commission. This FEIR, including all comments and responses to comments, will be forwarded to the Planning Commission.*

Response to Comment 63-2

Commenter states that the traffic effects have yet to be determined.

For potential traffic impacts, see Response to Comment 8-4.

Response to Comment 63-3

Commenter states that water supply and sewage treatment have yet to be determined.

For more information regarding water supply and sewage treatment, refer to Response to Comment 60-4.

Response to Comment 63-4

Commenter asserts that currently there is existing unoccupied commercial/retail/industrial space on the Coastside.

As stated in Topical Response 12, Construction Phasing for the Office Park, the construction of the Office Park would be phased one building at a time, when buyers and/or renters have been established.

Response to Comment 63-5

The commenter makes a statement in regard to the height of the proposed project and asserts that regulations were previously established that prohibits new buildings from being taller than the ridge.

While it is not clear to which ridge the comment refers, DEIR Figure IV.A-8 shows a simulation of the view looking southwest toward the project site from Highway 1. As is clearly indicated in this figure, the proposed buildings are not taller than the background ridge in this view. Regarding the height of the proposed project, refer to Section IV.A (Aesthetics) of the DEIR, which indicates that the size of the buildings would not result in a significant impact on aesthetics. Regarding story poles, refer to Topical Response 1, Story Poles.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

Response to Comment 63-6

The commenter addresses the Seal Cove Fault and associated movement.

Regarding potential geological hazards, refer to Response to Comment 56-2.

Response to Comment 63-7

Regarding potential hazards related to the airport, refer to Topical Response 14, Location of Project Near Half Moon Bay Airport.

Response to Comment 63-8

This comment provides a closing statement, stating that the project does not represent responsible building.

This comment is an expression of personal opinion. CEQA encourages reviewers to submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"Chris MacIntosh" <cmaci@sbcglobal.net> 11/17/2009 9:32 AM

Dear Planning Commission, Ms Leung:

I urge you to include a fuller evaluation of the Big Wave Wellness Center and Office Park.

64-1

"Story poles" should be put up so that everyone can see the potential visual impact. All environmental impacts should be carefully included and evaluated. This site is close to the Seal Cover Fault, as well as being in a flood zone, and adjacent to very sensitive habitats in the Pillar Point marsh and the willow thickets along West Point Road. the DEIR does not adequately address traffic: not only will the business park add a lot of traffic in an area of small roads and streets, but having developmentally disabled people in an area subject to earthquakes and flood , without adequate access for fast evacuation, or good access for emergency services. Any development in this area needs to be very carefully evaluated.

64-2

64-3

64-4

I often come to the Pillar Point area to hike, birdwatch, and get fish and seafood at local businesses, and know well that the network of streets is narrow and can be confusing - not to mention how crowded West Point can be at peak times. I value the wonderful natural diversity of the marsh and harbor and would be unhappy to see that be diminished.

64-5

Thank you.

Chris MacIntosh

PO Box 802
Menlo Park, CA 94026
cmaci@sbcglobal.net

***Response to Comment Letter 64
Chris MacIntosh - Individual***

Response to Comment 64-1

Regarding the sufficiency of analysis in an EIR, refer to Response to Comment 62-1.

Response to Comment 64-2

Commenter states that story poles should be put up.

Refer to Topical Response 1, Story Poles.

Response to Comment 64-3

Commenter states that proposed location is in close proximity to Seal Cove Fault and sensitive habitats and is located within a flood zone.

Regarding potential geologic hazards, refer to Response to Comment 56-2. Regarding sensitive habitats, refer to Response to Comment 58-1. Regarding potential flood hazards, refer to Response to Comment 56-4.

Response to Comment 64-4

Commenter states that the DEIR does not adequately address the potential increase in traffic, nor the adequacy of emergency access.

Regarding potential traffic impacts, refer to Response to Comment 8-4. Regarding emergency services and access, refer to Response to Comment 56-7.

Response to Comment 64-5

Commenter gives a personal antidote of his experiences with traffic and nature on the Coastside.

Regarding potential traffic impacts, refer to Response to Comment 8-4. Regarding biological impacts, refer to Section IV.D (Biological Resources) of the DEIR. As noted on page IV.D-100 of the DEIR, the project's potential impacts to special-status species, sensitive natural communities, wetlands, and wildlife habitat and movement opportunities would be less than significant with mitigation.

"Stern, Cynthia" <CSTERN@visa.com> 11/17/2009 11:29 AM

I am writing to express my criticism of the current DEIR and the scale of this project and ask that you consider and then act on the importance of requiring the DEIR to consider a revised project that reduces the size of the Office Park, relocates the housing to the northern parcel, and restores the wetlands on the southern parcel.

- the DEIR must include evaluation of the visual impacts based on story poles
- traffic impacts must be implemented before occupancy
- the geologic hazards and impacts to the marsh must be fully analyzed and mitigated before certification of the EIR, and not left to future studies.

**Cynthia Stern
Montara CA 940937**

65-1
65-2
65-3
65-4

Response to Comment Letter 65
Cynthia Stern - Individual

Response to Comment 65-1

The commenter requests that EIR consider a revised plan that reduces the size of the Office Park, relocates the housing to the northern parcel, and restores the wetlands on the southern parcel.

Refer to Response to Comment 56-9.

Response to Comment 65-2

Commenter states that story poles should be put up.

Refer to Topical Response 1, Story Poles.

Response to Comment 65-3

Commenter states that the DEIR does not adequately address the potential increase in traffic.

It is assumed that this comment is requesting the traffic mitigation measures be implemented before project occupancy. This comment is similar to comments provided in Response to Comment 59-1. Refer to Response to Comment 59-1.

Response to Comment 65-4

Commenter states that the geologic hazards and impacts on the marsh must be fully analyzed and mitigated before the certification of the DEIR.

Regarding geologic hazards, refer to Response to Comment 56-2, Section IV.F (Geology and Soils) of the DEIR, Topical Response 4, Deferral of Mitigation Measures, and Topical Response 10, Final Geotechnical Report.

Section IV.D (Biological Resources) of the DEIR evaluated potential impacts to environmentally sensitive habitat areas; refer to Impact BIO-2 (Sensitive Natural Communities) and Impact BIO-3 (Federally Protected Wetlands) on page IV.D-98. Extensive biological studies were conducted at the project site and were included in Appendix E (Biological Resources Data) of the DEIR. As discussed on page IV.D-98 of the DEIR, potential project impact to sensitive natural communities and federally protected wetlands would be less than significant.

Midcoast Community Council

An elected Municipal Advisory Council to the San Mateo County Board of Supervisors

Post Office Box 248, Moss Beach, CA 94038-0248

mcc.sanmateo.org

Council Members

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Deborah Lardie
650-728-7172

Vice-Chair
Neil Merrilees
650-728-3813

Secretary
Kathryn Slater-Carter
650-728-5449

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Gael Erickson
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Leonard Woren
650-726-9647

Sabrina Brennan
650-728-2867

(Vacancy)

November 8, 2009

Planning Commission, County of San Mateo
400 County Center
Redwood City, Ca 94063

Re: Big Wave Office Park

Dear Members of the Commission:

The Midcoast Community Council held a public meeting regarding the above development on November 4, 2009 with Planning Director, Lisa Grote in attendance. The following concerns were expressed regarding the Draft Environmental Impact Report (DEIR) and planning process to date:

- Notification of the public was inadequate for a project of this magnitude. Most of the area inside the mailing notification zone is open space and much of the surrounding community was not notified by mail, including much of Seal Cove and Princeton Harbor. *We request an additional mailing to all midcoast residents.*
- Numerous community members have requested story poles be erected as soon as possible. The site is highly visible from Highway 1 and the story poles would act as notification to the public and disclose the size and scale of the proposed development. *We request that the applicant be required to erect story poles immediately.*
- The printed copies of the DEIR distributed to the coastside were inadequate- many community members want to review the document and there was only one copy at the library for this purpose. In addition the local agencies only received one copy for each agency. *For a project of this magnitude the applicant should be required to provide an adequate number of printed copies for public review and a copy to each agency member.*
- In addition the printed copies and the “complete” electronic copy were missing a critical chapter on water and sewage. This was eventually corrected.

66-1

66-2

66-3

66-4

Midcoast Community Council

An elected Municipal Advisory Council to the San Mateo County Board of Supervisors

Post Office Box 248, Moss Beach, CA 94038-0248

mcc.sanmateo.org

- At first glance the DEIR appears to have deficiencies which will be responded to later in detail. However, we wanted to point out at this time that many of the impacts and associated mitigation measures are not yet determined but instead are claimed to be identified by the outcome of a future study. Requiring a project to adopt mitigations measures stemming from a future study of the project is a violation of the guidelines for implementing CEQA, as established in Sundstrom vs. the County of Mendocino (1988).

See http://ceres.ca.gov/ceqa/cases/1988/sunstrom_062288.html .

How can the public or interested parties determine the impact of mitigations that have not been defined? *We request that the commission require a correction of this gross deficiency prior to proceeding.*

66-5

Thank you for your consideration.

Sincerely,

Deborah Lardie
Chair, Midcoast Community Council

Response to Comment Letter 66
Deborah Lardie - Midcoast Community Council

Response to Comment 66-1

Commenter requests that all Midcoast residents be notified by mail regarding the DEIR and provide general information regarding the November 4, 2009 Midcoast Community Council public meeting and introduce ensuing comments.

The Notice of Availability (NOA) of the Draft EIR was done by the County in accordance with Section 15085 of the CEQA Guidelines, including publication of the NOA in the Half Moon Bay Review and San Mateo County Times. Although not required by CEQA, the notice was also sent to interested parties (those who had provided comments during the scoping period), responsible agencies, all adjacent properties, including all addresses at the Pillar Ridge Mobile Home Park. Copies of the DEIR were also made available for review at the County of San Mateo Planning and Building Department and the Half Moon Bay Library. Further, an electronic link to the DEIR was posted on the County's website.* For noticing requirements for the proposed project, please refer to Response 49-1.

Response to Comment 66-2

Commenter expresses concerns regarding the construction of story poles for the project.

Although the County had requested that the applicant erect story poles for the duration of the DEIR public review period, the applicant has stated that story poles will be installed and maintained during the public notification period prior to any County Public Hearing considering the project and the certification of the FEIR. The public notification period is 10 days prior to a public hearing date. Also, refer to Topical Response 1, Story Poles.

Response to Comment 66-3

This comment is in regard to the number of printed copies of the DEIR for the public to review.

The DEIR for the proposed project was made available to various public agencies, citizen groups, and interested individuals for a 64-day public review period from October 22, 2009, through December 24, 2009. The DEIR was circulated to State agencies through the State Clearinghouse of the Governor's Office of Planning and Research. Copies of the DEIR were also made available for review at the County of San Mateo Planning and Building Department and the Half Moon Bay Library (2 copies). Further, an electronic link to the DEIR was posted on the County's website. Refer to Topical Response 2, Public Review Period for the DEIR.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

Response to Comment 66-4

This comment is in regard to Section IV.N, Utilities and Service Systems, of the DEIR, which was inadvertently omitted from the initial hard copies and online compiled version of the DEIR.

Section IV.N, Utilities and Service Systems, of the DEIR was circulated in accordance with the State CEQA Guidelines. Hard copies of Section IV.N of the DEIR were distributed on November 6, 2009. On this date, Section IV.N, in addition to an extra full-set copy of the DEIR, was sent and made available at the Half Moon Bay Library. On this date, an electronic copy of the omitted hard copy section was available for review on the County's website from at start of the public review period and was inserted into the online compiled version of the DEIR. The public review period was extended from 45 days to 64 days to allow more time for responsible agencies and interested members of the public to review the DEIR. Refer to Topical Response 2, Public Review Period for the DEIR.

Response to Comment 66-5

Commenter states concerns regarding the mitigation measures of the project.

Refer to Topical Response 4, Deferral of Mitigation Measures.

"Denise Phillips" <dlsp64@gmail.com> 11/17/2009 11:26 AM
Hello.

My name is Denise Phillips, and I live with my family at 196 Marine Boulevard in Moss Beach. While I support the need for affordable housing for developmentally-disabled adults, I have real concerns about the scope of the Big Wave project and its location along Airport Boulevard. I don't believe that the infrastructure here in Moss Beach is capable of handling the number of people this project is slated to serve, nor can it support the traffic that this project will bring in along either Cypress or through the harbor neighborhood. We already have traffic concerns about the number of cars being funneled out to Highway 1 along Cypress (and the harbor), and this project, with its projected 2000-4000 car trips a day to service the facility, will totally overwhelm the area's roads. Is there not some better place to locate this facility where it is accessible by foot for most people and is already close to an existing commercial center where its residents can shop and run errands without having to get in a car? We hope the Board of Supervisors will carefully consider all of the ramifications of such a huge project in an area that is ill-equipped to handle it.

Thank you,
Denise Phillips
16 Marine Boulevard
Moss Beach, CA
94038
650-728-1912

67-1
67-2

Response to Comment Letter 67
Denise Phillips - Individual

Response to Comment 67-1

Commenter states concern regarding potential project impact to infrastructure, including increased traffic to roadways.

Refer to Response to Comment 8-4 and Topical Response 8, Traffic and Parking Impacts.

Response to Comment 67-2

Commenter suggests another location for this project nearby existing services.

Refer to Response to Comment 21-1(B).

"Janet E" <janetkern@gmail.com> 11/17/2009 7:06 AM

As a 14 year resident of Half Moon Bay, homeowner, and registered voter, I am concerned about the plans for the office park in Moss Beach.

This is my written request for the Planning Commission to require the DEIR to consider a revised project that reduces the size of the Office Park, relocates the housing to the northern parcel, and restores the wetlands on the southern parcel.

Sincerely,

Janet Kern
45 Erin Lane
Half Moon Bay, CA 94019

68-1

Response to Comment Letter 68
Janet Kern - Individual

Response to Comment 68-1

This comment provides general information on the commenter, expresses concerns regarding the Office Park, and requests that a revised project be considered that reduces the size of the Office Park, relocates the housing to the northern parcel, and restores the wetlands on the southern parcel.

Refer to Response 56-9, Section VI (Alternatives to the Proposed Project) of the DEIR, and Topical Response 5, Alternatives to the Proposed Project.

"Pam Gibson" <pgibson@lga.com> 11/17/2009 4:40 PM
Hi Camille -

My husband and I would like to express our concern about the Big Wave Project. We understand you are putting together a summary for the November 18th County planning meeting and will include any comments. We are residents of the Seal Cove Community. We already have our fair share of traffic from visitors to the Moss Beach Distillery, Fitzgerald Marine Reserve, Seal Cove Beach and bluffs overlooking Mavericks. We also have many road closures due to the eroding shoreline that will not be repaired.

69-1

We believe the scope of the Big Wave Project is far too ambitious for the size of our community. This is an extremely large development. We understand the only access roads to the development will be Cypress Blvd/Airport Rd or through the Princeton Harbor. This additional traffic will especially impact the Seal Cove Community. It is unclear how Moss Beach will be able to support this project as currently proposed. We support the views as expressed by Neil Merrilees in the video below.

69-2

<http://www.stopbigwave.org/2009/10/video-understanding-big-wave.html>

69-3

We are very appreciative of the attempts being made to create a community that is more supportive of the developmentally disabled, however we don't believe Moss Beach can support the scope and size of this project.

Thank you,

Joe and Pam Gibson
148 Marine Blvd
Moss Beach, CA 94038
650-563-9584

Response to Comment Letter 69
Joe and Pam Gibson - Individuals

Response to Comment 69-1

This comment provides general information on the commenter, expresses concerns about how the proposed project would impact existing traffic and shoreline erosion conditions.

Regarding the project's potential traffic impacts, refer to Response to Comment 8-4. The site is not located on or immediately adjacent to shoreline and would not result in a direct impact to the erosion of the shoreline.

Response to Comment 69-2

Commenter asserts that the scale of the project is too large for the area and that traffic would impact the Seal Cove community.

Regarding the proposed project's size, refer to Response to Comment 21-1(A). Regarding potential project traffic impacts, refer to Response to Comment 8-4.

Response to Comment 69-3

Commenter states that the area of Moss Beach cannot support the proposed project.

Regarding the suggestion that the project applicant look for alternative locations to build the project, the feasibility of developing the project at off-site location(s) is discussed on pages VI-5, and 6 within the "Alternatives Rejected As Infeasible" in the DEIR.

"leah champion" <leahchampion@comcast.net> 11/17/2009 8:15 AM

This project should be called the "Big Tsunami" Project. It is absolutely HUGE and OVERWHELMING for this area. The ingress and egress infrastructure is not adequate for this parcel. Is this the highest and best use of this property? I think not. Please demand a plan that fits the area.

70-1

Thank you,

Leah Champion
1700 Main St
Montara CA

Response to Comment Letter 70
Leah Champion

Response to Comment 70-1

The commenter is concerned about the size of the project and states that existing access ways are not adequate to serve the project.

Regarding the size of the project, refer to Response to Comment 21-1(A). Regarding traffic concerns, refer to Response to Comment 8-4.

"Marie Brennan" <mariebrennan@sbcglobal.net> 11/17/2009 1:57 PM

Camille,

I am a resident of the Seal Cove residential area. I have serious concerns for the Big Wave project and the impact on this area. The number one concern is the location. It is off main arteries of the coast so the increase of traffic on our side roads and Airport Blvd. will be tremendous. This project could add a couple of thousand car trips to our area and through Princeton. The roads and traffic impact would be rough on the roads that are only fairly maintained now.

71-1

The size of the buildings of the commercial/retail area and residence would spoil some of the most beautiful mid coast land. All total it sounds like 300,000 square ft. total. There already is a retail center existing in Princeton. Do we really need another off the main highway? My objection as a resident and is the tremendous increase in traffic and the scale in this project. Has any other locations that make more sense been considered? We will be at the meeting on November 18th.

71-2

Thank you,
Marie and Alan Brennan
180 Orval Ave
Moss Beach California

***Response to Comment Letter 71
Marie and Alan Brenhan***

Response to Comment 71-1

This comment expresses concerns regarding the proposed project, including the project's location and potential impacts on traffic and existing roadways.

Regarding potential traffic impacts on local roadways, refer to Response to Comment 8-4.

Response to Comment 71-2

This comment expresses an opinion regarding the size of the proposed project, asserts a retail center already exists in Princeton, and expresses opposition toward the proposed project due to potential traffic impacts and the scale of the proposed project. Additionally, the commenters' question whether other project sites have been considered for the project.

Regarding the proposed project's size, refer to Response to Comment 21-1(A).

In regard to the portion that addresses the "commercial/retail area," it is assumed the commenter is referring to the Office Park component of the proposed project. The Office Park would not contain commercial/retail uses. Rather, as discussed on page III-19 of Section III (Project Description) of the DEIR, the Office Park Buildings A-D would be a 225,000 square-foot mixed-use Office Park comprised of the following uses: 40 percent general office, 25 percent research and development, 20 percent light manufacturing, and 15 percent storage (refer to Table III-2, Buildings A-D, Office Park Use Areas, on page III-19 of Section III of the DEIR). The Wellness Center component of the project would provide retail; however, the only retail provided would be services only available to the project, specifically Office Park employees and Wellness Center residents.

Regarding potential traffic impacts on local roadways, refer to Response to Comment 8-4.

Regarding the suggestion that the project applicant look for alternative locations in the area to build the project, the feasibility of developing the project at off-site location(s) is discussed on Pages VI-5, and 6 within the "Alternatives Rejected As Infeasible" in the DEIR.

November 17, 2009

Planning Commissioners;

Mr. William Wong
Mr. David Bomberger
Mr. Chris Ranken
Ms. Gail Slocum
Mr. Steve Dworetzky

Re: Big Wave

- 1. Office Space Absorption on the Coastside
- 2. Phase-In Approach, and Relative Impacts
- 3. Miscellaneous; Parking, Developer Experience

Dear Commissioners:

I am a resident of Moss Beach. Based in Palo Alto I have been specializing in the leasing, sale of office and retail property for thirty years in San Mateo and Santa Clara County, with many marketing projects on the Coastside during that time.

- 1. **Office Space Absorption on the Coastside:** There is not much more than 225,000 square feet of office space existing from Pescadero to Montara with 70% of the total inventory in Half Moon Bay. Average users of space are in the 500 to 2500 square foot range. Consider the applicant is proposing to double the office inventory we have on the Coastside and on a site that does not have direct highway access, even adequate secondary highway access, and is remote to goods and services. Office space absorption on the Coastside typically is in the range of 15,000 to 25,000 square feet of office space per year. A reasonable question is what portion of the absorption is available to Big Wave in this remote location, in our opinion, perhaps 5,000, 10,000 square feet per year is a reasonable guess.
- 2. **Phased-In Approach.** Consultants advise the applicant that a phased in approach is the wisest direction for the one reason experts are unable to see the demand for office space in this location and the time it will take to lease it up, or overall the project success. If Big Wave were to capture 10,000 square feet of office tenants per year it would take over 20 years to lease the project.
- 3. **Impact of Phased in Approach:** Residents and Visitors putting up with construction over any extended period is unreasonable and will be an additional environmental impact to all concerned. If the project cannot be built out and leased or sold in two years perhaps the applicant should have to re-submit.
- 4. **Parking:** Why should there be a shortage of parking? Instead they should reduce the gross leaseable area (GLA) of the project.
- 5. **Entitlement Application:** The developer has not produced a resume of other projects completed as large or costly as that being proposed. Is it more reasonable to think that the applicant is going to take the entitlements you give him and sell the land to someone else with an altogether different vision. More likely, I think.

72-1

72-2

72-3

72-4

Thank you

Rick Harding (650.847.3800 Main, 650.847.4360 Direct)

Response to Comment Letter 72
Rick Harding - Individual

Response to Comment 72-1

The commenter states his opinion that the portion of office space absorption for Big Wave will be 5,000 to 10,000 square feet per year based on its accessibility and location. The commenter implies that the project will provide an excessive supply of office space.

While the commenter focuses on office space on the Coastsides, it is unclear whether his inventory includes research and development, storage, and light manufacturing space in the area. The Office Park proposal includes 225,000 square feet for general office, 25 percent research and development, 20 percent light manufacturing, and 15 percent storage uses. The total square footage will be available for lease or purchase as condominiums for non-residential use. As stated in Topical Response 12, Construction Phasing for the Office Park, the construction of the Office Park would be phased one building at a time, when buyers and/or renters have been established. Therefore, it is anticipated that the supply of available space will not be excessive. It should be noted that the DEIR is not meant to address economic or financial issues associated with the proposed project. Rather, the purpose of CEQA and the DEIR is to fully analyze and mitigate the project's potentially significant physical impacts on the environment. As such, the comment addresses concerns outside the scope of the DEIR.

Regarding the site's location, the project site is located adjacent to the developed area of Princeton. The feasibility of developing the project at off-site location(s) is discussed on pages VI-5, and 6 within the "Alternatives Rejected As Infeasible" in the DEIR.

For traffic concerns, refer to Response to Comment 8-4.

Response to Comment 72-2

The commenter states that if the project were to rent out 10,000 square feet of office space per year, it would take over 20 years to lease the project. The commenter claims that residents and visitors should not have to put up with construction over an extended period of time and that it will be an additional environmental impact to all concerned. He states his opinion that the project should be built and fully leased or sold within two years.

The commenter's estimate of the total lease time for the project is speculation based solely on office space absorption, and does not include an estimate for the absorption of research and development, storage, and light manufacturing space. It should be noted that the DEIR is not meant to address economic or financial issues associated with the proposed project. Rather, the purpose of CEQA and the DEIR is to fully analyze and mitigate the project's potentially significant physical impacts on the environment. As such, the comment addresses concerns outside the scope of the DEIR. Also, refer to Topical Response 12, Construction Phasing for the Office Park.

Response to Comment 72-3

The commenter states that the gross leasable area of the project should be reduced in order to prevent a shortage of parking.

Potential project parking impacts are discussed in Impact TRANS-5 of the DEIR, on pages IV.M-38 and 39. At the Office Park, the project proposes to provide 640 parking spaces where the County requires 737 parking spaces. As stated in the DEIR, to help reduce potential parking impacts, the applicant proposes to:

- Implement parking procedures that result in office workers utilizing ride sharing, shuttle service to park and ride lots, and public transportation.
- Work with the County and Transit Authority to increase the San Mateo County Transit Authority bus service along Airport Street.
- Provide shuttle bus service to the Office Park location from the park and ride located in Pacifica, Princeton and Half Moon Bay.
- Extend multi-purpose bike and walking trails connecting the project to parks and services. These trails may include the trail to the POST Ridge property and the multi-purpose trail along Airport Street and Princeton.

In addition, the project requires a parking exception issued by the County, for which conditions of approval would mitigate potential impacts. The County's conditions of approval would include the above traffic-reducing measures as well as additional measures. The DEIR states that, based on the foregoing, the project would not result in inadequate parking capacity and impacts would be less than significant.

Response to Comment 72-4

The commenter states his opinion that the developer will most likely sell the land once he receives the proper entitlements, due to his inexperience with a project of this size and cost.

This comment is an expression of personal opinion. CEQA encourages reviewers to submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

"Annette Saunders" <askata@sbcglobal.net>

November 17, 2009

Dear Camille Leung,

I'd like to make a few comments regarding the Big Wave project proposed for Moss Beach. I know some people on the coastside are pro-growth, some prefer no-growth, and most are somewhere inbetween - preferring appropriate, smart growth.

There is nothing appropriate about the Big Wave project when considering the location proposed. The size is mind-boggling, the placement in a semi-rural area next to a marine reserve is audacious, and the placement in a remote area away from basic services is not smart.

This project has the feel of one that was concocted from a desk - and might have seemed good on paper - but is very inappropriate for the Moss Beach area. Have the people proposing the project really gone to the proposed building site? There aren't any buildings even close to that size in the area.

I'm guessing Big Wave is being driven by someone or some group of people who are in a position to benefit financially in a big way from this project.

And I'm pretty sure whoever is in line to benefit financially doesn't live nearby where they would actually have to look at the buildings or be impacted by the traffic.

I think the concept is great - but the scope of the Big Wave project is inappropriate for the location. It feels like a trojan horse - like those proposing the project are trying to finagle a massive building project by distracting people with the "good cause" element. We are not fooled.

Please don't let this project happen!

Thank you for your time,
Annette Saunders

73-1

Response to Comment Letter 73
Annette Saunders

Response to Comment 73-1

The commenter states that the project is out of scale with the area and proposed for a semi-rural, remote area.

The project site is located in an area designated as “urban” by the County of San Mateo General Plan and is adjacent to the developed area of Princeton. Regarding the comment that the project is out of scale with the area, see Response to Comment 21-1(A).

Ensuing comments in this letter are an expression of personal opinion. CEQA encourages reviewers to submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

From: "Clemens Heldmaier" <mwsd@coastside.net>
To: "Camille Leung" <CLEung@co.sanmateo.ca.us>
CC: <lgrote@co.sanmateo.ca.us>
Date: 11/12/2009 5:18 PM
Subject: RE: Big Wave DEIR Copies
Attachments: oledata.mso

Camille,

We have so far one incomplete copy of the Draft EIR for the Big Wave project. The copy we received does not contain printed versions of the appendixes. We really have a hard time rotating the document between staff and elected officials. Reviewing the document online does simply not work. Please prepare 2 more copies of the entire document as soon as possible and let us know when we can pick them up.



74-1

Thanks,

Clemens Heldmaier

General Manager

Montara Water & Sanitary District

8888 Cabrillo Hwy

Montara, CA 94037

PHONE: 650-728-3545

FAX: 650-728-8556

mwsd@coastside.net

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Response to Comment Letter 74
Clemens Heldmaier

Response to Comment 74-1

The request for copies of the DEIR and the DEIR appendices is a public records request that was fulfilled by the County and is outside of the purview of this Final EIR.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

From: "Montara Fog" <darin@montarafog.com>
To: "Camille Leung" <CLEung@co.sanmateo.ca.us>
Date: 11/16/2009 9:32 AM
Subject: Communication between developer and consultant (Big Wave)?

Hey Camille,

Hope you had a great weekend...

I'm trying to understand how the DEIR was produced. I know a private consultant was used and that the County paid for it, using funds from the developer.

But what about the information flow--how did the consultant communicate with the developer? Was it done directly or did they have to pass questions/comments through your office as an intermediary?

The core questions I am after are these: Is there a record of these communications and can the public gain access to those records?

Thanks!

--Darin



75-1

Response to Comment Letter 75
Darin Boville

Response to Comment 75-1

The request for information is a public records request that was fulfilled by the County and is outside of the purview of this Final EIR.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

Camille Leung - Coastal protection at Big Wave

From: "Matt Collins" <matthew.collins@metromint.com>
To: <CLEung@co.sanmateo.ca.us>, <planning-commission@co.sanateo.ca.us>
Date: 11/16/2009 11:20 AM
Subject: Coastal protection at Big Wave

I recently found out about the Big Wave project from a fellow coastsider. I find this alarming as I live nearby (Montara) and travel the road in front of this site on a daily basis. Upon finding out about this project, I have found there to be many alarming issues. I understand that there is a meeting tomorrow, which I had planned to attend, but cannot due to circumstances out of my control.

76-1

I maintain that the planning commission require the DEIR must include evaluation of the visual impacts based on story poles so that the visual impacts and truly be understood by all coast side residents.

76-2

Also, traffic impacts must be implemented before occupancy and the geologic hazards and impacts to the marsh must be fully analyzed and mitigated before certification of the EIR, and not left to future studies.

76-3

Additionally, I would like the DEIR to consider a revised project that reduces the size of the Office Park, relocates the housing to the northern parcel, and restores the wetlands on the southern parcel.

76-4

Matthew Collins
Chief Operating Officer
Soma Beverage Company
Metromint - Metroelectro

Response to Comment Letter 76
Matthew Collins

Response to Comment 76-1

This comment provides general information on the commenter and introduces ensuing comments, but does not state a specific concern or identify a significant environmental issue for which CEQA requires a response by the Lead Agency.

Response to Comment 76-2

Refer to Topical Response 1, Story Poles.

Response to Comment 76-3

In regard to mitigations prior to occupancy or certification of the DEIR, refer to Topical Response 4, Deferral of Mitigation Measures. Also, refer to Topical Response 8, Traffic and Parking Impacts, and Topical Response 10, Final Geotechnical Report for further information.

Response to Comment 76-4

With regard to the request that a revised project be considered that reduces the size of the Office Park, relocates the housing to the northern parcel, and restores the wetlands on the southern parcel, refer to Response to Comment 56-9, Section VI (Alternatives to the Proposed Project) of the DEIR, and Topical Response 5, Alternatives to the Proposed Project.

Camille Leung - Big Wave Office Park - Changes Needed!

From: Hotmail <mpahre@hotmail.com>
To: "planning-commission@co.sanmateo.ca.us,
cleung@co.sanmateo.ca.us." <plan...>
Date: 11/17/2009 4:19 PM
Subject: Big Wave Office Park - Changes Needed!

Dear Planning Commission,

As a concerned resident who lives near the proposed Big Wave project, I am concerned that the current plan will adversely impact the surrounding habits. I urge you to consider a revised project that reduces the size of the Office Park, relocates the housing to the northern parcel, and restores the wetlands on the southern parceled.

77-1

Specifically, the size of this project will add further congestion to Highway 1, which is already dangerously overcrowded, as well as stress the sewage and water infrastructures of our small community.

77-2

Please stand up for the many residents who oppose developers turning our small town into another strip-mall.

77-3

Thank you for your time and consideration as well as your service to our community.

Please contact me by phone or email if have any questions.

Regards,

Michael Pahre

650-712-7797

El Granada, CA

Response to Comment Letter 77
Michael Pahre

Response to Comment 77-1

The commenter provides general information, opinions, and requests that a revised project be considered.

Regarding potential impacts to surrounding habitat, refer to Response to Comment 8-2. With regard to the request that a revised project be considered that reduces the size of the Office Park, relocates the housing to the northern parcel, and restores the wetlands on the southern parcel, refer to Response 56-9, Section VI (Alternatives to the Proposed Project) of the DEIR, and Topical Response 5, Alternatives to the Proposed Project.

Response to Comment 77-2

The commenter asserts that due to the size of the proposed project, more congestion would be added to Highway 1 and existing sewage and water infrastructure would be stressed.

Regarding traffic impacts to Highway 1, refer to Response to Comment 56-7. Regarding potential impacts to sewer and water infrastructures, refer to Response to Comment 57-4. Also, refer to Section IV.N (Utilities) of the DEIR.

Response to Comment 77-3

This comment is an expression of personal opinion. CEQA encourages reviewers to submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

11 / 5 / 09

Camille

I would like to see the
FISCAL ANALYSIS for BIG WAVE.



78-1

Len Eichen
650 480 3175



Response to Comment Letter 78
Len Erickson

Response to Comment 78-1

The commenter requests financial analysis for the project.

The request for financial analysis for this project is a public records request that was fulfilled by the County and is outside of the purview of this Final EIR. Regarding the project's financial component, the DEIR is not meant to address economic or financial issues associated with the proposed project. Rather, the purpose of CEQA and the DEIR is to fully analyze and mitigate the project's potentially significant physical impacts on the environment.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

From: "Rick Harding" <harding@rwilbur.com>
To: "Camille Leung" <CLEung@co.sanmateo.ca.us>
Date: 11/16/2009 12:39 PM
Subject: RE: Big Wave

Camille,

Is the Bay Area Economics third party peer review of the applicants economic analysis available to the public ? May I have a copy?



79-1

Thank you,

Rick Harding

Rick Harding
Senior Vice President
Commercial Leasing and Sales
790 High Street
Palo Alto, CA 94301

650.847.3800 Main
650.847.4360 Direct
650.330.6029 Fax

Response to Comment Letter 79
Rick Harding

Response to Comment 79-1

The commenter requests financial analysis for the project.

The request for financial analysis for this project is a public records request that was fulfilled by the County and is outside of the purview of this Final EIR. Regarding the project's financial component, the DEIR is not meant to address economic or financial issues associated with the proposed project. Rather, the purpose of CEQA and the DEIR is to fully analyze and mitigate the project's potentially significant physical impacts on the environment.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"Lee McKusick" <lmckusic@comcast.net>

This is a submission of citizen comment regarding the Draft Environmental Impact Report submitted by the Big Wave Group and scheduled for public review before the Planning Commission on Nov. 18,2009.

Hello, My name is Lee McKusick and I am a resident of El Granada, California. The address of my residence is 822 Ferdinand Ave. My home telephone is 650 (560-0375).

I address the Planning Commission with partial support and partial disagreement with the Big Wave draft environmental impact report.

Here are my points in summary:

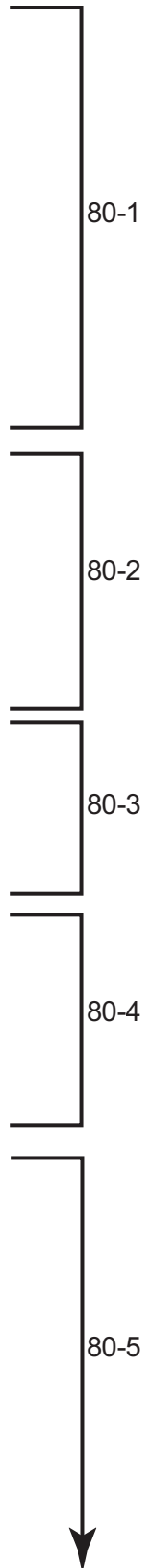
* The Big Wave site has a location within one of the coolest, most foggy and cold microclimate zones on the Coastside. Note that Big Wave has no afternoon sun. I have a developmentally disabled child and I consider the Big Wave site one of the least healthy micro climates on the Coastside.

* Big wave is in the salt precipitation zone, like the rest of Pillar Point. Every car parked in the salt precipitation zone develops body rust. The salt precipitation zone ends at about 1/2 mile in from the coast and around 50 feet of elevation.

* The Big Wave project design feels to me about three times bigger than it should be. I consider "ALTERNATIVE B (REDUCED INTENSITY/HEIGHT FOR OFFICE PARK AND REDUCED DENSITY FOR WELLNESS CENTER)" is a much better alternative, but still too big.

* I attach a Google map that shows the Big Wave site and nearby major soil slump activity taking place on the ocean bluff behind Big Wave. One of these three slump activities has destroyed roads and houses in the last 30 years.

The question I would suggest the Big Wave EIR writers is: Soil slump activity is revealed or dated by the age of trees in the immediate area. What is the age and size of trees or tree stumps that you can observe near the Big Wave building site?



Big trees do not grow where there is soil slump activity taking place in the time frame of tree development. Note, trees on the hill behind Big Wave, as far as I know, are all about 10" trunk trees, and none bigger.

* While it is not in the scope of the EIR, It seems to me there are many powerful reasons why moving the Big Wave Project inland about 1/4 mile would be a great improvement:

Getting closer to the granite toe of Montara mountain will be a great reduction in seismic shaking. (See the Kgr pink area in the Section IV Geologic map.)

Getting 1/4 mile away from the ocean will result in a warmer and sunnier micro climate. There will be less salt precipitation, less tsunami risk, less heating cost, and better solar panel performance.

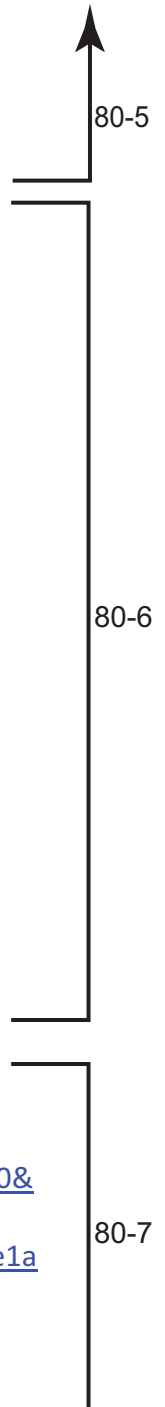
Getting away from the airport landing path will allow a wider range of educational and child care uses of the Big Wave buildings.

Quality commercial real estate developments need to be close and directly connected to the major road in the area.

Google map with "thumbtacks" showing three soil slump sites on the bluff behind Big Wave:

http://maps.google.com/maps/ms?source=s_q&hl=en&geocode=&num=10&ie=UTF8&msa=0&ll=37.510134,-122.494769&spn=0.022706,0.037293&t=h&z=15&msid=115996108774436171229.0004789e1a745b653c749

Thank you for receiving and considering this statement.
Cordially yours, Lee McKusick



***Response to Comment Letter 80
Lee McKusick***

Response to Comment 80-1

This statement is introductory. No response is required by CEQA.*

Response to Comment 80-2

Commenter asserts the project location is one of the coolest, most foggy and cold microclimate zones on the Coastside and inappropriate for housing for the disabled.

This comment is an expression of personal opinion. CEQA encourages reviewers to submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

Response to Comment 80-3

Commenter asserts the project location is in the salt precipitation zone.

This comment does not state a specific concern or does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency.

Response to Comment 80-4

Commenter asserts that the project 'feels' 3 times bigger than it should be and supports Alternative B over the proposed project.

Regarding the project being out of scale with the area, refer to Response to Comment 21-1(a). Regarding the support for Alternative B, the comment is an expression of personal opinion. CEQA encourages reviewers to submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

Response to Comment 80-5

Commenter introduces an ensuing question relating the size of trees in the project area to soil slump activity in the surrounding area.

Regarding soil slump activity, it is implied that the commenter relates this activity to geologic hazards in the area. For more information on geologic hazards, refer to Response to Comment 56-2. It should be noted that CEQA does not require a Lead Agency to conduct every test or perform all research, study, and

* The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.

experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

Response to Comment 80-6

Commenter states advantages to an alternate inland location for the project, including a reduction in seismic shaking in the event of an earthquake, sunnier and warmer climate, the project would be further away from the airport will allow a wider range of educational and child care uses, and the site would be directly connected to the major road in the area.

Regarding the suggestion that the project applicant look for alternative locations in the area to build the project, the feasibility of developing the project at off-site location(s) is discussed on pages VI-5, 6 within the Alternatives Rejected As Infeasible” in the DEIR.

Regarding seismic concerns, refer to Response to Comment 56-2.

Regarding concerns of locating near an airport, refer to Topical Response 14, Location of the Project Near Half Moon Bay Airport.

Regarding traffic concerns, refer to Response to Comment 8-4.

Regarding the comment regarding a sunnier and warmer climate in an alternate location, see Response to Comment 80-2.

Nov 18, 2009

Neil Merrilees
215 Mirada Rd
Half Moon Bay, CA 94019

Dear planning Commissioners

I believe that it may be possible to build something on the Big Wave Site, that makes a profit for its developers, and creates something positive for the community. There are many ways to do it. I hope in the future the developers will work with the community to come up with something more acceptable.

81-1

But as to the current proposal.....

When talking to friends and neighbors about this project, one comment always comes up.... **It seems way too big**

Big Wave Office Park is the biggest project that Planning Department has ever seen.

81-2

It would be the largest office building by far on the San Mateo coast .

If built, it would be the biggest office complex between Highway 1 and the pacific coast for 100 miles.

It would double the office space on the Coast

All with no significant impact.

The impacts of Traffic and Parking are underrepresented in the Draft EIR

The Office park is 225,000 square feet, and is described as mixed Use, Office, Manufacturing, and R&D. But when you look at the plans in the EIR, you see Office Buildings, not light manufacturing space. There are no roll-up doors, no loading docks, not even space to fit one loading dock on the site. In the facilities plan we were told that the buildings are surrounded by restored wetlands. There is no pavement around the buildings which means no truck or forklift access. Which means no Light Manufacturing space.

81-3

Where is this "light manufacturing, and R&D space". Look at the plans. Look at the windows. The proposed buildings are Office Buildings.

Because they are all office buildings, there is not nearly enough parking. And the traffic is underestimated. 225 thousand Square feet of Office space require 1125 parking spaces, and the applicant is asking for 650. There is no extra land on the site, so that when the parking overflows, there is nowhere for it to go. The traffic and parking need to be accurately accounted for in any project, and especially one this large.

The EIR describes airport road as a small rural road, with no need for sidewalks or bikepaths. If the EIR investigators had driven down it, they would have noticed a small memorial marking a pedestrian fatality. For pedestrians and bicyclists, we know it

81-4

Nov 18, 2009

Neil Merrilees
215 Mirada Rd
Half Moon Bay, CA 94019

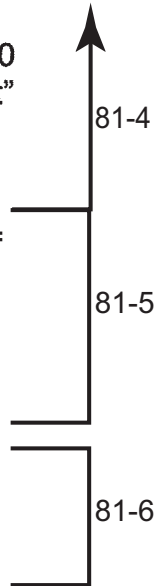
is one of the most dangerous roads on the coast, and **that** is before the addition of 2000 more vehicles/day. We are asked to suspend our disbelief, at the “no significant impact” determination of over 1000 cars arriving during the morning commute, and leaving again in the evening, winding through the narrow shoulder-less streets of Princeton and residential Moss Beach, with no significant impact, as if by magic.

The project as currently presented, where a large office park is plopped in the middle of a rural area, goes against all the forward looking sustainable practices that our country is embracing. People commute long distances to office parks just like this all over the Bay Area. For sustainability they need to be near traffic corridors and population centers.

I hope, that in the Final EIR, the traffic and parking impacts will be more accurately represented. It is my hope, that the planning department, the Coastal Commission, and the community can work with the applicants to refine this project,

Thank you

Neil Merrilees



Response to Comment Letter 81
Neill Merrilees

Response to Comment 81-1

This comment provides an introduction about the commenter's thoughts of the project and expresses a desire for the developer to work with the community for alternatives to the project.

The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency.

Response to Comment 81-2

Commenter states opinion that the Office Park is too and asserts it would be the largest office complex within 100 miles and would double the office space along the coast.

The commenter implies that the project is out of scale with the community and provides too much office space. Refer to Response to Comment 21-1(a) regarding the scale of the project. Refer to Response to Comment 72-1 regarding the provision of excess office space.

Response to Comment 81-3

Commenter summarizes the building plans for the Office Park and states that there are no plans for light manufacturing space. He continues to say that there are not enough parking spaces for the Office Park, and the traffic is underestimated.

As discussed on page III-19 of Section III (Project Description) of the DEIR, the Office Park Buildings A-D would be a 225,000 square-foot mixed-use Office Park comprised of the following uses: 40 percent general office, 25 percent research and development, 20 percent light manufacturing, and 15 percent storage (refer to Table III-2, Buildings A-D, Office Park Use Areas, on page III-19 of Section III of the DEIR). Figure III-9 of the DEIR illustrates the opportunity to install rollup doors in Building 4. Updated figures in Section III of this FEIR show additional opportunities to install roll-up doors should the purchaser of the building require it. For potential parking impacts, refer to Response to Comment 72-3.

Regarding the underestimation of traffic, the commenter does not provide any evidence, data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of this assertion. Pursuant to CEQA Guidelines Section 15064, an effect is not considered significant in the absence of substantial evidence. Therefore, no further response is required pursuant to CEQA.

Response to Comment 81-4

Commenter states opinion that additional project traffic will create the dangers to pedestrians and bicyclists on Airport Street.

Currently, there is no sidewalk or designated pedestrian access on this part of Airport. As stated in the DEIR, the applicant proposes walkways/trails on the property, including a path along Airport Street. This

path will run parallel to the road, stretching 8 feet in width and will extend from the Office Park property to the Wellness Center property. For more information, please refer to “On-site Walkways/Trails” on page III-42 of the DEIR, Office Park site plan in the DEIR, and revised Wellness Center site plan in Section III of the FEIR.

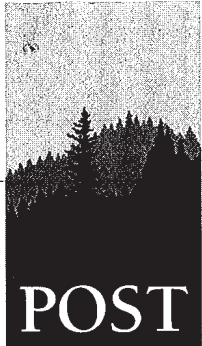
Response to Comment 81-5

The commenter states that the project goes against sustainable practices, as it would locate an Office Park in a rural area away from traffic corridors and population centers.

The project site is located in an area designated as “urban” by the County of San Mateo General Plan. It is located adjacent to the developed area of Princeton and on the Midcoast, where there is a jobs/housing imbalance. For more information regarding the jobs/housing imbalance, refer to page IV.I-34 of the DEIR.

Response to Comment 81-6

This comment serves as a conclusion statement and repeats comments stated earlier in the letter. See Response to Comments above.



Peninsula Open Space Trust

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 www.openspacetrust.org

November 12, 2009

San Mateo County – Planning & Building
 Attn: Camille Leung, Project Planner
 County Office Building
 455 County Center, 2nd Floor
 Redwood City, CA 94063

Dear Ms. Leung,

In my capacity as Executive Vice President at Peninsula Open Space Trust (POST), I write to comment on the Big Wave Wellness Center and Office Park Draft Environmental Impact Report (DEIR).

82-1

Figure III-9 of the DEIR shows an inaccurate trail connection to POST land, with the map labeled as "Coastal Trail Extension to P.O.S.T. Property." The trail does not currently connect to POST nor is it likely ever to connect to POST due to the steep terrain and the high unlikelihood of such a trail ever being permitted.

82-2

Also in Section III Project Description, on page III-49, the following is offered as an option in support of the parking exception sought by the applicant: "Extend multi-purpose bike and walking trails connecting the project to parks and services. These trails may include the trail to the Post Ridge property and the multipurpose trail along Airport Street and Princeton."

82-3

In Section IV.I Land Use & Planning, in Table IV.I-1 there is repeated mention under Project Consistency/Comments of how "the proposed North Trail would be available to the public and would run along the northern portion of the Office Park property and would connect to the wetlands trail as well as to existing trails in the headlands, which provide coastal access." Based on the Figure III-9 labeling of POST's property as a coastal trail extension, the consistency comments in Table IV.I-1 with reference to the proposed North Trail connecting to existing trails in the headlands imply connection to POST property.

82-4

POST was not consulted about referencing connection to our properties or trails. We request having these or any other references to POST and potential connections to our properties and trails removed in the Final EIR so that this mischaracterization does not persist. It may be misleading to the public and to agencies that need to review and approve the plans.



We previously wrote to the Big Wave Group on February 13, 2009 asking for the reference to POST to be removed from current and future maps of the project, but as evidenced by the circulated DEIR, this was not followed through upon by the applicant.

POST appreciates your cooperation in this matter. Please feel free to contact me at (650) 854-7696 if you have any questions.

Sincerely,

Walter T. Moore

Walter T. Moore
Executive Vice President

CC: Jeffrey Peck, Big Wave Group

82-4

***Response to Comment Letter 82
Peninsula Open Space Trust***

Response to Comment 82-1

The commenter introduces himself as Executive VP at Peninsula Open Space Trust (POST).

The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency.

Response to Comment 82-2

The commenter states that Figure III-9 of the DEIR shows a trail connection to POST land, where there is no trail connection.

Comment noted. All such references in the DEIR have been deleted as shown in Section III (Corrections and Additions to the DEIR) of this FEIR. This reference will also be removed on the recorded map.

Response to Comment 82-3

The commenter states in Section II, page III-49, there is an option for the parking exception to connect the project to a trail that leads to POST property.

The DEIR is based on the assumption that providing public access to POST property, especially for the special needs community, is a good goal. The project will work with POST to accommodate this goal.

Response to Comment 82-4

The commenter makes note of more references in the DEIR (Section IV.1; Figure III-9; Table IV.1-1) to trails connecting with POST land, and points out that POST was not consulted about this and wants all references to POST and potential connections to be removed in the final EIR.

All such references in the DEIR have been deleted as shown in Section III (Corrections and Additions to the Draft EIR) of this FEIR. POST will be consulted before any new trail connections are planned and constructed.

December 23, 2009

San Mateo Co. Planning Dept.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063
cleung@co.sanmateo.ca.us

RECEIVED

2009 DEC 28 P 1:06

SAN MATEO COUNTY
PLANNING DIVISION

RE: Big Wave Project DEIR

After reviewing much of the DEIR, I am concerned and perplexed at the assessments given to nearly all the affected areas contained in the report as "not significant" after mitigation.

83-1

The impact of construction at this site should and cannot be underestimated. I am concerned primarily with 4 areas:

83-2

- Effect on wildlife and the coastside environment
- Drainage
- Impact on sourcing water resources and waste water treatment
- Traffic

As a resident of the Seal Cove neighborhood south of the Moss Beach Distillery, I can attest to the traffic congestion that currently occurs at Cypress Avenue and Route 1 during peak commute and school hours during the week and that which occurs on the weekends when visitors come to the coastside. The effect of adding over 2000 daily drivers to Airport Road would overwhelm the traffic capacity of both Cypress Avenue and the Princeton Harbor area. Adding a signal to the intersection of Highway 1 and Cypress Avenue, without other major road improvements in the immediate corridors to this route would NOT mitigate the congestion that is certain to cause immense traffic backups in the vicinity.

83-3

I also question what seems to be a violation of the land use code for the site of this project. The Wellness Center parcel is zoned "W", marine-related light industrial. A purpose of the Waterfront zoning is to "protect the functional and economic viability of the working waterfront area by restricting incompatible land uses". In addition, since this area is near sea level elevation, the effect of a tsunami would be disastrous.

83-4
83-5

Failure to adequately address all these factors regarding a decision that allows the project to be built on this location would be regarded in hindsight as short sighted.

83-6

Sincerely,

Leslie O'Brien
75 Precita Ave.
Moss Beach, CA 94038

Response to Comment Letter 83
Leslie O'Brien

Response to Comment 83-1

This statement is introductory. No response is required by CEQA. *

Response to Comment 83-2

There will be no pile driving as the applicant proposes to use a drilled pier foundation, in compliance with Mitigation Measure NOISE-1 of the DEIR. Also, refer to Response to Comments 185-9 and 185-10.

Response to Comment 83-3

Please refer to Topical Response 8, Traffic and Parking Impacts, of the FEIR for a discussion of traffic analysis contained in the DEIR and traffic and parking reduction measures.

Response to Comment 83-4

Please refer to Topical Response 11, Sanitarium Use Permit, of the FEIR regarding project compliance with Zoning Regulations.

Response to Comment 83-5

Please refer to Topical Response 9, Tsunami Hazards, of the FEIR regarding design measures and evacuation procedures to address tsunami and sea-level hazards.

Response to Comment 83-6

The commenter provides closing statements. No response is required by CEQA. *

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

San Mateo County Planning Department: Please stop the public comment of Big Wave EIR until the developer provides STORY POLES and restart comment period after story poles go up. Given the enormous size of the buildings, no public comment can be completed before viewing story poles about the scale of the project.



84-1

Name

Address

Email

Mary Elizabeth Barca 181 ARBOR Moss Beach barca@sbcglobal.net
 Kristan Brasfield 575 Sierra Moss Beach kjbmsb@yahoo.com
 Rudy Estrada 725 Coral St Moss Beach, rhomebythesea@comcast.net
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 Charlie Barca 181 Arbor Lane
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ELLEN BOND ebond47@YAHOO.COM

SHARON DARNELLE PO Box 151 cypressfarm@aol.com

Sabina Roman 165 La Grande Ave Moss Beach, CA 94038

George A. Herbst 134 Colobane KGBVSK@quad.com

LYNNE MAGEE LYNNEMAGEE@HOTMAIL.COM

***Response to Comment Letter 84
Petition***

Response to Comment 84-1

Commenter states that the comment period should restart after the story poles are erected. Comment states opinion that no public comment can be completed before viewing story poles about the scale of the project.

Although the County had requested that the applicant erect story poles for the duration of the DEIR public review period, the applicant has stated that story poles will be installed and maintained during the public notification period prior to any County Public Hearing considering the project and the certification of the FEIR. The public notification period is 10 days prior to a public hearing date. Also, refer to Topical Response 1, Story Poles.

Comment on the Big Wave Development on Airport Street in Unincorporated San Mateo County.

Planning Commission Nov. 18, 2009 9:00 AM

My concern regarding the proposed Big Wave project, as a nearby neighbor, is three-fold.

85-1

1.) There was very little notice given. Most Coastside residents haven't even heard about it, nor do they have any concept of the huge scale it will impose on the area.

85-2

2.) The Traffic study in the Big Wave Draft Environmental Report makes ~~no~~ slight mention of the HUGE impact the commute congestion will cause for the existing residents of the Harbor area (dwellers and businesses) at the only traffic signal at HWY One and Capistrano Rd. or on the residential owners in the Pillar Ridge community or the Seal Cove community who habitually use the only other intersection for ingress or egress, that is the intersection of Hwy One and Cypress.

85-3

This intersection has no night-time illumination, no traffic signal, and is often backed up on sunny beach days when the person at the front of the line wishes to turn left, causing a delay for everyone else behind them. At the very minimum, the developer should be forced, as KN Properties was as developer for Harbor Village, to improve the intersection with extra turn-out lanes or a traffic signal needs to be installed.

Please move up the proposed time for mitigation of traffic to pre-construction and require Cal Trans to install lighting at this intersection (30-36 months prior to build-out completion)

3.) The willingness of the parents and the developer to place their own children in harm's way by building a residential community of developmentally disabled adults in an known Earthquake and Tsunami zone. The San Gregorio Fault runs through the project and the tsunami evacuation route runs in front of it. It's not as if there has never been a Tsunami in the Princeton area before. Look back as recently as 1946 when the water from the "tidal wave" came inland a quarter mile. (And that was a small one.) It may be that, were we to have another one, many of the cars parked in the proposed 640 space parking lot could be sucked out onto Airport Street as the wave recedes, blocking the tsunami evacuation route from the adjoining neighborhoods (Princeton, Pillar Ridge and Seal Cove) with massive debris brought in by the wave, causing obstacles to prevent emergency vehicles from getting to the rescue sites.

Build-out completion

85-4

The word tsunami in Japanese means "harbor wave", and it is ominously prophetic that the wellness center project is to be called BIG WAVE. I'm concerned for the residents. It's a laudable project for special needs people... just not in that location for heaven's sake.

Submitted By Carlyle Ann Young 180 San Lucas Avenue, Seal Cove -Moss Beach, CA 94038

Response to Comment Letter 85
Carlisle Ann Young

Response to Comment 85-1

The commenter gives an opening comment about their concern.

This statement is introductory. No response is required by CEQA.*

Response to Comment 85-2

Commenter states opinion that there was little noticing and that not many people know about the project or its size.

The Notice of Availability (NOA) of the Draft EIR was completed by the County in accordance with Section 15085 of the *CEQA Guidelines*, including publication of the NOA in the Half Moon Bay Review and San Mateo County Times. Although not required by CEQA, the notice was also sent to interested parties (those who had provided comments during the scoping period), responsible agencies, all adjacent properties, including all addresses at the Pillar Ridge Mobile Home Park. Copies of the DEIR were also made available for review at the County of San Mateo Planning and Building Department and the Half Moon Bay Library. Further, an electronic link to the DEIR was posted on the County's website. Regarding requirements for noticing of the project, refer to Response to Comment 49-1.

Regarding the size of the proposed project, refer to Response to Comment 21-1(a), Topical Response 1, Story Poles, and Topical Response 7, Visual Simulation of the Proposed Project.

Response to Comment 85-3

Commenter states that there will be a huge impact on traffic, though the DEIR only slightly mentioned it. Commenter stresses that the roads, Capistrano Road and Cypress Road, when intersecting with Highway 1, already are difficult intersections especially in the summer season. The commenter continues saying that those two intersections should have night time illuminations, traffic signals and turn out lanes.

Regarding traffic impacts and mitigation, refer to Response to Comment 8-4 and Topical Response 8, Traffic and Parking Impacts of the FEIR.

Response to Comment 85-4

Commenter states that the location is in appropriate for disabled adults due to geological and tsunami hazards

* The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.

Regarding potential geologic hazards, refer to Response to Comment 56-2. With respect to tsunamis and tsunami evacuation, refer to Topical Response 9, Tsunami Hazards and Responses to Comment Letter 162.

The Pine Warbler
Book of North America
published by the Field

Ms. Mary Cassel
893 Lanzen Ave.
San Jose, CA 95126

Dear Ms Leung,

It seems to me the Big Wave development proposed for Half Moon Bay ought to include road improvement proposals to cope with 3100+ more vehicles on Hwy 1. Also, please give special consideration to environmental impact. Thank you. Mary Cassel

86-1

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27
USA

Star Frith

Carmelle Leung

Project Planner

Santa Mateo Co. Planning
Planning Commission Dept

455 County Center
Redwood City, CA 94063

0-89577-364-3

Response to Comment Letter 86
Mary Cassel

Response to Comment 86-1

Regarding traffic impacts, please refer to Topical Response 8, Traffic and Parking Impacts, of the FEIR for a discussion of traffic analysis contained in the DEIR and traffic and parking reduction measures.

As with every project in unincorporated San Mateo County, the applicant will be required to pay roadway mitigation fees, based on project square footage, at the building permit application stage, that will be maintained in a County account to provide for roadway maintenance.

Regarding environmental impacts, it is assumed that the commenter refers to biological and wetland impacts. Regarding biological impacts, refer to Response to Comment 8-2. Regarding impacts to wetlands and proposed restoration, please refer to Response to Comment 90-1.

"Laslo Vespremi" <laslov@hotmail.com>

Dear Commissioners, Planning Director,

I received communication from Camille Leung, County Project Planner about the missing story poles (see below).

"Despite requests and recommendations by the Planning and Building Department to place story poles on the Big Wave site during the public review period for the Draft Environmental Impact Report (DEIR), **the project applicant has declined to erect them at this time.** The applicant cites the cost of the poles (he estimates the cost at \$80,000), the disruption of planting the winter crop, lack of legal mandate requiring such poles, **and the fact that visual renderings are included in the DEIR** as the reasons for it decision not to erect the poles at this point in the review process. The applicant has indicated that it will erect the poles on the site prior to the decision-making hearings currently scheduled to take place in February and March 2010.

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

I think it is unacceptable to conclude a public review process for a project that is the largest ever for the San Mateo Coast without informing the public about the scale of the project. **The pictures included in the Draft EIR are wrong, intentionally showing a scale less than half of the actual size of the 4 massive 48' tall office buildings.**

I have undertaken to create a 3D computer model of the buildings that show the real size right next to the deceptive DEIR pictures (enclosed pdf).

Further, I undertook an informal survey two weekends at the Moss Beach Post Office and found that 60% of the people never heard of Big Wave. This in a small community of maybe 1,500 people, of which about 900 never heard of a project that promises to put an additional 1,000 people/day into the community! The notification of the project went out to a handful of people in 500' radius in sparsely populated area. I have collected approximately 60 signatures from Moss Beach residents demanding that the public review be stopped and restarted in February when the poles are erected and the public notified in a wider range befitting the size of the project.

Sincerely,

Laslo Vespremi
Moss Beach

87-1

87-2

***Response to Comment Letter 87
Laslo Vespreni***

Response to Comment 87-1

The commenter provides a quote from the County Project Planner about the lack of story poles during the public review period and follows up with a statement asserting the graphic images showing the scale of the project in the DEIR are wrong, claiming the real size can be seen in a 3D computer model the commenter has provided.

Although the County had requested that the applicant erect story poles for the duration of the DEIR public review period, the applicant has stated that story poles will be installed and maintained during the public notification period prior to any County Public Hearing considering the project and the certification of the FEIR. The public notification period is 10 days prior to a public hearing date. It should be noted that this commenter made similar statements in Comment Letter 53. Refer to Responses to Comment Letter 53.

Response to Comment 87-2

The commenter states he took an informal survey of people at the Moss Beach Post Office and found 60% of the people never heard of Big Wave. The commenter expresses disapproval of the way in which the project notifications went out and states he has collected signatures demanding the public review be conducted during a time when story poles are erected.

The Notice of Availability (NOA) of the Draft EIR was completed by the County in accordance with Section 15085 of the CEQA Guidelines, including publication of the NOA in the Half Moon Bay Review and San Mateo County Times. Although not required by CEQA, the notice was also sent to interested parties (those who had provided comments during the scoping period), responsible agencies, all adjacent properties, including all addresses at the Pillar Ridge Mobile Home Park. Copies of the DEIR were also made available for review at the County of San Mateo Planning and Building Department and the Half Moon Bay Library. Further, an electronic link to the DEIR was posted on the County's website. For noticing requirements for associated permits for the project, refer to Response to Comment 49-1. Also, refer to Topical Response 1: Story Poles, Topical Response 2: Public Review Period, and Topical Response 7: Visual Simulations.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"John Sutton" <jsutton@hrmusic.com>
 Laslo,

That is fantastic work, thanks for taking the time to show how purposely misleading the Big Wave group is. It makes one wonder how much else presented by Big Wave is suspicious. Based on your analysis I think the the renderings in the DEIR should be discarded as fraudulent and story poles should be mandated for this project now!

88-1

Jack Sutton
 Moss Beach

-----Original Message-----

From: Laslo Vespremi [<mailto:laslov@hotmail.com>]
Sent: Friday, November 20, 2009 3:57 PM
To: planning-commission@co.sanmateo.ca.us; lgrote@co.sanmateo.ca.us
Subject: Big Wave Needs to Erect Story Poles

Dear Commissioners, Planning Director,

I received communication from Camille Leung, County Project Planner about the missing story poles (see below).

"Despite requests and recommendations by the Planning and Building Department to place story poles on the Big Wave site during the public review period for the Draft Environmental Impact Report (DEIR), **the project applicant has declined to erect them at this time**. The applicant cites the cost of the poles (he estimates the cost at \$80,000), the disruption of planting the winter crop, lack of legal mandate requiring such poles, **and the fact that visual renderings are included in the DEIR** as the reasons for it decision not to erect the poles at this point in the review process. The applicant has indicated that it will erect the poles on the site prior to the decision-making hearings currently scheduled to take place in February and March 2010.

88-2

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

I think it is unacceptable to conclude a public review process for a project that is the largest ever for the San Mateo Coast without informing the public about the scale of the project. **The pictures included in the Draft EIR are wrong, intentionally showing a scale less than half of the actual size of the 4 massive 48' tall office buildings.**

I have undertaken to create a 3D computer model of the buildings that show the real size right next to the deceptive DEIR pictures (enclosed pdf).

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88-3

Sincerely,

Laslo Vespremi
Moss Beach

Response to Comment Letter 88
Jack Sutton

Response to Comment 88-1

Commenter states that story poles should be mandated for the project.

Please refer to Topical Response 1, Story Poles.

Commenter states that the DEIR should be discarded as fraudulent.

Please refer to Topical Response 1, Story Poles and Topical Response 7, Visual Simulations of the Proposed Project.

Response to Comment 88-2

Commenter quotes Camille Leung about the story poles not being erected. Commenter continues further that the visual pictures are incorrect.

This comment is virtually identical Comment 87-1. Please refer to Response to Comment 87-1.

Response to Comment 88-3

Commenter requests that the public review be stopped and restarted in February when the story poles are erected and the public is notified.

This comment is virtually identical to Comment 87-2. Please refer to Response to Comment 87-2.

"Jose Acosta" <Acostaj@cabrillo.k12.ca.us>

Hi my name is Jose Acosta,i 'm a resident of Pillar ridge Mobil home park, i just like to voice my no support for big wave as it will impact our water source,traffic in or comunity as well as our drainage sysytemwe had flooded some of our comunity in the past and with the addition of this huge project it will be more,even if they (developer) say it won't,they didn't even had that area cover in their EIR.

89-1

I think all people should have the right to is for the 50 special people, but what about the 200 plus residents that we live in Pillar ridge, and besides in tjhis economic times how can they economically self sustain, if you look all around the half moon bay area is a lot of empty office space,they sure can't guarantee they will have a full rental sapce always.

89-2

thanks

Sincerily

Jose E. Acosta

~Give me a leverage and I will move the world~

Response to Comment Letter 89
Jose E. Acosta

Response to Comment 89-1

Commenter states concern for the impact on the water source, concern for the impact of traffic, concern for the drainage system relating to flooding.

Regarding water supply, refer to Response to Comment 55-1 and Section IV.N (Utilities and Service Systems) of the DEIR. Regarding traffic concerns, refer to Response to Comment 8-4 and Topical Response 8, Traffic and Parking Impacts.

Regarding flooding concerns, refer to page IV. H-53 (Impact HYDRO-4) of the DEIR. This section states that the project could have a have a significant impact on flooding. However, the implementation of Mitigation Measure HYDRO-4 (Alteration of Drainage Patterns Resulting in Increased Flooding), which requires the applicant to submit a drainage report and plans to the County for review and approval prior to issuance of a grading or building permit, would reduce this impact to a less than significant level.

Response to Comment 89-2

Commenter questions the projects economic stability of the proposed Office Park.

However, the DEIR is not meant to address economic or financial issues associated with the proposed project. Rather, the purpose of CEQA and the DEIR is to fully analyze and mitigate the project's potentially significant physical impacts on the environment. As such, the comment addresses concerns outside the scope of the DEIR. Refer to Response to Comment 72-1.

"sabrina brennan" <sabrina@dfm.com> 11/23/2009

Hello Camille,

Please include that attached document regarding the Historical Ecology of the Fitzgerald Marine Reserve with the comments on the **Big Wave Project** DEIR. Please note that the attached document was produced by the San Francisco Estuary Institute and funding was provided through an agreement with the State Water Resources Control Board.

ABAG has formed a partnership with the [San Francisco Estuary Institute](http://www.sfei.org/) , the California Coastal Commission <<http://www.coastal.ca.gov/rps/cca-rps.html>> and the Bay Conservation and Development Commission <<http://www.bcdc.ca.gov/>> in a pilot project to evaluate three critical coastal areas and their respective watersheds, and to provide technical assistance to local governments, non-governmental organizations and others involved in controlling land based sources of pollution entering these special areas of the California coast. The [James Fitzgerald Marine Reserve watershed](http://www.abag.ca.gov/cca/fitzgerald.html) is one of three Critical Coastal Areas currently being studied. The Big Wave Project site is located within the Fitzgerald Marine Reserve Critical Coastal Area boundary.

90-1

I would like to request that the Planning Department provide a map that delineates current County property ownership (FMR Pillar Point Marsh) and future County property ownership (Pillar Point Bluff property currently owned by POST) in relationship to the proposed Big Wave Project site. Please email a map that has overlays clearly indicating the property lines for County owned lands, POST owned lands planned for acquisition by the County and Big Wave, LLC owned lands.

90-2

Thank you,

sabrina brennan

415 816 6111

midcoast **community** council

<http://mcc.sanmateo.org>



Looking west toward Pillar Point

K. Ridolfi

AN INTRODUCTION TO THE *HISTORICAL ECOLOGY* OF THE **FITZGERALD MARINE RESERVE CCA**

A tool for developing an action plan for the Critical Coastal Areas program

Scattered throughout local and regional archives, historical information represents a valuable and often untapped resource for watershed management and coastal protection. Can an understanding of the historical landscape help us guide future landscape modifications? Can this understanding help re-establish native habitats and ecosystem function? How did natural and cultural processes shape the historic ecosystems that still persists as fragments in the current landscape?

This publication is intended as an introduction to how historical ecology can help local residents and resource managers understand current conditions and develop strategies for environmental recovery. The area encompassed by the Fitzgerald Marine Reserve Critical Coastal Area (CCA) has experienced substantial physical and ecological changes due to active coastal processes and the history of agricultural and urban development. Understanding this history can help identify opportunities to restore natural watershed function within the contemporary landscape, which in turn can help control

pollution sources. This document highlights areas of interest for potential restoration, focusing on three topics: salt marshes, stream networks, and freshwater wetlands. These opportunity areas will provide information for the stakeholders of the Fitzgerald Marine Reserve participating in the CCA Program pilot study to identify and prioritize actions that could improve watershed health. The CCA Program seeks to improve water quality along the California coast through the implementation of management measures to reduce the effects of diffuse sources of pollution, including urban and agricultural runoff.

For more information on the CCA program, please visit <http://www.coastal.ca.gov/nps/cca-nps.html>.



US Coast Survey hydrographic chart courtesy NOAA

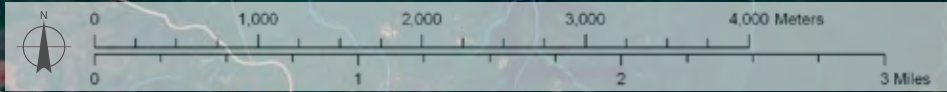


www.sfei.org

Authors Alison Whipple and Robin Grossinger • **Design and layout** Ruth Askevold and Alison Whipple
Thanks to Kat Ridolfi, Chuck Striplen, Erin Beller, and Micha Salomon

Funding for this project has been provided in full or in part through an agreement with the State Water Resources Control Board. The contents of this document do not necessarily reflect the views and policies of the State Water Resources Control Board, nor does mention of trade names or commercial products constitute endorsement or recommendation for use.

FITZGERALD MARINE RESERVE CCA



OPPORTUNITY AREAS

3

Freshwater wetlands
(Page 8)

2

Streams
(Page 6-7)

1

Salt Marshes
(Page 4-5)

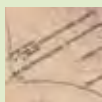


Building a HISTORICAL ECOLOGY Project



DATA COLLECTION • Research begins with the acquisition of historical materials from a broad range of institutions, including local museums and historical societies, city and county archives, and regional libraries. Journals, diaries, and newspaper articles about the landscape and notable environmental features document

historical conditions. Early maps, surveys, and aerial photography provide the locations of historical features, such as streams, wetlands, and plant communities, as well as remaining property boundaries and roads that are valuable links to the contemporary landscape. Other important sources include landscape photography, sketches, and paintings.



DATA COMPILATION • Sources are drawn together for synthesis and analysis along the themes of historical vegetation types, channel geometry, seasonality, and land use. We

georeference early maps and aerial photography in a geographic information system (GIS), which allows historical evidence to be compared to modern conditions. We also extract and organize pertinent quotes from early land surveys and narrative sources

and, where possible, place them on maps of the past and present. This process of comparing multiple, independent sources of historical and modern information facilitates a detailed and accurate depiction of environmental change.

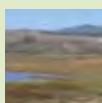


SYNTHESIS AND ANALYSIS • We rely heavily on GIS to synthesize the data into layers that represent historical landscape characteristics. Mapped features may include channels, perennial and seasonal wetlands, coastal

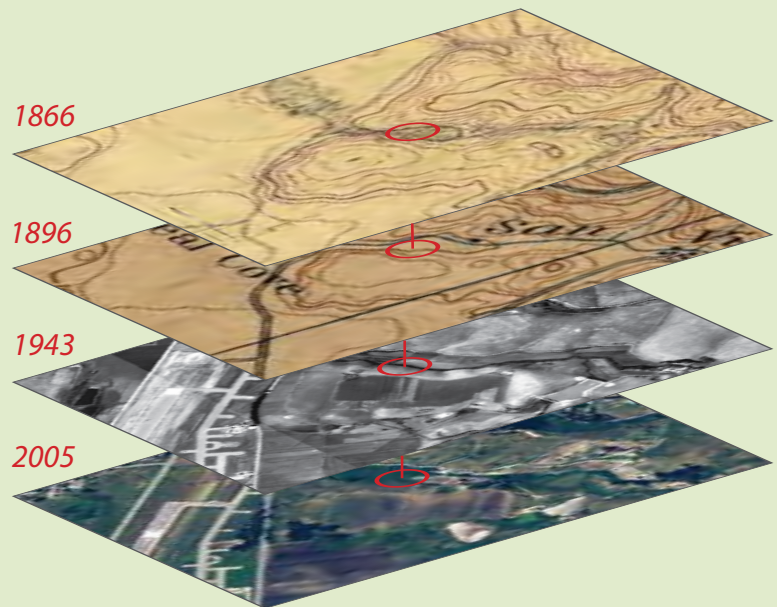
features, woodlands and savanna, and other habitats — each coded independently with their supporting sources and relative certainty level. A variety of methods are used to compare past and present landscapes, describing changes in habitat form and distribution. These depictions of habitat change are used by ecologists and other environmental scientists to describe changes in ecological functions, such as wildlife support. As a reliable map of the pre-modification landscape is developed, it begins to reveal the relationships between native habitats and physical gradients such as topography, salinity, and hydrology, providing a basis for identifying adaptive restoration and management strategies for the contemporary landscape.



REPORTS, GRAPHICS, AND PRESENTATIONS • The analysis is brought together into broadly accessible tools, including illustrated reports, websites (such as wetlandtracker.org), and maps. These present trends in habitat types and extent, discuss conceptual models and areas of interest for future environmental improvements, and provide direct access to many of the most significant historical data sources.



APPLICATIONS • Understanding the historical landscape and how it has changed over time can help address many of the challenges associated with managing and planning for the future of local watersheds. Historical ecology can help set priorities for restoring natural functions to local creeks, identify natural ways to reduce flood hazards, and reveal previously unrecognized conservation opportunities. The historical analysis often reveals ways to restore native habitats within our developed landscape for recreational benefits as well as wildlife conservation. Historical ecology can also reveal management constraints resulting from historical landscape changes, providing a more realistic basis for planning the future.



1 FITZGERALD MARINE RESERVE CCA SALT MARSHES

These pages show a preliminary investigation of the extent and character of the salt marshes that once existed at creek mouths along the Reserve. Pillar Point Marsh, the largest of the salt marshes, persists today and is home to threatened and endangered species such as the California red-legged frog (*Rana aurora draytonii*) and the Western snowy plover (*Charadrius alexandrinus nivosus*). Early cartography and surveys reveal that a similar system existed at the base of Denniston Creek. An important cartographic source, United States Coast Survey (USCS) topographic maps ("T-sheets," described below) provides an initial view of the historic marshes at Pillar Point and Denniston Creeks as well as hydrologic connections between upland and lowland systems. These perspectives can help establish a baseline from which to assess the impacts of modifications such as groundwater pumping, sedimentation, and increased drainage from urban areas, all of which affect water quality.

The 1861 USCS T-sheet (at right), which covers the Pillar Point area, depicts marsh complexes and channel networks along the coastline (Johnston 1861). Initiated in 1807 by the U.S. government, the Coast Survey maps provide an early and detailed cartographic depiction of the coastal landscape. The unprecedented use of geodetic surveying techniques - employing a common reference, or datum, to which all points are tied - produced remarkably accurate maps for the time period. Despite the absence of a standardized legend, T-sheets show hydrologic patterns and the distribution of coastal ecosystem types, which can be interpreted through a standard methodology (Grossinger and Askevold 2005).

Pillar Point Marsh (shown below ca. 1940 and at right in 2005), persists today as a unique system within the Fitzgerald Marine Reserve CCA.



ca. 1940

HalfMoonBayMemories.com

In the comparison below, the 1861 **Pillar Point Marsh** complex (A) contains more open water (approximately 10 acres) and a longer adjacent marsh than that shown in 1943 aerial photography (with approximately 4 acres of open water). In 1861, only the southernmost portion shows any emergent vegetation, suggesting a perennial water body. The open water transitions to emergent marsh (horizontal lines) approximately at the historic dam where West Point Ave. is today. US General Land Office (GLO) survey data adds another layer of information to help confirm the general character and location of the marshes and creek mouths. Surveyor C. C. Tracy (June, 1862) noted entering and leaving the "marsh" north of West Point Ave and commented on "wet, good grass," indicating a more continuous marsh complex than today.

The 1861 T-sheet also shows a wetland system at the **mouth of Denniston Creek (B)** (interpretation aided by 1863 USCS hydrographic map shown on p.1), the presence of which is supported by the "level marsh" noted by Tracy. The subtidal channel



US Coast Survey map courtesy NOAA



Copyright (C) 2002-2008 Kenneth & Gabrielle Adelman, California Coastal Records Project, www.Californiacoastline.org

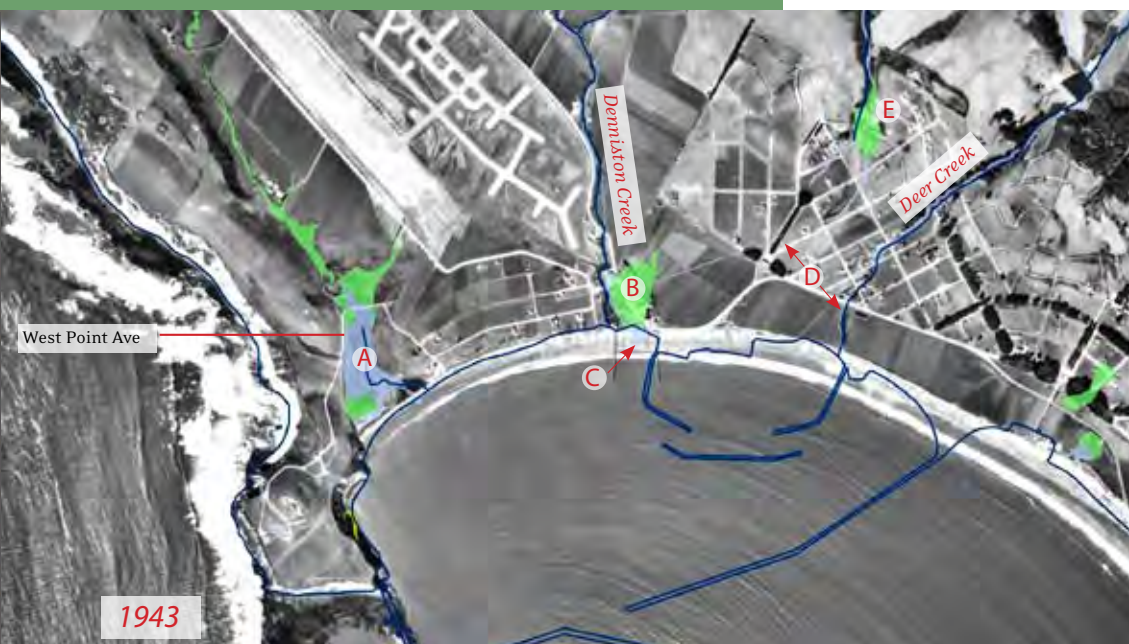
(C) drawn suggests that the marsh system may have been more consistently open to the ocean than Pillar Point Marsh. The 1943 aerials show the creek in roughly the same location as the T-sheet channel, but the marsh complex at the mouth of Denniston Creek appears to be largely absent. The inset oblique photographs show the mouth of Denniston Creek at the approximate time of the 1943 aerials in comparison to today.

Interestingly, the T-sheet already shows hydrologic modifications to the Denniston Creek watershed. A ditch (D) originates from a freshwater marsh (E) and connects to the Denniston Creek marsh; another connects to Deer Creek. This perhaps explains the drained appearance of the freshwater marsh in the 1943 aerial photography, which has since been replaced by dense vegetation. These ditches are early representations of the common trend toward increasing drainage density by connecting creeks that would have otherwise spread into marshes or alluvial fans (see pgs. 6-7).

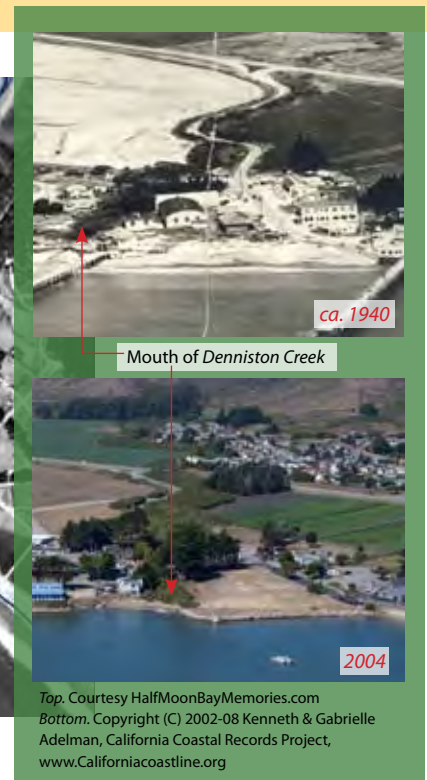


Map courtesy The Bancroft Library, UC Berkeley; photograph Courtesy San Mateo County History Museum; oblique drawing courtesy HalfMoonBayMemories.com

The 1837 diseño map above of the **Rancho Corral de Tierra** land grant uses natural features to locate the boundaries of the rancho. The "arroyos" (creeks) and "lomarias" (hills) formed the "earthen corral" (a constructed corral is also shown) after which the grant was named. The map likely shows Martini Creek to the north, and Denniston Creek in the middle, close to Pillar Point. Francisco Guerrero received this grant from the Mexican government in 1839. The lithograph and photograph above shows his son Victor's homestead, which became the home of James Denniston in the mid-1800s.



Historical aerial imagery courtesy USDA



Top. Courtesy HalfMoonBayMemories.com Bottom. Copyright (C) 2002-08 Kenneth & Gabrielle Adelman, California Coastal Records Project, www.Californiacoastline.org

2 FITZGERALD MARINE RESERVE CCA Stream Networks

The lowland streams have experienced a long history of change; first with ranching and agriculture, and later with the development of the communities of El Granada, Princeton-by-the-sea, Moss Beach, and Montara. Altered hydrographs and sediment input can impact stream characteristics such as width and depth, which in turn affect riparian vegetation. Map and narrative sources like those shown here can help build an understanding of historic stream network characteristics and inform interpretation of the current hydrologic regime. This, in turn, can be used to resolve sedimentation and erosion issues and help re-establish native species such as steelhead trout (*Oncorhynchus mykiss*).



US Coast Survey map courtesy NOAA

The images above and to the right illustrate hydrologic change over time: wetland complexes and multi-thread channels (1866), and discontinuous drainage networks (1896) shift to a highly modified system in 1943.

For streams like San Vicente Creek and Denniston Creek, which appear to have had sufficient flow to form distinct channels to the ocean (see quote below left), **complex, multi-thread reaches** are indicated in the 1861 T-sheet, in the locations highlighted above. This area (in white box above) on Denniston Creek was once known as “Three Bridges,” supporting the evidence of multiple channels (Cloud 1928). The San Vicente Creek reach is slightly different in that it is associated with a freshwater marsh complex (see p. 8).



HalfMoonBayMemories.com

The example here shows information that can be used in comparison to contemporary stream channel widths. The red lines imposed on the modern imagery to the right point to locations of known creek width, as recorded by an 1859 survey.

WE BROKE CAMP AND WENT ALONG THE SHORE UNTIL, leaving the point with island rocks [Pillar Point] to the west of us, we passed over some knolls and across [several small] hollows with [rather] deep gulches full of water, at which we were delayed by [having to] throw small bridges over them [for the pack-train to cross on].

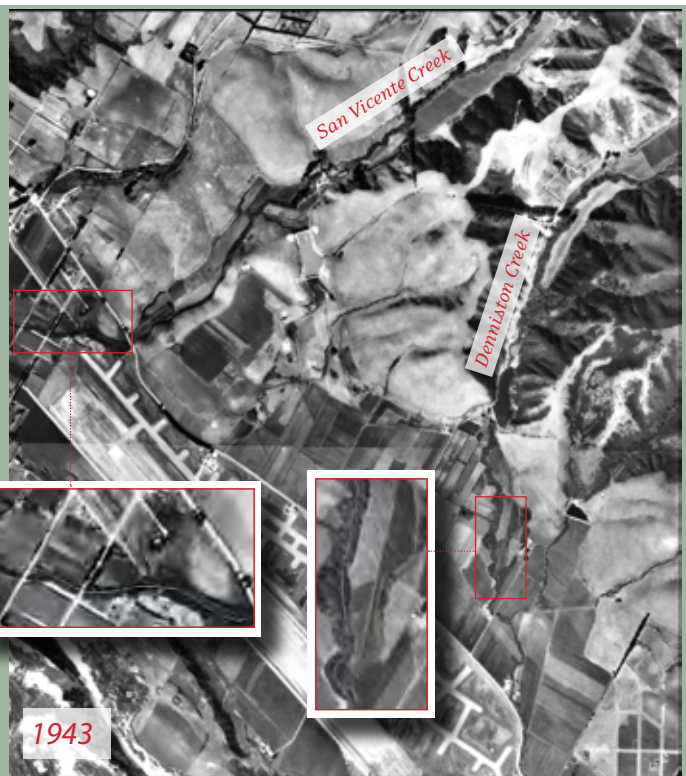
- COSTANSO 1769 in Stanger and Brown 1969





Courtesy the Earth Science & Map Library, UC Berkeley

The 1896 USGS map suggests a more **discontinuous drainage network** on some of the smaller local streams prior to hydrologic modifications, which is a commonly recognized pattern among California's historic streams. Small intermittent creeks (in red boxes above) emerging from the steep Montara Mountains lacked the energy to form well defined tributary channels as they encountered the relatively flat alluvial fans of the larger creeks. Instead, the channels dissipated like those shown in this 1896 USGS map. These networks were often associated with downstream wetlands. Although not depicted on the maps examined here, GLO surveyor C.C. Tracy reported entering and leaving a "marsh" along his line close to where Highway 1 is now.



Aerial imagery courtesy USDA

The 1943 aerial photography (overlain by contemporary steam mapping) shows a **highly modified drainage network**. While remnants of Denniston Creek's multiple channels persist, San Vicente is a clear single-channel system. The airport's construction resulted in significant hydromodification of the Denniston Creek and Pillar Point drainage networks. Where water historically drained toward Pillar Point marsh, it now appears directed more toward Denniston Creek through ditches. Such modification can also have the effect of connecting the small discontinuous creeks, like those shown in the 1896 map, to larger stream channels.



GLO field notes from William J. Lewis, 1859

"Mouth of creek 50 links [10 m] wide, comes from southeast."

"Creek, 10 links wide, course N86W."

"Creek, 20 links wide, course, S60W."

"Small spring, 5 links wide, course S.W."

"Creek, 25 links wide, course, S61W"

"Deep gulch 180 links [36 m] wide, comes from N55E."

"Creek 1 chain wide, comes from S59E."

The figure at left shows stream widths at various locations on San Vicente, Dean, and Montara Creeks, recorded by General Land Office (GLO) surveyor William J. Lewis. The GLO Public Land Survey established the 6-mile square townships we are familiar with today across the western U.S. and confirmed land grant boundaries. The GLO reached Half Moon Bay in the 1850s. The surveys contain valuable ecological information: surveyors noted up to four "bearing" trees (marked trees with azimuth and distance to identify the location of survey lines) at every mile and half-mile point (notably no trees were found in the Fitzgerald CCA), described distinctive features along their survey lines, such as creeks (including width information which is shown here), lakes, marshes, or areas of thick brush, and commented on general soils and land characteristics.

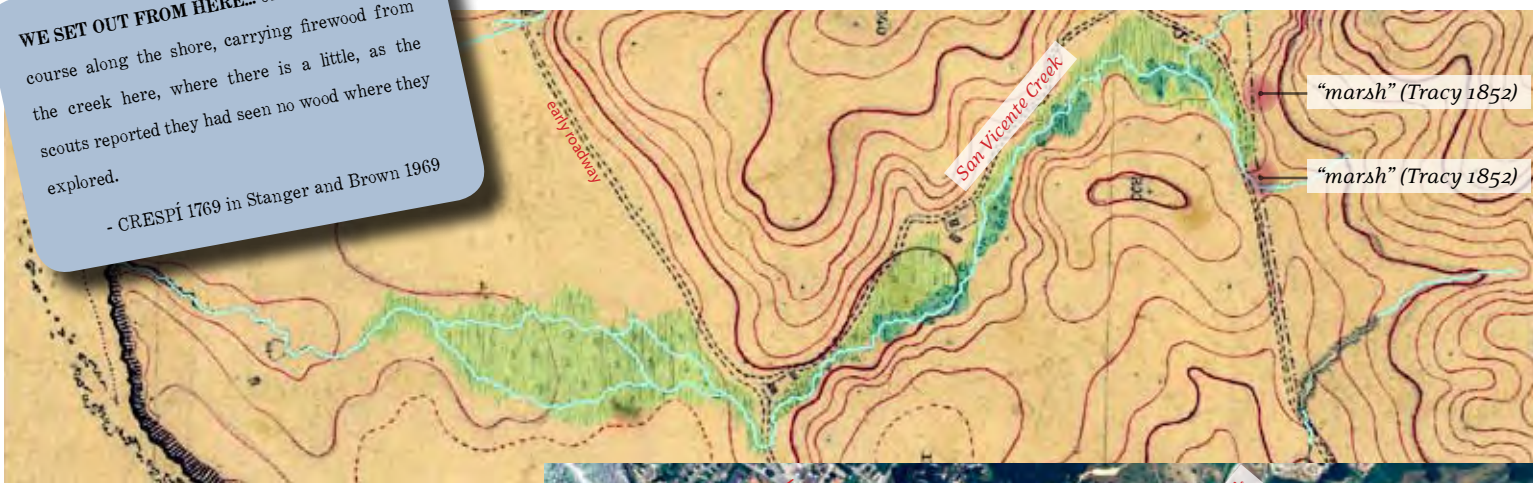
3 FITZGERALD MARINE RESERVE CCA *Freshwater Wetlands*

Historical sources point to possible opportunities for the restoration of once extensive freshwater wetlands and willow riparian forests along San Vicente and Montara creeks. Aided by further research, understanding the extent and character of these freshwater wetlands could inform efforts to improve water quality and reduce flood peaks. Also, species diversity within the area could be potentially supported through the re-introduction of these sensitive plant communities that are under-represented in the contemporary landscape.



K. Ridolfi

WE SET OUT FROM HERE... on a northwesterly course along the shore, carrying firewood from the creek here, where there is a little, as the scouts reported they had seen no wood where they explored.
- CRESPI 1769 in Stanger and Brown 1969



The image from the 1866 USCS T-sheet shown above depicts **freshwater marsh (light green) merging into a willow riparian forest (dark green)** along San Vicente Creek's braided reaches on the flat alluvial fan at the base of the Montara hills. The map suggests both a broader and more open (covered with herbaceous vegetation) wetland environment than the riparian reaches found along San Vicente Creek today.



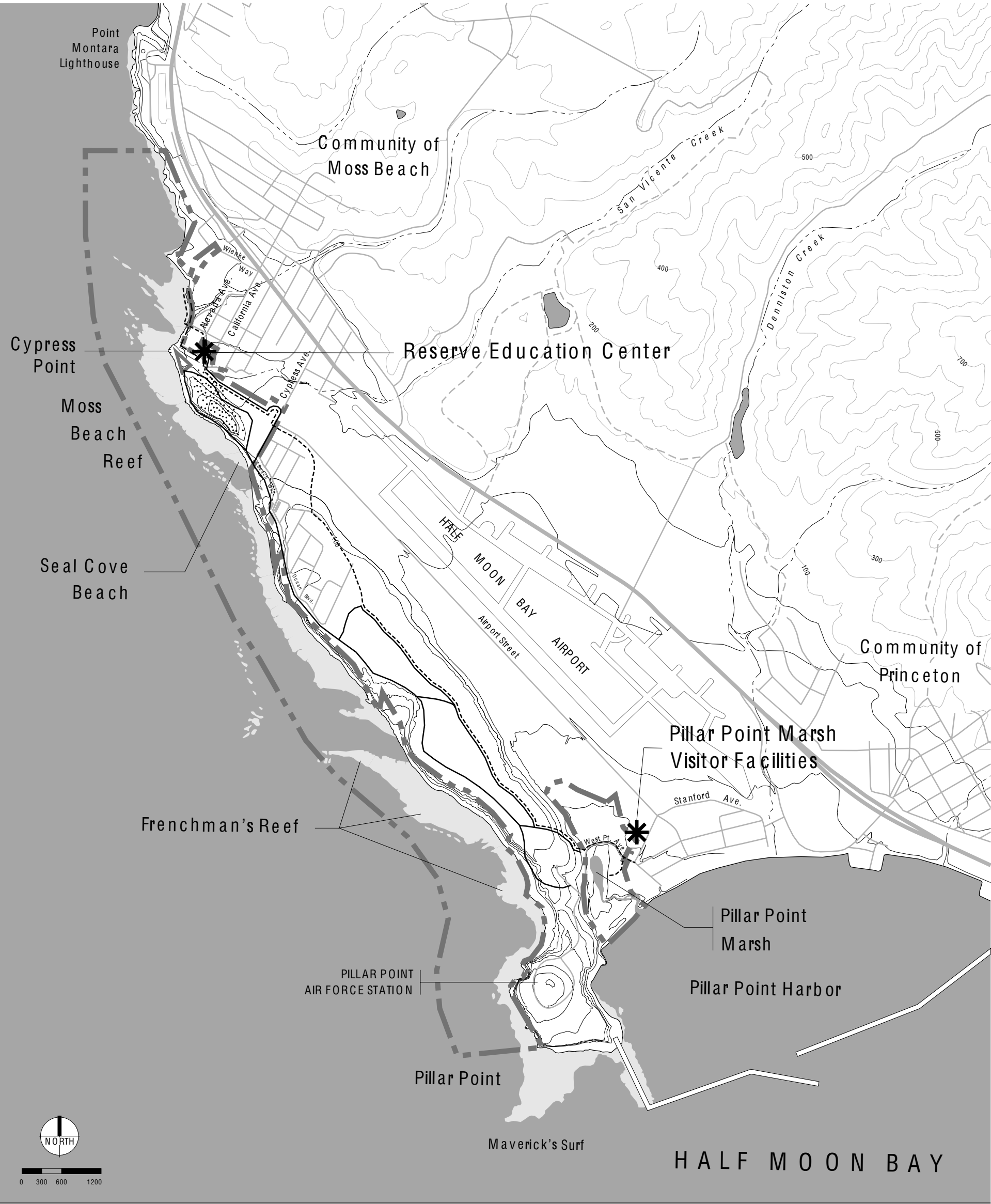
Above, US Coast Survey map courtesy NOAA; imagery below courtesy USDA NAIP 2005

GLO surveyor C. C. Tracy (1852) also noted marshes (see above) along his survey line that crossed the creek and passed close to where reservoirs sit today. A similar progression of marsh to willow riparian forest is suggested along Montara Creek upstream of Harte St. (not shown). Considering the water quality and flood control benefits of wetland and marsh complexes, areas where open space still exists next to stream channels may be important sites to consider for recovering elements of the historical systems. Areas along the San Vicente and Montara creeks may contain restoration and conservation opportunities for freshwater marshes and wet meadows.



In summary, historical ecology provides a tool for developing action plans for Critical Coastal Areas. Historical ecology research provides both technical information and an educational perspective that can help us recognize and respond to environmental

change. While this preview shows some of the types of analysis that could be useful for the Fitzgerald Marine Reserve CCA, much more historical information about the local landscape is available and remains to be compiled. For more information about historical ecology methods and resources, please go to www.sfei.org/HEP.



Point Montara Lighthouse

Community of Moss Beach

San Vicente Creek

Denniston Creek

Cypress Point

Reserve Education Center

Moss Beach Reef

Seal Cove Beach

HALF MOON BAY AIRPORT

Community of Princeton

Pillar Point Marsh Visitor Facilities

Frenchman's Reef

Stanford Ave.

Pillar Point Marsh

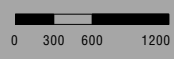
PILLAR POINT AIR FORCE STATION

Pillar Point Harbor

Pillar Point

Maverick's Surf

HALF MOON BAY



Response to Comment Letter 90
Sabrina Brennan- Midcoast Community Council

Response to Comment 90-1

The commenter provides a document entitled An Introduction to the Historical Ecology of the Fitzgerald Marine Reserve CCA: A tool for developing an action plan for the Critical Coastal Areas program (May 2008), for inclusion as a comment in the FEIR. The commenter states that the Big Wave Project site is located with the Fitzgerald Marine Reserve Critical Coastal Area boundary.

This document shows that the project site is within the 8,800 acres that make up the Fitzgerald Marine Reserve Critical Coastal Area (CCA). The CCA includes all areas west of the Cabrillo Highway and large areas east of the Cabrillo Highway from the northern half of El Granada to north of Martini Creek. The purpose of the publication, as stated in the document, is to “help local residents and resource managers understand current conditions and develop strategies for environmental recovery” for the primary purpose of controlling pollution sources. The project site is identified as salt marsh and an area of interest for potential restoration. The document presented in the comment is included in the FEIR as a part of Comment Letter 90.

The purpose of the comment is assumed to be informative and does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. However, the document does not appear to conflict with Section IV.D (Biological Resources) of the DEIR. The project appears to comply with the specific restoration and pollution-prevention goals of the publication. The project includes the restoration of jurisdictional wetlands as well as the buffer zone areas. The project also minimizes water pollution via surface runoff by incorporating pervious surface parking lots, vegetated buffer areas between the wetlands areas and the proposed development, and on-site containment and treatment of stormwater. As discussed in Section IV.D (Biological Resources) and Section IV.H (Hydrology and Water Quality) of the DEIR, as proposed and mitigated, the project would result in a less than significant impact to these resources.

Response to Comment 90-2

The commenter requests the Planning Department provide a map that delineates current and future County property ownership in relation to the proposed Big Wave project site.

While such a map is not necessary to analyze environmental impacts and this comment does not require a response according to CEQA, the County has elected to assist the commenter by compiling ownership information onto a map. The map prepared by the County has been included as an attachment to this response.

Ownership of Pillar Point Marsh & Surrounding Lands

The data source is Assessor's property record as of year 2009 Roll

1. Big Wave Project Parcels
2. San Mateo County Lands
3. Peninsula Open Space Trust
4. Coach of San Diego Inc
5. Granada Sanitary District
6. Thompson Evelyn Tr Et Al
7. Transnational Marketing Inc
8. Yu Lucy W L
9. Buck'S Butane-Propane Svcs Inc
10. Coast Side County Water District
11. Fitzgerald Marine Reserve (FMR)
12. Vandenberg Air Force (USA)

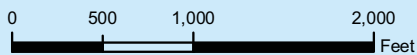
Pillar Point Bluff
(Property is managed
by County Parks Department
to be transferred to County
ownership in near future)

Vandenberg Air Force

San Mateo County Harbor Dist

State Lands Commission

Scale



Legend

- APN
- Peninsula Open Space Trust
- Fitzgerald Marine Reserve (FMR)

"Deb Wong" <debwongdebwong@gmail.com>

To the Planning Department:

This is my opinion concerning the proposed Big Wave project in Moss Beach:

For the past year, I have been reading up on the project, trying to keep an open mind. After all, my brother is autistic, and I feel for anyone trying to find a place for their disabled loved ones.

My conclusion so far is that as admirable as Big Wave's objectives are, in reality, it will be a great mismatch as far as location goes. Those who are very much for the project (many of whom I know personally) don't live next door to where it will be built. They see the possibilities for commerce & the local economy, so not much else filters through.

I am starting to get used to the fact that big bucks and influence will most likely win over what the residents of Moss Beach - most particularly those who live in the Pillar Ridge community - want.

I keep reading statements about how traffic will be decreased when Big Wave is built, as there will be fewer people commuting over the hill. Where is the proof of this? What are the numbers? Will so many local commuters be employed at the complex? I don't think so. It sounds like more smoke & mirrors, designed to offset the very real impact on those of us who will be Big Wave's closest neighbors.

Sincerely,
Deborah L Wong
122 Barranca Lane
Moss Beach, CA 94038

91-1

91-2

Response to Comment Letter 91
Deborah Wong

Response to Comment 91-1

Commenter states that the project is not appropriate for this location.

Commenter states that the project is not appropriate for this location, but does not offer specific reasons. It should be noted that Section IV. I (Land Use and Planning) of the DEIR, under Impact LU-2 (Conflict with Applicable Land Use Plans, Policies, or Regulations), the project was analyzed under applicable land use policies and was found to be generally consistent.

Response to Comment 91-2

Commenter requests proof that traffic on Highway 92 will be reduced because local commuters will be employed at the office complex.

Please refer to “Impact TRANS-11 Additional Intersection Analysis” on page IV.M-43 of the DEIR for an analysis of project traffic impacts on Highway 92 at Highway 1 and Highway 92 at Main Street. The section concludes with the following: The proposed project would reduce traffic traveling over the hill on Highway 92 for employment by 60 eastbound trips in the AM peak hour and 53 westbound trips in the PM peak hour. Impacts would be less than significant and no mitigation measures are required.

"sabrina brennan" <sabrina@dfm.com>

Hello Camille,

Hurricane Camille made landfall in New Orleans the night of August 17, 1969; two months before I was born. The Garden District hospital I took my first breath in was still recovering from significant flood damage in October 1969.

I would like to be sure that San Mateo County is doing everything possible to protect the public from tsunami and provide emergency evacuation notification, procedures, emergency contact info, public education and well placed and designed tsunami warning signage in the unincorporated segment of the San Mateo County coastside.

What procedures are currently in place to avoid issuing a Use Permit that would allow a hospital, rest home/assisted living facility or a sanitarium in a tsunami inundation zone? I understand from talking with Bill O'Callahan, County OES Supervisor that the San Mateo County Tsunami Inundation mapping was completed last year. How is the planning department integrating this new tsunami inundation information/mapping into County zoning and use permit procedures?

Please include the USGS Tsunami Preparedness videos in the Big Wave Project DEIR comments. Links to USGS Tsunami Preparedness video: http://www.youtube.com/watch?v=9E7NAmejiVE&feature=player_embedded and <http://www.youtube.com/watch?v=-FqXV5M8yos>

Please reference the attached map of the San Mateo County Tsunami Inundation Areas.

Thank you,

sabrina brennan

415 816 6111

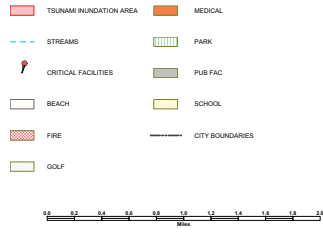
midcoast community council

<http://mcc.sanmateo.org>

92-1

Tsunami Inundation Areas

San Mateo County, California

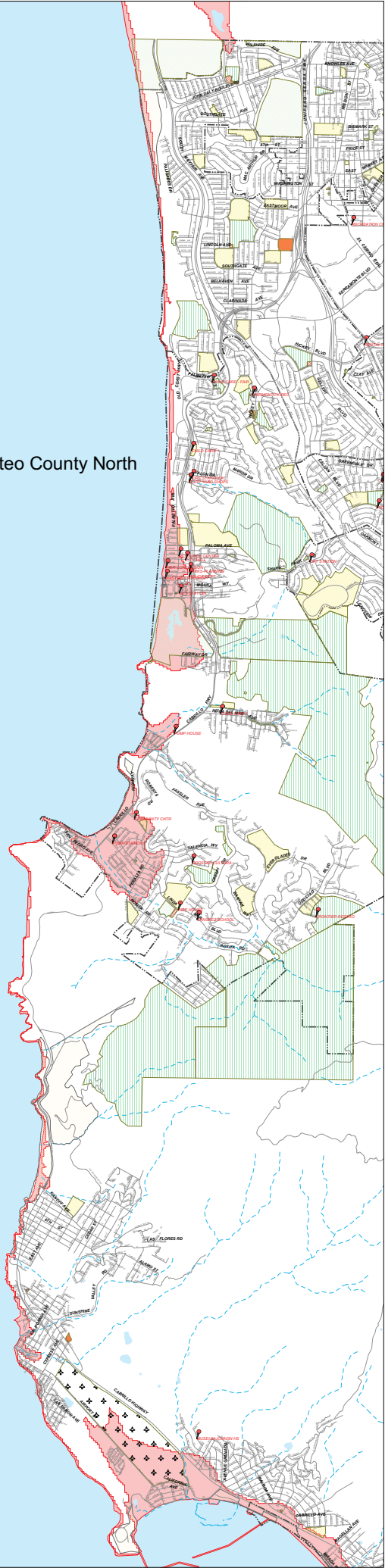


This is not a survey product. The information is derived from the San Mateo County GIS Database. San Mateo County does not assume any liability for damages arising from errors, omissions, or use of this data. Users of this data are advised to use appropriate local accuracy, completion date, coordinate reference, and cartographic information. Users are advised to use this data appropriately.

Adam Lodge
Public Works
San Mateo County
adlodge@sanmateo.ca.gov
650-669-1473



San Mateo County North



San Mateo County South



***Response to Comment Letter 92
Midcoast Community Council
Sabrina Brennan***

Response to Comment 92-1

This comment is in regard to tsunamis and requests clarification as to the procedures currently in place by the County to protect the public from tsunamis and provide emergency notification in the event of a tsunami. Specifically, the commenter also asks what procedures are in place to prevent the location of sanitariums and similar uses in a tsunami inundation zone.

The County of San Mateo, Office of the Sheriff, in Comment Letter 162, has provided information regarding the procedures currently in place by the County to protect the public from tsunamis and provide emergency notification in the event of a tsunami. At the planning and permitting level, regulations within the County's Local Coastal Program and Resource Management Zoning Regulations provide guidance to decision makers of discretionary permits in reviewing projects proposed within a tsunami hazard zone. Also, refer to Topical Response 9, Tsunami Hazards and Topical Response 11, Sanitarium Use Permit.*

The commenter requests the inclusion of two USGS tsunami preparedness videos (website links provided) and the San Mateo County Tsunami Inundation Areas map as comments on the DEIR.

A link to the videos and the map are included by reference in Comment Letter 92.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Land Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"Jack Myers" <Jack@JackAMyers.com> 11/24/2009

Commissioners Wong, Bomberger, Ranken, Slocum, and Dworetzky:

I have been a resident on the Coastside for 35 years., and have watched the ongoing efforts aimed at controlling growth during that period. I believe in sensible growth that will enhance the Coastside image proportionately and sensibly, and the historic "Bundle of Rights" regarding real estate that are an inherent guide associated with and attendant to all property owners. The Big Wave project is unique to the Coastside and offers many positive advantages to the community that are no unavalable including special care facilities for the less than fortunate, and job oppportunites that are necessary and habitually scarce. The owners of the project have been put through a set of demanding requirements, frustrating impediments, and unwarranted time delays and costs that would tend to defeat the project, including efforts by those residents that desire no growth in the area. The project is properly zoned for the planned use. This is the critical issue. Engineering, architecture, geological, tsunami, earthquake , habitat , traffic , and several other issues have been recognized and dealt with, or are being examined and satisfied, by the owners at their expemse and at their financial risk. Your approval of this fine project will place San Mateo County in a famous and positive status that will be recognized universally throughout the nation. Please approve this most important issue, the pride of the Coastside.

Respectfully, Jack A.

Myers, BSME, MPA., CCIM, Half Moon Bay, CA, 650-726-9354.

93-1

Response to Comment Letter 93
Jack Myers

Response to Comment 93-1

Commenter states that the project is unique and has many positive advantages to the community, including special care facilities and job opportunities. He continues to state that the project has addressed and will continue to address critical environmental issues.

This comment provides general information on the commenter and expresses support for the proposed project, but comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Land Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

RE: Big Wave Project PLN 2205-481, 482
November 12, 2009
1040 Park Way
Moss Beach, CA. 94038

Planning Commission, Mr. Bomberger, Mr. Dworetzky,
Mr. Ranken, Ms. Slocum, Mr. Wong
County Supervisors / RE: San Mateo County Meeting No. 1498
San Mateo County Government Center
455 County Center, 2nd Floor, Mail Drop PLN122
Redwood City, CA. 94063

Dear Madam and Sirs,

Thank you for this opportunity to address the Planning Commission. The Big Wave Project is a very bad project as it is now planned, for two very important reasons. The first reason is that it is being situated in a very unsafe area adjacent and within an extreme fault zone called the Seal Cove / Moss Beach Fault Zone, described by many noted geologists and seismologists as potentially very damaging to both people and building structures. This Fault Zone consists not only of a major Fault which radiates off the Hayward Fault Zone, but also of many innumerable faultlines branching off of the major Fault in different directions and causing potentially even more serious damage liability and tremors to any nearby building structures, according to geotechnical experts. Please see the many volumes of data and Seismology Maps and Studies (such as William Cotton, the Leighton Report, et. al.) on file in the San Mateo County Building Department in Redwood City for Moss Beach, Princeton, and the general environs. It is doubtful that insurers would allow it to be re-built in cases of property damage. According to the Alquist-Priolo State Law, no building structures are allowed to be built near a noted Fault Zone.

94-1

The second reason that the Big Wave Project is a very bad project is that water is not available in the Moss Beach area. There is already a moratorium on new water hook-ups. The existing aquifer is already overloaded to the maximum allowable usage. The local well water is sometimes undrinkable and often causes extreme stomach aches if it is consumed by the local people. Recent analyses by water-study experts of the local water reveal that it is dangerously high in mineral content and causes detrimental corroding of residential piping and appliances, resulting many cases of high liability to homeowners and insurers.

94-2

Since the Big Wave Project includes housing for developmentally disabled residents, it seems even more irresponsible to allow such a project to be built in this area. If a major earthquake strikes, and many experts predict it will happen soon, these disabled residents may be disoriented and have extreme difficulty in coping with the ramifications of serious damage to their persons and homes. Furthermore, it seems very irresponsible to force them to drink substandard water, if in fact any source of water can be obtained in this area of extreme water scarcity, if available at all.

94-3

94-4

Many other experts have brought up the obvious issues of poor street access and substandard infrastructure in even accessing this poorly located site proposed for the Big Wave Project. There are only two small roads leading to the Site, which are already overburdened by the current local residents. It has been estimated that the Big Wave Project will increase average daily trips along these two poor access roads by as many as additional 4,000 to 8,000 vehicle trips. In summary, it is irresponsible to allow this Big Wave Project to be built in this site. We, the local residents of the Princeton and Moss Beach area, ask you please do not to approve this ill-conceived and poorly located project on this proposed site. Thank you for your time.

94-5

94-6

Sincerely,
Mrs. and Mr. Lincoln Wallace, A.I.A., N.C.A.R.B.

(650) 728-3574

***Response to Comment Letter 94
Mrs. and Mr. Lincoln Wallace***

Response to Comment 94-1

Commenter states opposition to the project due to its location within a fault zone.

Please reference Impact GEO-1 (Fault Rupture) in Section IV.F (Geology and Soils) of the DEIR. As stated in this section, the northwestern portion of the northern parcel of the project site is located within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act. However, only a portion of the Office Park parking lot is proposed within the Earthquake Fault Zone and no habitable structures are proposed within the Earthquake Fault Zone. Therefore, project impacts related to fault rupture on the Office Park property would be less than significant.

The southern parcel of the project site is not within an Earthquake Fault Zone and no known or potentially active faults exist on the parcel. Since the project site is located in a seismically active region, the remote possibility exists for future faulting in areas where no faults previously existed; however, based on the proximity of the known fault traces, their orientation and trend, and their degree of activity, the risk of surface faulting and consequent secondary ground failure at the Wellness Center property is considered low. As such, project impacts related to fault rupture on the Wellness Center property would be less than significant and no mitigation measures are required.

Response to Comment 94-2

Commenter expresses opinion that the water availability is minimal, the aquifers are overloaded and the water is sometimes undrinkable.

As stated in the Project Description of the DEIR, the potable water would either be purchased from Coastside County Water District (CCWD) if available, or will be provided using treated well water. The site is in the sphere of influence of CCWD, contiguous to CCWD boundaries and eligible for annexation to the District. As stated in Section III (Corrections and Additions to the Draft EIR), the onsite domestic water system includes a well permitted and installed in 1987, and tested and approved by the County in 2009, with a sustained capacity of 34 gallons per minute (49,000 gallons per day). The well water will be treated with ozone for iron and manganese removal and disinfection. The peak average demand for the project is 10,000 gallons per day (11-acre feet per year), requiring the well to operate about 20% of the time. The well will be operated with a backup pump and emergency power. Water at the well after treatment will meet the standards of the Safe Water Drinking Act in accordance with Title 22.

Response to Comment 94-3

Commenter states concern that it is unsafe for the disabled residents to live in a fault zone and drink substandard water.

Please refer to Response to Comment 94-1.

Response to Comment 94-4

Commenter states that it is irresponsible to force residents to drink substandard water.

Please refer to Response to Comment 94-2.

Response to Comment 94-5

Commenter states that the project will add 4,000 to 8,000 vehicle trips to streets that are already overburdened by traffic.

The estimate of vehicle trips provided by the commenter is incorrect. Page IV.M-43 of Section IV.M (Transportation/Traffic) of the DEIR states that the proposed project is estimated to generate 2,123 daily trips, including 292 trips (243 inbound and 49 outbound) during the AM peak-hour, and 268 trips (63 inbound and 206 outbound) during the PM peak-hour. For additional information, refer to Response to Comment 8-4 and Topical Response 8, Traffic and Parking Impacts.

Response to Comment 94-6

*This comment serves as a concluding statement. No response is required by CEQA.**

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Land Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

ADAMS BROADWELL JOSEPH & CARDOZO

A PROFESSIONAL CORPORATION

ATTORNEYS AT LAW

601 GATEWAY BOULEVARD, SUITE 1000
SOUTH SAN FRANCISCO, CA 94080-7037

TEL: (650) 589-1660
FAX: (650) 589-5062

tgulesserian@adamsbroadwell.com

SACRAMENTO OFFICE

520 CAPITOL MALL, SUITE 350
SACRAMENTO, CA 95814-4715

TEL: (916) 444-6201
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DANIEL L. CARDOZO
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TANYA A. GULESSERIAN
MARC D. JOSEPH
ELIZABETH KLEBANER
RACHAEL E. KOSS
LOULENA A. MILES
ROBYN C. PURCHIA

OF COUNSEL
THOMAS R. ADAMS
ANN BROADWELL
GLORIA D. SMITH

November 24, 2009

Via Facsimile and U.S. Mail

Lisa Grote, Director of Community Development
County of San Mateo, Planning and Building Department
455 County Center, 2nd Floor
Redwood City, CA 94063
Fax: (650) 363-4849

Lisa Aozasa, Senior Planner
County of San Mateo, Planning and Building Department
455 County Center, 2nd Floor
Redwood City, CA 94063
Fax: (650) 363-4849

Camille Leung, Planner
County of San Mateo, Planning and Building Department
455 County Center, 2nd Floor
Redwood City, CA 94063
Fax: (650) 363-4849

Re: Request for Mailed Notice of CEQA Actions and Public Hearings – Big Wave Wellness Center and Office Park

Dear Ms. Grote, Ms. Aozasa, and Ms. Leung:

We are writing to request mailed notice of the availability of any environmental review document, prepared pursuant to the California Environmental Quality Act, related to the Big Wave Wellness Center and Office Park in San Mateo County (“Project”). We are aware that the Draft Environmental Impact Report for the Project is posted on the County’s website.

We also request mailed notice of any and all hearings and/or actions related to the Project. These requests are made pursuant to Public Resources Code Section 21092.2 and Government Code Section 65092, which require local agencies to mail

2395-001a

95-1

November 24, 2009

Page 2

such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

Please send the above requested items to our South San Francisco Office as follows:

Tanya A. Gulesserian
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080

Please call me at (650) 589-1660 if you have any questions. Thank you for your assistance with this matter.

Sincerely,



Tanya A. Gulesserian

TAG:bh

95-1

Response to Comment Letter 95
Adams Broadwell Joseph and Cardozo

Response to Comment 95-1

Commenter requests mailed notices of the availability of any environmental review document prepared pursuant to CEQA and mailings of all public hearing notices.

The commenter has been added as an interested party for this project and will be sent any future notices of availability and notices of public hearing.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"Laslo Vespremi" <laslov@hotmail.com> 12/2/2009 3:52 PM

Pls. post map on county web site.

Thanks,
Laslo Vespremi, Moss Beach

96-1

Response to Comment Letter 96
Laslo Vespremi

Response to Comment 96-1

It is assumed that this comment is in reference to the map requested in Comment 90-2 and requests the map be posted on the County's website. Refer to Response to Comment 90-2.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"Pete Fingerhut" <fingerhut@gmail.com> 12/2/2009 2:39 PM
Hi Ms. Leung,

I understand that a new map is being created that shows the various parcels around the proposed development site and indicates who owns what and where different habitats are located. I also understand that it will not be made available online. Could you please make this map available online so that people can clearly see the layout of the area. Nothing like this currently exists and it would be helpful when folks are trying to find out more about this project.

97-1

Thank you,

Pete Fingerhut

Response to Comment Letter 97
Pete Fingerhut

Response to Comment 97-1

It is assumed that this comment is in reference to the map requested in Comment 90-2 and requests the map be posted on the County's website. Refer to Response to Comment 90-2.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"Lisa Ketcham" <lisa.ketcham@comcast.net> 12/2/2009 3:10 PM

Camille,

I am eager to see the new map delineating present and future County property ownership near the Big Wave Project site and hope that it can be posted on the County website.

98-1

Thank you,
Lisa Ketcham

Response to Comment Letter 98
Lisa Ketcham

Response to Comment 98-1

It is assumed that this comment is in reference to the map requested in Comment 90-2 and requests the map be posted on the County's website. Refer to Response to Comment 90-2.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Land Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

" Cid Young, REALTOR" <cid4houses@earthlink.net> 12/2/2009 6:56 PM

Hello Ms. Leung,

I would be very supportive of seeing a published map on the county website, regarding the lands surrounding the Big Wave projects, and the Pillar Ridge and Princeton/Fitzgerald Marsh and POST (Soon to be SM County Parks Dept.) properties.

99-1

Thnaks in advance.

Cid Young

Seal Cove Resident, Moss Beach

Response to Comment Letter 99
Cid Young

Response to Comment 99-1

It is assumed that this comment is in reference to the map requested in Comment 90-2 and requests the map be posted on the County's website. Refer to Response to Comment 90-2.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Land Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"sabrina brennan" <sabrina@dfm.com> 12/3/2009 11:35 AM

Hello Camille,

Thank you for the opportunity to comment on the Big Wave project DEIR.

Please include Seven Principles for Planning and Designing for Tsunami Hazards as a comment on the Big Wave Project DEIR:

[http://www.oes.ca.gov/Operational/OESHome.nsf/PDF/Tsunamis,%20Designing%20for%20/\\$file/DesignForTsunamis..pdf](http://www.oes.ca.gov/Operational/OESHome.nsf/PDF/Tsunamis,%20Designing%20for%20/$file/DesignForTsunamis..pdf)

<[http://www.oes.ca.gov/Operational/OESHome.nsf/PDF/Tsunamis,%20Designing%20for%20/\\$file/DesignForTsunamis.pdf](http://www.oes.ca.gov/Operational/OESHome.nsf/PDF/Tsunamis,%20Designing%20for%20/$file/DesignForTsunamis.pdf)>

100-1

The San Gregorio fault is ONSHORE in the vicinity of the Big Wave project. The fault system goes by various name Hosgri (south) San Gregorio (center) and Seal Cove (north), depending on what section is being discussed.

The Big Wave project is within one kilometer of the onshore portion of the Seal Cove fault. **The Big Wave project is in a 1997 UBC Zone 4. That is the highest seismic hazard zone in the UBC.**

100-2

Map of the Peninsula showing major faults:

<http://pubs.usgs.gov/of/2005/1127/chapter8.pdf>

This San Gregorio fault system has not been studied that extensively, because it is mostly off shore and relatively sparsely populated. Slip rate is estimated at 5mm per year with 350 and 680-year historic slips. USGS consensus is 330-year average major earthquake period with a 1.7M slip. With accumulated stress an earthquake in the larger San Andreas system could trigger an earthquake on the Seal Cove fault. **The San Gregorio fault is listed in the USGS database of potential source over Magnitude 6.**

100-3

USGS Table A-1. Database of Potential Sources for Earthquakes LARGER than Magnitude 6 in Northern California:

http://quake.usgs.gov/prepare/ncep/a_andreas.html

The potential hazards of locating multistory buildings on a site with high potential for liquefaction, seismic amplification, tsunami inundation and debris flow would put people working at the proposed Office Park and developmentally and physically disabled people living at the proposed Sanatorium at significant risk. Evacuation is not an option in an earthquake. Theoretically a building frame with piles, pad and even potentially rollers or isolation could be designed to survive the amplified seismic accelerations, but the occupants may be thrown about so violently and hit by debris that they may not survive.

100-4

USGS Tsunami Preparedness Video:

<http://www.youtube.com/watch?v=9E7NAmejiVE>

Sabrina Brennan

Seal Cove-Moss Beach

Response to Comment Letter 100
Sabrina Brennan

Response to Comment 100-1

Commenter states that the Designing for Tsunamis: Seven Principles for Planning and Designing for Tsunami Hazards should be included as a comment for the DEIR.

The purpose of the comment is assumed to be informative and does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Due to the length of the document, the complete document could not be included in this FEIR. However, the cover and table of content pages are included as attachments to this comment and a link to the complete document is included within the comment.* Please refer to Topical Response 9, Tsunami Hazards, for more information regarding how the applicant has addressed comments from the public and public agencies regarding tsunami hazard and evacuation.

Response to Comment 100-2

Commenter provides background information about the San Gregorio fault line.

Refer to Response to Comment 94-1 and Section IV.F (Geology and Soils) of the DEIR. As stated on page IV.F-15 of Section IV.F (Geology and Soils) of the DEIR, Title 24 of the California Code of Regulations (CCR), known as the California Building Standards Codes or “Title 24,” contains the laws and regulations that govern the construction of buildings in California. Chapter 23 of the CBC addresses seismic safety, and includes regulations for earthquake-resistant design and construction. During the building permit process, all proposed buildings would be required to comply with these regulations prior to the County’s issuance of a Certificate of Occupancy for any building.

Response to Comment 100-3

Commenter provides additional information about the San Gregorio fault system.

Refer to Response to Comment 94-1.*

Response to Comment 100-4

Commenter shows concern for the occupancy safety in the Office Park during an earthquake because the building can sway, causing the occupancies to be thrown around and possibly be crushed under debris. The commenter also provides a website link for the USGS Tsunami Preparedness video.

While the website link is intended to be informative, the comment includes an expression of personal opinion. CEQA encourages reviewers to submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Land Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

15064, an effect shall not be considered significant in the absence of substantial evidence. Also, refer to Response to Comment 100-2.*



Designing for Tsunamis

Seven Principles for Planning and Designing for Tsunami Hazards

March 2001

National Tsunami Hazard Mitigation Program

NOAA, USGS, FEMA, NSF, Alaska, California, Hawaii, Oregon, and Washington

Designing for Tsunamis

Seven Principles for Planning and Designing for Tsunami Hazards

March 2001

A multi-state mitigation project of the National Tsunami Hazard Mitigation Program (NTHMP)

National Oceanic and Atmospheric Administration (NOAA)

U.S. Geological Survey (USGS)

Federal Emergency Management Agency (FEMA)

National Science Foundation (NSF)

State of Alaska

State of California

State of Hawaii

State of Oregon

State of Washington

Funding for this project was provided by the U.S. Department of Commerce and the National Oceanic and Atmospheric Administration (NOAA).

The opinions and recommendations contained in this report do not necessarily represent those of the member agencies of the National Tsunami Hazard Mitigation Program Steering Committee.



TABLE OF CONTENTS

INTRO Introduction

The Threat of Tsunamis to Coastal Communities	1
Purpose and Organization of the Guidelines	2
The Regulatory Context	3

P.1 Principle 1: Know your community's tsunami risk: hazard, vulnerability, and exposure

The Nature of Tsunamis	5
The Destructiveness of Tsunamis	7
Exposure to Tsunamis	8
Understanding the Risk to Your Community	8
Process for Obtaining Local Tsunami Hazard Information	9
Strategies for Applying Hazard Information to Reducing Future Losses	11
Case Study: Planning Scenario for Humboldt and Del Norte Counties	14

Table of Contents

P.2 Principle 2: Avoid new development in tsunami run-up areas to minimize future tsunami losses

The Role of Land Use Planning in Reducing Tsunami Risks	15
Process for Implementing Land Use Planning Strategies	15
Specific Land Use Planning Strategies to Reduce Tsunami Risk	18

P.3 Principle 3: Locate and configure new development that occurs in tsunami run-up areas to minimize future tsunami losses

The Role of Site Planning in Reducing Tsunami Risk	21
Process for Implementing Site Planning Strategies	21
Specific Site Planning Strategies to Reduce Tsunami Risk	23
Mitigation Strategies by Type of Development	24
Case Study: Hilo Downtown Development Plan	27

P.4 Principle 4: Design and construct new buildings to minimize tsunami damage

The Role of Construction Design in Reducing Tsunami Risk	29
Process for Implementing Construction Design Strategies	30
Specific Design and Construction Strategies to Reduce Tsunami Risk	32

Table of Contents

P.5 Principle 5: Protect existing development from tsunami losses through redevelopment, retrofit, and land reuse plans and projects

The Role of Renewal in Reducing Tsunami Risk	37
Process for Reducing Vulnerability Through Renewal Efforts	37
Specific Renewal Strategies to Reduce Tsunami Risk	39

P.6 Principle 6: Take special precautions in locating and designing infrastructure and critical facilities to minimize tsunami damage

The Role of Infrastructure and Critical Facility Location and Design in Reducing Tsunami Risk	41
Process for Implementing Infrastructure and Critical Facility Location and Design Strategies	41
Specific Infrastructure and Critical Facility Location and Design Strategies to Reduce Tsunami Risk	44

P.7 Principle 7: Plan for evacuation

The Role of Vertical Evacuation in Reducing Tsunami Losses	47
Process for Implementing a Vertical Evacuation Strategy	47
Specific Vertical Evacuation Plan Strategies to Reduce Tsunami Exposure for People	49
Case Study: Tsunami Warning Programs	51

Table of Contents

GLOSSARY

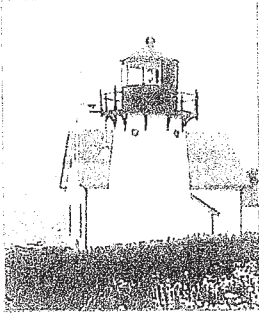
Glossary	53
----------------	----

RESOURCES

Resources for Local Government Officials and the Public	55
---	----

BIBLIOGRAPHY

Bibliography	57
--------------------	----



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Visit Our Web Site: <http://www.mwsd.montara.com>

17 November 2009

San Mateo County Planning Commission
County Office Building
455 County Center, 2nd Floor
Redwood City, CA 94063

Re: DEIR for PLN 2005-00481 and PLN 2005-00482, "Big Wave"

Dear Honorable Commissioners:

The Montara Water and Sanitary District ("MWSD" or "District") is pleased to offer our preliminary summary comments on the Draft Environmental Impact Report ("DEIR") for the Big Wave Wellness Center and Office Park Project ("Big Wave" or "Project") prepared by Christopher A. Joseph & Associates ("Consultant") dated October 2009, based on portions of the DEIR received by our District on November 4, 2009, and additional portions received on November 10, 2009. We are still awaiting full printed copies of the two volumes of Technical Appendices to allow a complete review of all portions of this DEIR by our Board of Directors, staff, engineers, and counsel.

101-1

We assert that the DEIR is deficient, incomplete, and incorrect for the following reasons:

- Consultant failed to use certified Local Coastal Program ("LCP") maps and policies to determine correct utility service providers
- Applicant, County, and Consultant failed to confer with responsible agencies
- Certified LCP clearly shows Project is within Citizens Utilities Company of California ("CUCC") water service area
- MWSD acquired all assets, tangible and intangible, of the former CUCC Montara District on August 1, 2003, stands in place of CUCC as successor in interest, and is the only legally authorized public water provider for the Project

101-2

101-3

101-4

101-5

- Plans to serve the entire former CUCC service area are included in MWSD's Master Plan for water service and Public Works Plan, Phase I certified by the California Coastal Commission 101-6
- MWSD stands ready to provide water for Project's fire protection requirements 101-7
- As proposed, Project requires LCP amendments that are not analyzed or acknowledged 101-8
- Critical documents on biological resources, hydrology, and water resources were not referenced nor were they included in analyzing Project environmental impacts 101-9
- Cumulative impacts are based on an incomplete list of projects 101-10
- County failed to provide affected agencies with complete printed copies of DEIR 101-11
- An incomplete DEIR document was initially circulated 101-12
- Electronic versions are not presented in an easily readable format for the public; some pages are turned 90 degrees or completely upside down 101-13

MWSD will submit further written comments during the comment period to document these and other points in greater detail.

Based on the inadequacy of the current DEIR, MWSD suggests that a revised document should be recirculated for another review period after Consultant cures the major deficiencies and completes the necessary additional studies.

Sincerely,



Paul Perkovic, President

cc: Board of Supervisors
 Applicant
 Consultant (as DEIR comment)
 Coastal Commission

101-14

Response to Comment Letter 101
Montara Water and Sanitary District (MWSD)

Response to Comment 101-1

Commenter provides an introductory statement, states that they are still waiting for hard copies of the Technical Appendices to the DEIR and states that the DEIR is inadequate.

The DEIR appendices were provided on the County's website and on a disc along with hard copies of the DEIR provided to certain agencies, including MWSD. This statement is introductory. No response is required by CEQA.*

Response to Comment 101-2

The commenter asserts that the DEIR failed to use certified LCP maps and policies to determine correct utility service providers.

Please refer to Response to Comment 231-2.

Response to Comment 101-3

The commenter claims that the applicant, County and Consultant failed to confer with MWSD and that it is a responsible agency that should have been consulted for the preparation of the Draft EIR.

Please refer to Response to Comments 231-2 and 231-3.

Response to Comment 101-4

The commenter states that the project is within the former boundary of the Citizens Utilities Company of California service area.

Please refer to Response to Comments 231-2 and 231-3.

Response to Comment 101-5

The commenter states that MWSD is the only legally authorized public water provider for the project.

Please refer to Response to Comments 231-2 and 231-3.

Response to Comment 101-6

The commenter states that the MWSD master plans include plans to serve this area.

Please refer to Response to Comments 231-2 and 231-3.

Response to Comment 101-7

The commenter states that MWSD is ready to provide fire service for the project.

As discussed in Response to Comments 231-2 and 231-3, the project area would have to be annexed to the MWSD service area in order for MWSD to provide water service for the project, including fire service. San Mateo County LAFCo has determined that the project is in the sphere of influence of CCWD.

Response to Comment 101-8

The commenter states that the proposed project requires Local Coastal Program (LCP) amendments that were not analyzed in the DEIR.

Impact LU-2 of Section IV.I (Land Use and Planning) of the DEIR analyzes the project's consistency with applicable land use plans, policies and regulations, including the LCP, and determines that the project is generally consistent. The section states that land use and planning impacts would be less than significant and no mitigation measures are required.

Response to Comment 101-9

The commenter states that critical biological documents were not referenced in the project analysis in the DEIR.

The commenter does not cite evidence, data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of this assertion. Pursuant to CEQA Guidelines Section 15064, an effect is not considered significant in the absence of substantial evidence. Therefore, no further response is required pursuant to CEQA.*

Response to Comment 101-10

The commenter states that cumulative impacts are based on an incomplete list of projects.

Please refer to Response to Comment 231-15.

Response to Comment 101-11

The commenter states that the County failed to provide complete documentation of the DEIR to the affected agencies.

Please refer to Response to Comment 101-1.

Response to Comment 101-12

The commenter states that an incomplete DEIR document was circulated.

The County assumes that the commenter refers to Section IV.N, Utilities and Service Systems, of the DEIR, which was initially inadvertently omitted from hard copies of the Draft EIR that were distributed and from the compiled DEIR file on the County's website. This section was circulated in accordance with the State CEQA Guidelines. Hard copies of Section IV.N of the DEIR were distributed on November 6, 2009. On this date, Section IV.N, in addition to an extra full-set copy of the DEIR, was sent and made available at the Half Moon Bay Library. On this date, an electronic copy of the omitted hard

copy section was made available for review on the County's website from at start of the public review period and was inserted into the online compiled version of the DEIR. The public review period was extended from 45 days to 64 days to allow more time for responsible agencies and interested members of the public to review the DEIR. Refer to Topical Response 2, Public Review Period for the DEIR.

Response to Comment 101-13

The commenter states that some Figures in the DEIR are rotated 90 degrees and some are upside down and they should be more readable.

The comment is noted.*

Response to Comment 101-14

The commenter states that due to the deficiencies in the DEIR, it should be re-circulated.

Please refer to Topical Response 6, Recirculation of the DEIR for a discussion of when re-circulation of the DEIR is required by CEQA.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Land Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"Marilyn Townsend" <seacottage@earthlink.net>
December 4, 2009

To: Camille Leung, Big Wave Project Planner

San Mateo County Planning Department
Second Floor
455 County Center
Redwood City CA 94063

I am writing to you about the BIG (Mistake) WAVE project at Pillar Point Harbor. I am totally against it.

I have been a coastside homeowner for thirty years and a retired Public School Special Education Teacher of 32 years.

It is unbelievable that the developer is promoting isolation of Special Needs Individuals.

Housing Special Needs students who need constant interaction with support personnel in the planned location is not consistent with current Federal and State Special Education Theory and Practice.

Placing the special needs children in this location is a way of further isolating them from the mainstream of society.

The Federal Government and State Public Schools have spent billions of dollars and countless hours of planning in an effort to INCLUDE these children in the everyday life of the community and the job market.

They are INCLUDED in the regular classrooms (called "INCLUSION") during the school day and week. Additionally they have small group individualized instruction according to their academic and personal needs.

Since 1980 they have not been allowed to be taught all day in isolated classrooms apart from the regular school classes. They must be included in social activities and large group activities that occur at the public schools.

The Federal Government demands that Special Needs Individuals be included into the mainstream of society and have public access by allocating billions of tax payers dollars towards this goal of INCLUSION. School districts that do not comply with the policies regarding equal inclusion of the physically and mentally challenged are denied funds that are available for their special needs.

They are called Special Needs Children and Adults under the definitions stated by the Federal

102-1



Government and they no longer can be hidden from society.

They are legally entitled to be INCLUDED in "THE VILLAGE" and not be isolated out of town. Housing them at Pillar Point Harbor is similar to the decades in which they were hidden in parents homes and isolated in school rooms at the edge of the school yard away from other children.

Are we still ashamed of them in the year 2009?

WE MUST INCLUDE THEM IN THE MAIN PART OF SOCIETY.

Housing them in town should be our goal instead of further isolating them by providing housing in an industrial area far away from town with poor transportation.

All over the country Special Needs Individuals have received training in personal needs which includes shopping, getting around town, job skills, and interacting with other people. Living and working in an industrial area with limited access to the rest of "The Village" is an insult to them and their lives.

Approving the Big Wave Project would be an total embarrassment of The County of San Mateo and an insult to the county residents.

Sincerely,

Marilyn Anne Townsend
441 Fifth Avenue Half Moon Bay CA 94019
650-740-1107



102-1

Response to Comment Letter 102
Marilyn Townsend

Response to Comment 102-1

The commenter states that she does not support the project because she believes it promotes the isolation of special needs individuals.

The project site is located in an area designated as “urban” by the County of San Mateo General Plan. It is located adjacent to the developed area of Princeton. Also, refer to Response to Comment 21-1(b).

"Laslo Vespremi" <laslov@hotmail.com> 12/4/2009 1:47 PM

San Mateo Co.Planning Dept.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063

Re: Big Wave Project Draft Environmental Impact Report (DEIR)

While I support the needs of the developmentally disabled, I have the following concerns about the adequacy of the DEIR for the Big Wave Project:

- Visual Impacts: Without story poles showing the potential visual impacts of the project, it is impossible to determine the project's impacts on scenic views. Four 50-foot tall office buildings would be grossly out of scale with the surrounding natural setting and nearby buildings.

- Traffic: The DEIR defers any traffic mitigation caused by the project's 2,123 daily trips to some time after full occupancy.

- Water and Sewer: There is no guaranteed source of water and no guaranteed disposal of sewage, even though the site is served by public water and sewer agencies.

- Geology: The DEIR defers analysis of potentially significant impacts of violent shaking during earthquakes, liquefaction, and differential settlement under the buildings until future studies.

- Hazards: The housing for developmentally disabled people would be located in a Marine Industrial zone, where all but the most hazardous chemicals are allowed. Additional hazards from flooding, tsunami inundation, and adjacent airport operations make this a problematic site for an at risk population.

- Affordability and Economic Viability: There are no enforceable income or affordability restrictions on purchase of housing co-op shares or condos. The project relies on shaky financial assumptions to support the "affordable" housing.

- Phased Development: The Office Park's estimated construction period of 30-36 months in the DEIR is not realistic, given the developer's intent to phase each building's construction after rental or sale of each previously constructed building. Wetlands restoration would not be done until after all construction is complete, which would allow stormwater runoff to carry sediment and other pollutants into the Pillar Point Marsh.

- Isolation and Employment: Wellness Center residents would be isolated from community resources with reduced opportunities to mingle with the community at large. Many of the Big Wave programs such as raising organic crops do not depend upon this site being developed.

- Wetlands destruction: The owners of the property have destroyed wetlands under the guise of agriculture. Over 90% of the State's wetlands have been lost. The wetlands at Big Wave should be restored.

Laslo Vespremi
Moss Beach

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Response to Comment Letter 103
Laslo Vespremi

Response to Comment 103-1

This statement is introductory. No response is required by CEQA.*

Response to Comment 103-2

The commenter states that without story poles, the true visual impacts of the proposed project cannot be assessed, and expresses an opinion regarding the size and compatibility of the proposed buildings with surrounding structures and environment.

Regarding the installation of story poles and visual impacts of the proposed project, refer to Topical Response 1, Story Poles, and Section IV.A (Aesthetics) of the DEIR, respectively.

Regarding the size and compatibility of the proposed structures:

Visual simulations of the proposed project were prepared that illustrate the project site immediately following construction with all landscaping planted (short-term) as well as the project site 15 years following construction with full tree growth (long-term). Please refer to Figures IV.A-4 through IV.A-8 of the DEIR for visual simulations. Visual simulations of the project site were prepared from five viewpoints: Airport Street, Airport Street at Stanford Avenue, West Point Avenue (a road southwest of the site), the North Trail (a public trail northwest of the mobile home park on property owned by the Peninsula Open Space District (POST)), and Highway 1. The following is a summary of project impacts from these viewpoints:

- **Airport Street**: Immediately following construction, views to the south of the Pillar Point Marsh would be fully obstructed for pedestrians and motorists traveling south along Airport Street. While full obstruction of views to the east and west of the project site would be considered a significant impact, as these views include both ridges and skylines which are identified by the General Plan as important aesthetic features, full obstruction of views to the south is not considered a significant impact. Views from Airport Street to Pillar Point Marsh to the west would be partially obstructed, but Pillar Point, the forested hills, and the drainage swale would still be visible. Short-term impacts would be considered less than significant. In 15 years following construction with full tree growth, views to the west of Pillar Point and the forested hills would be fully obstructed by landscaping. Therefore, long-term impacts would be less than significant. It is not anticipated that all views from the Pillar Ridge Mobile Home Park to Pillar Point and the forested hills (to the west) would be impacted by the proposed project's four-story buildings and landscaping, as the project would primarily block views to the south from the mobile home park.
- **Airport Street/Stanford Avenue**: Immediately following construction, views of the forested hills to the west would be largely obstructed for pedestrians and motorists traveling north on Airport Street, at Stanford Avenue. As partial views would be available through the landscaping at some vantage points, the short-term impact would be less than significant. In 15 years following construction with full landscaping growth, these views would be more obstructed by landscaping but the

forested hills would remain partially visible. Therefore, long-term impact would be less than significant.

- **West Point Avenue:** Immediately following construction, views of the Pillar Point Marsh and the Montara Mountains would not be obstructed for motorists traveling northbound on West Point Avenue, due to the elevation at this location. However, existing views would change from seeing a small cluster of development in the background to seeing a largely developed area in the background. In 15 years following construction with full tree growth, views would remain substantially unchanged. Views of the project site from this roadway segment constitute a small portion of the field of view. Therefore, as the project would not significantly affect the overall value of the views from this roadway, short and long-term impacts would be less than significant.
- **North Trail:** Immediately following construction, views to the south of Princeton-by-the-Sea would be partially obstructed and views of Half Moon Bay would remain unobstructed. Existing views showing a large area of intervening development (Mobile Home Park) would thereafter show a larger area of development. In 15 years following construction with full tree growth, views would remain substantially unchanged due to the elevation at this location. Therefore, short- and long-term impacts would be less than significant.
- **Highway 1:** Immediately following construction, views of Pillar Point, the forested hills, and the skyline would not be obstructed for motorists traveling north and southbound on Highway 1. However, existing views of intermittent development in the background would be replaced with views of a row of buildings in the background. In 15 years following construction with full tree growth, views of buildings would remain substantially unchanged due to the elevation and distance from the project site at this location. Views of the project site from this roadway segment constitute a small portion of the field of view, and while development on the project would be noticeable, the project would not affect the overall value of the views from this roadway. Therefore, short- and long-term impacts would be less than significant.

Project compliance with Section 6565.7 of Chapter 28.1 (*Design Review for Coastal Zone Only*) of the Zoning Regulations will be conducted by a decision-making body at a public hearing, prior to the issuance of a Design Review permit for the project. In order to approve this permit, the decision-making body (the Planning Commission in this case) must find that the design of the proposed structures, are appropriate to the use of the property and is in harmony with the shape, size and scale of adjacent buildings in the community. At that time, the decision-making body can include conditions of approval that require changes to the design of the project to bring the project in conformance with the required findings.

Response to Comment 103-3

The commenter states that all traffic mitigation is deferred to some time after full occupancy of the proposed project.

Regarding traffic impacts and mitigation, refer to Response to Comment 8-4 and Topical Response 8, Traffic and Parking Impacts of the FEIR.

Response to Comment 103-4

The commenter asserts that there is no guaranteed source of water or disposal of sewage, even though the project site is served by public water and sewer agencies.

Regarding water supply, the proposed on-site domestic water system includes a well permitted and installed in 1987, and tested and approved by the County in 2009 with a sustained capacity of 34 gallons per minute (49,000 gallons per day). Fire service can also be provided on-site without connection to the utilities. The project's water supply is described in the Section III (Corrections and Additions of the Draft EIR) under Project Description, Section IV.H (Hydrology and Water Quality) and Section IV.N (Utilities and Service Systems) of the DEIR.

Regarding sewage disposal, Section III (Additions and Corrections to the Draft EIR) of this FEIR clarifies the description of water recycling/wastewater disposal. The proposal for three drain fields has been removed. Instead, the applicant proposes eight Granada Service District (GSD) connections for wastewater disposal and on-site water treatment/recycling for building use and site irrigation (as discussed in Figure III-27, pages III-54 and 55 and IV.N-11 through 14 of the DEIR). As proposed, the applicant would treat and recycle water on-site to maintain the wastewater flow to match the current assessed connections.*

Response to Comment 103-5

This commenter asserts that the DEIR defers analysis of potentially significant impacts associated with violent shaking during earthquakes, liquefaction, and differential settlement.

Refer to Topical Response 4, Deferral of Mitigation Measures and Topical Response 11, Final Geotechnical Report.

Response to Comment 103-6

The commenter expresses an opinion regarding the location of the proposed project due to potential hazards, and asserts the proposed project would be located within a Marine Industrial Zone.

An analysis of project consistency with zoning, Section IV.I (Land Use and Planning) of the DEIR. The analyses address hazardous materials, including hazardous chemicals, in Section IV.G (Hazards and Hazardous Materials). According to the analyses, hazardous material impacts associated with construction and operation of the proposed project would be less than significant and no mitigation measures are required. With implementation of Mitigation Measure HAZ-2, potential impacts associated with the off-site use of hazardous materials would be reduced to less than significant levels.

The last part of the comment asserts that hazards from flooding, tsunami inundation, and adjacent airport operations make this a problematic site for an at risk population. The analyses in the DEIR address flooding and tsunami inundation in Section IV.H (Hydrology and Water Quality). According to the analyses, tsunami impacts are potentially significant, but are mitigated by Mitigation Measure HYDRO-9, which requires implementing agencies to ensure that the project incorporates features designed to minimize damage from a tsunami. Please see Topical Response 9, Tsunami Hazards. Regarding hazards from adjacent airport operations, refer to Topical Response 14, Location of Project Near Half Moon Bay Airport.

Response to Comment 103-7

The commenter states that there are no enforceable income or affordability restrictions and expresses an opinion regarding financial assumptions.

Refer to Response to Comment 193-24.

Response to Comment 103-8

The commenter states an opinion regarding the estimated construction period for the proposed Office Park and asserts that since wetlands restoration would not be done until all construction is complete, stormwater runoff would carry sediment and other pollutants into the Pillar Point Marsh.

Refer to Topical Response 12, Construction Phasing for the Office Park. As stated in Section III (Corrections and Additions to the Draft EIR) of the FEIR, each phase of construction would include a phase of wetlands restoration.

Response to Comment 103-9

The commenter states that the Wellness Center residents would be isolated from the rest of the community. The commenter also states that many of the Big Wave programs such as farming, do not depend on the site being developed.

The project site is located adjacent to the developed area of Princeton. The Wellness Center includes on-site services as well as connections to off-site services. The feasibility of developing the project at off-site location(s) is discussed on Pages VI-5 and 6 within the “Alternatives Rejected As Infeasible” in the DEIR. The comment regarding the implementation of employment programs even without the proposed development is noted.*

Response to Comment 103-10

This commenter asserts that the property owners have destroyed wetlands on the property site, provides general information regarding the loss of State wetlands, and requests restoration of wetlands on the project site.

Regarding recent farming practices in relation to wetlands, refer to Topical Response 13, County Permit History. The project includes the restoration of jurisdictional wetlands on both properties as well as the buffer zone areas.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Land Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"Mike Hagmaier" <positiveexposure@yahoo.com>

Dear Camille,

While I support the needs of the developmentally disabled, I have the following concerns about the adequacy of the DEIR for the Big Wave Project:

- Visual Impacts: Without story poles showing the potential visual impacts of the project, it is impossible to determine the project's impacts on scenic views. Four 50-foot tall office buildings would be grossly out of scale with the surrounding natural setting and nearby buildings.
- Traffic: The DEIR defers any traffic mitigations caused by the project's 2,123 daily trips to some time after full occupancy.
- Water and Sewer: There is no guaranteed source of water and no guaranteed disposal of sewage, even though the site is served by public water and sewer agencies.
- Geology: The DEIR defers analysis of potentially significant impacts of violent shaking during earthquakes, liquefaction, and differential settlement under the buildings until future studies.
- Hazards: The housing for developmentally disabled people would be located in a Marine Industrial zone, where all but the most hazardous chemicals are allowed. Additional hazards from flooding, tsunami inundation, and adjacent airport operations make this a problematic site for an at risk population.
- Affordability and Economic Viability: There are no enforceable income or affordability restrictions on purchase of housing co-op shares or condos. The project relies on shaky financial assumptions to support the "affordable" housing.
- Phased Development: The Office Park's estimated construction period of 30-36 months in the DEIR is not realistic, given the developer's intent to phase each building's construction after rental or sale of each previously constructed building. Wetlands restoration would not be done until after all construction is complete, which would allow stormwater runoff to carry sediment and other pollutants into the Pillar Point Marsh.
- Isolation and Employment: Wellness Center residents would be isolated from community resources with reduced opportunities to mingle with the community at large. Many of the Big Wave programs such as raising organic crops do not depend upon this site being developed.
- Wetlands destruction: The owners of the property have destroyed wetlands under the guise of agriculture. Over 90% of the State's wetlands have been lost. The wetlands at Big Wave should be restored.

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Respectfully,
Mike Hagmaier
Half Moon Bay, CA

Response to Comment Letter 104
Mike Hagmaier

This letter is virtually identical to Comment Letter 103. Please refer to Response to Comment Letter 103.

"Juliette M. Arnold" <juliette.arnold@earthlink.net>

While I support the needs of the developmentally disabled, I have the following concerns about the adequacy of the DEIR for the Big Wave Project:

- Visual Impacts: Without story poles showing the potential visual impacts of the project, it is impossible to determine the project's impacts on scenic views. Four 50-foot tall office buildings would be grossly out of scale with the surrounding natural setting and nearby buildings.

- Traffic: The DEIR defers any traffic mitigations caused by the project's 2,123 daily trips to some time after full occupancy.

- Water and Sewer: There is no guaranteed source of water and no guaranteed disposal of sewage, even though the site is served by public water and sewer agencies.

- Geology: The DEIR defers analysis of potentially significant impacts of violent shaking during earthquakes, liquefaction, and differential settlement under the buildings until future studies.

- Hazards: The housing for developmentally disabled people would be located in a Marine Industrial zone, where all but the most hazardous chemicals are allowed. Additional hazards from flooding, tsunami inundation, and adjacent airport operations make this a problematic site for an at risk population.

- Affordability and Economic Viability: There are no enforceable income or affordability restrictions on purchase of housing co-op shares or condos. The project relies on shaky financial assumptions to support the "affordable" housing.

- Phased Development: The Office Park's estimated construction period of 30-36 months in the DEIR is not realistic, given the developer's intent to phase each building's construction after rental or sale of each previously constructed building. Wetlands restoration would not be done until after all construction is complete, which would allow stormwater runoff to carry sediment and other pollutants into the Pillar Point Marsh.

- Isolation and Employment: Wellness Center residents would be isolated from community resources with reduced opportunities to mingle with the community at large. Many of the Big Wave programs such as raising organic crops do not depend upon this site being developed.

- Wetlands destruction: The owners of the property have destroyed wetlands under the guise of agriculture. Over 90% of the State's wetlands have been lost. The wetlands at Big Wave should be restored.

Sincerely

Juliette Arnold
POBOX 371091 Montara Ca94037

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Response to Comment Letter 105
Juliette Arnold

This letter is virtually identical to Comment Letter 103. Please refer to Response to Comment Letter 103.

"Lucy Rodriguez" <drivingmsLucy75@yahoo.com> 12/6/2009 12:30 PM >>>

San Mateo Co.Planning Dept.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063
cleung@co.sanmateo.ca.us

Re: Big Wave Project Draft Environmental Impact Report (DEIR)

While I support the needs of the developmentally disabled, I have the following concerns about the adequacy of the DEIR for the Big Wave Project:

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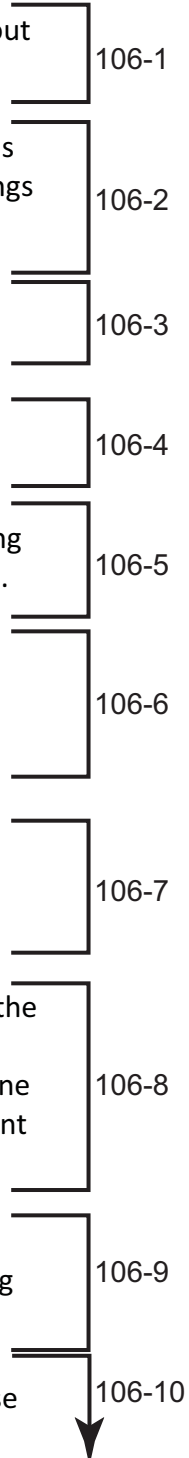
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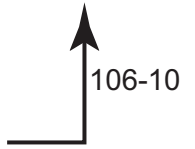
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of agriculture. Over 90% of the State's wetlands have been lost. The wetlands at Big Wave should be restored.



Sign: _____

Print name: _____ Date: _____

Address: _____

<http://coastsider.com/index.php/site/news/4045/>

Response to Comment Letter 106
Lucy Rodriguez

This letter is virtually identical to Comment Letter 103. Please refer to Response to Comment Letter 103.

"Martha Cravens" <marthacravens@hotmail.com>

San Mateo Co.Planning Dept.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063
cleung@co.sanmateo.ca.us

Re: Big Wave Project Draft Environmental Impact Report (DEIR)

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• Geology: The DEIR defers analysis of potentially significant impacts of violent shaking during earthquakes, liquefaction, and differential settlement under the buildings until future studies.	107-5
• Hazards: The housing for developmentally disabled people would be located in a Marine Industrial zone, where all but the most hazardous chemicals are allowed. Additional hazards from flooding, tsunami inundation, and adjacent airport operations make this a problematic site for an at risk population.	107-6
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• Wetlands destruction: The owners of the property have destroyed wetlands under the guise of agriculture. Over 90% of the State’s wetlands have been lost. The wetlands at Big Wave should be restored.	107-10

Sign: __Martha Cravens_____
Print name: _Martha Cravens_____ Date: __12/06/2009_____
Address: ____310 9th st_____
____Montara CA 94037-1164_____

Martha Cravens, Ph.D.
CHAC Parent Project Director
Asst. Director New Outlooks
www.chacmv.org <<http://www.chacmv.org/>>
866-819-6048 fax
650-504-6781 cell

Response to Comment Letter 107
Martha Cravens

This letter is virtually identical to Comment Letter 103. Please refer to Response to Comment Letter 103.

"Adrian Mallinger" <yoadrian22@gmail.com> 12/7/2009 9:26 AM
San Mateo Co.Planning Dept.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063
cleung@co.sanmateo.ca.us

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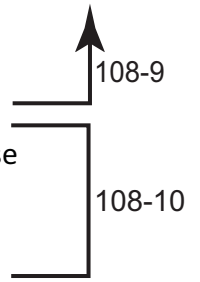
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108-9

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- Wetlands destruction: The owners of the property have destroyed wetlands under the guise of agriculture. Over 90% of the State's wetlands have been lost. The wetlands at Big Wave should be restored.



Sign: _____

Print name: Noah and Adrian Mallinger Date: 12/07/09

Address: 304 14th Street

Montara, CA 94037

Response to Comment Letter 108
Noah and Adrian Mallinger

This letter is virtually identical to Comment Letter 103. Please refer to Response to Comment Letter 103.

"Sally Green" <goggyg@pacbell.net> 12/7/2009 10:10 AM

San Mateo Co.Planning Dept.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063
cleung@co.sanmateo.ca.us <<mailto:cleung@co.sanmateo.ca.us>>
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Sally K. Green - 297 14th Street - PO Box 371240 - Montara, CA 94037 - 12-07-09

Response to Comment Letter 109
Sally Green

This letter is virtually identical to Comment Letter 103. Please refer to Response to Comment Letter 103.

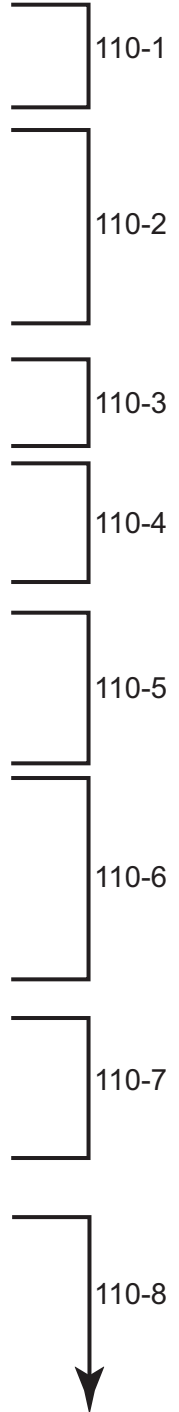
"Stephanie Willis" <stephwillis2@yahoo.com>

San Mateo Co.Planning Dept.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063
cleung@co.sanmateo.ca.us

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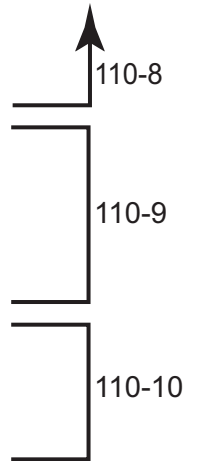
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Sign: _____

Print name: Stephanie Willis _____ Date: 12-06-2009 _____

Address: 1661 Main, Montara CA 94037 _____

<http://coastsider.com/index.php/site/news/4045/>

Response to Comment Letter 110
Stephanie Wilis

This letter is virtually identical to Comment Letter 103. Please refer to Response to Comment Letter 103.

"Susan Thomas" <writeap@yahoo.com>
San Mateo Co.Planning Dept.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063
cleung@co.sanmateo.ca.us

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111-10

Sign: _____

Print name: _____ Date: _____

Address: _____

Response to Comment Letter 111
Susan Thomas

This letter is virtually identical to Comment Letter 103. Please refer to Response to Comment Letter 103.

"Vineet Buch" <vineet.buch@gmail.com> 12/7/2009 1:35 PM

San Mateo Co.Planning Dept.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063
cleung@co.sanmateo.ca.us <<mailto:cleung@co.sanmateo.ca.us>>

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Regards,
Vineet

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Response to Comment Letter 112
Vineet Buch

This letter is virtually identical to Comment Letter 103. Please refer to Response to Comment Letter 103.

"Steve Blackwood" <sblckwd2003@yahoo.com> 12/6/2009 5:42 PM
"W" zoning stands for Waterfront, not Wellness Center

The Big Wave Wellness Center parcel is zoned "W" for Waterfront, marine-related light industrial. The only residential use allowed is a limited number of caretaker units included in industrial buildings which require "written statement from property owner acknowledging that marine and general industrial uses are the primary land uses and residents of caretaker's quarters may be subject to inconvenience arising from such business." A purpose of the Waterfront zoning is to "protect the functional and economic viability of the working waterfront area by restricting incompatible land uses." Older "grandfathered" houses in the "W" district, if demolished, would not be allowed to be replaced.

Big Wave asks for a Use Permit for the Wellness Center on grounds that the housing component is a Sanitarium, defined as an institution for rest, recuperation, treatment of the chronically ill, or therapy for rehabilitation. County zoning allows Use Permit for Sanitarium "in any zoning district in the urban Coastal Zone, when found to be necessary for the public health, safety, convenience or welfare. "

County Zoning for "RM" district (open space) has Tsunami Inundation Area Criteria (6326.2): "The following uses, structures, and development shall not be permitted: ...schools, hospitals, nursing homes, or other buildings or development used primarily by children or physically or mentally infirm persons. ..." This clearly points out the County's intent not to locate projects such as this in a hazard area, but industrial zoned districts don't have this wording. Perhaps that is because sanitariums are not a compatible use in an industrial zone? Perhaps the County's long overdue update of coastal light industrial zones will reflect the now completed tsunami zone mapping and address this issue?

In any case, it is hard to understand how the County could decide that a Use Permit for Sanitarium in an industrial zone in a Tsunami Inundation Area, next to an earthquake fault is "necessary for the public health, safety, convenience and welfare."

On the other hand, the developer claims special priorities for the Wellness Center as Affordable Housing, not an allowed use in the "W" zone. Housing does not fit the definition of Sanitarium. Nor is this housing necessarily affordable. Big Wave residents would buy into a co-op and pay ongoing association fees. There are no enforceable income or affordability restrictions. This project is neither a Sanitarium nor Affordable Housing.

A large part of the Wellness Center is a community center, pool, fitness center with open-ended retail commercial component (dog grooming, etc.) all open for business to the public. They propose charging for "event" parking (and office parking). Retail use is not allowed in the "W" district. It draws more traffic to the narrow local streets and charging for parking encourages parking along those streets. County commercial zoning (C-1, C-2) allows uses such as hospitals, sanitariums, pet grooming establishments, community centers, professional & business offices.

113-1

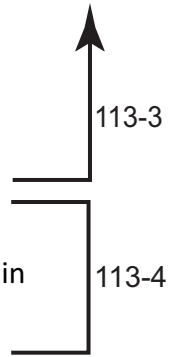
113-2

113-3

One of the Big Wave Project Objectives is “to adhere to existing zoning laws that allow for special needs residential and commercial use on the same site ... and ... to be consistent with local General Plan goals.” Commercial zoning may allow for residential on upper floors, but “W” is industrial zoning.

There are no requirements or assurances that the Wellness Center will open or succeed financially. Without that, the project looks like a hotel/condo/ conference center with shops in a visitor-serving coastal area conveniently near the airport.

<http://coastsider.com/index.php/site/news/4030/>



Response to Comment Letter 113
Steve Blackwood

Response to Comment 113-1

The commenter questions the viability of issuing a use permit for the Wellness Center as a sanitarium since it is an industrial zone and Tsunami Inundation Area next to an earthquake fault. The commenter also implies that the County should update its coastal light industrial zoning districts to reflect the tsunami zone mapping and address the issue of incompatible land uses within tsunami hazard areas.

Impact LU-2 of Section IV.I (Land Use and Planning) of the DEIR analyzes the project's consistency with applicable land use plans, policies and regulations, including the County Zoning Regulations, and determines that the project is generally consistent. The section states that land use and planning impacts would be less than significant and no mitigation measures are required. Also, refer to Topical Response 11, Sanitarium Use Permit. Regarding the request for the County to update its coastal light industrial zoning districts to reflect the tsunami zone mapping and address the issue of incompatible land uses within tsunami hazard areas, the comment is noted.

Response to Comment 113-2

The commenter states that the Wellness Center does not fit the description of Affordable Housing or a Sanitarium.

Regarding enforceable restrictions to keep the Wellness Center as affordable housing, it should be noted that the DEIR is not meant to address economic or financial issues associated with the proposed project. Rather, the purpose of CEQA and the DEIR is to fully analyze and mitigate the project's potentially significant physical impacts on the environment. As such, the comment addresses concerns outside the scope of the DEIR. Regarding the project meeting the definition of "sanitarium," refer to Topical Response 11. Sanitarium Use Permit.

Response to Comment 113-3

The commenter states that certain retail commercial components of the Wellness Center do not conform to the "W" zoning of its location. Furthermore, the commenter asserts that this will lead to increased traffic and parking impacts.

The Wellness Center component of the project would provide retail services only available to the project (not to the public), specifically Office Park employees and Wellness Center residents. Therefore, these uses are not anticipated to add to additional traffic and parking impacts as the sites are within walking distance of each other.

Response to Comment 113-4

The commenter states that there are no guarantees that the Wellness Center will open or succeed financially.

The DEIR is not meant to address economic or financial issues associated with the proposed project. Rather, the purpose of CEQA and the DEIR is to fully analyze and mitigate the project's potentially significant physical impacts on the environment. As such, the comment addresses concerns outside the scope of the DEIR.

"sabrina brennan" <sabrina@dfm.com>

Hello Camille,

Thank you for the opportunity to comment on the Big Wave project DEIR.

Please include a printout of the attached Half Moon Bay Tsunami brochure as a comment on the Big Wave project DEIR. San Mateo County coastside tsunami evacuation routes will be negatively impacted by the additional traffic the Big Wave project would bring to the Princeton by-the-sea and Seal Cove areas. The Big Wave project would also add additional traffic to Highway 1 evacuation routes. Emergency evacuation has not been adequately mitigated in the DEIR.

Link to brochure: http://www.half-moon-bay.ca.us/Tsunamis_Brochure.pdf

114-1

Half Moon Bay Tsunami Brochure <http://www.half-moon-bay.ca.us/Tsunamis_Brochure.pdf>

FOR MORE INFORMATION CONTACT:

Half Moon Bay Police Department
537 Kelly Ave
Half Moon Bay, CA94019
Phone: (650) 726-8288
E-Mail: policedept@coastside.net

6. If you need help with evacuation, tie a large WHITE sheet or towel to your front door knob so that it is visible from street. This will alert people that you need assistance.

Brochure <http://www.half-moon-bay.ca.us/Tsunamis_Brochure.pdf> Funding provided by California Office of Homeland Security

Thank you,
Sabrina Brennan
Seal Cove-Moss Beach

Response to Comment 114
Sabrina Brennan

Response to Comment 114-1

The commenter asserts that San Mateo Country Coastside tsunami evacuation routes will be negatively affected by the project and that emergency evacuation has not been adequately mitigated in the DEIR. The commenter also requests that a copy of the attached Half Moon Bay Tsunami brochure be included in the DEIR.

The brochure and comment letter are included in this FEIR as attachments to Comment Letter 114. Additionally, the comment asserts that the tsunami evacuation routes will be negatively impacted by the additional project-related traffic and that emergency evacuation has not been adequately mitigated in the DEIR, but provides no evidence, data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of these assertions. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

As stated in Impact HAZ-4 of Section IV.G (Hazards and Hazardous Materials) of the DEIR, emergency vehicle access to the project site is provided from major roadways near and adjacent to the site. Major roadways near the project site include: State Route (SR) 1 (Cabrillo Highway) and Airport Street. The project site can be directly accessed from the surrounding streets, including: Cypress Avenue, Marine Boulevard, Capistrano Road, Prospect Way, and California and Cornell Avenues, located to the west, east and south of the site, respectively. Fire access and emergency access fencing and gates would be installed for the Wellness Center property and would run along the AO setback line between the buildings (refer to Figure III-24). The gates would be designed to be opened for fire access. Development of the project site would be designed in accordance with all County regulations, including those pertaining to emergency access and evacuation. Therefore, impacts associated with an emergency response or evacuation plan would be less than significant.

This information could save your life.

About Tsunamis

A tsunami is a series of sea waves usually caused by the displacement of the ocean floor by an undersea earthquake or landslide. As tsunamis enter shallow water near land, they increase in height and can cause great loss of life and property damage.

Research suggests that tsunamis have struck the California coast many times in the past. They can occur any time, day or night. Typical wave heights from tsunamis occurring in the Pacific over the last 80 years have been 20-45 feet at the shoreline. Local conditions can sometime produce even larger waves.

We distinguish between a tsunami generated by a seismic event near the California coast (**LOCAL SOURCE TSUNAMI**) and one that occurs in another area of the Pacific Ocean (**DISTANT SOURCE TSUNAMI**).

A **LOCAL SOURCE TSUNAMI** could come onshore within 15-20 minutes after the earthquake-before there is time for official warning from a national warning system.

Ground shaking from the earthquake may be the only warning you have. In the event of a strong earthquake (strong enough to make it difficult to stand) evacuate quickly to a safe area!

A **DISTANT SOURCE TSUNAMI** may take several hours to come ashore. A distant source tsunami would allow time for officials to issue an official **Tsunami Warning** and carry out a full evacuation of the hazard areas.

About Warning

If a tsunami warning is issued, it will be announced over the Emergency Alert System (EAS) on commercial radios and televisions. It will also be sent over the NOAA weather, all-hazard radio system.

In some areas of the county, tsunami warning sirens are in place or are being installed. If you hear a **steady 3-minute siren**, tune your radio to 740 AM or listen to your NOAA weather radio for official information.

San Mateo County emergency officials are also implementing other warning systems. These include an automated telephone notification system that will call phones in the tsunami hazard areas. Your telephone number and address must be listed in the public directory in order to receive this automated notification.

A second system will send a warning in the form of a text message to cellular phones, email addresses, and pagers. You can sign up for this free service on the internet by going to www.smcalert.info and follow the instructions for "new users".

In isolated areas along the beaches of San Mateo County you may not hear a warning. A **SUDDEN CHANGE IN SEA LEVEL** such as a rapidly receding sea should prompt you to go to high ground or inland immediately. Then, listen to your radio, television, or NOAA weather radio for official information.

About Evacuation

If you live or work in one of the tsunami hazard areas shown on the map in the pamphlet, you

should be prepared to evacuate in a tsunami emergency.

Remember: In case of a strong earthquake do not wait for official instructions, evacuate quickly to a safe area then listen to the radio for official information and instructions.

Some communities have identified **Tsunami Evacuation Sites**. These are safe areas that you can quickly move to in the event of a local source tsunami. Evacuation Sites are just safe areas and do not offer any logistical services. However, they can serve as an assembly point for families and neighbors. Evacuation Sites are marked with this sign.



In the event of a distance source tsunami, residents in the hazard areas will be instructed to go inland or to an official **Evacuation Shelter** and remain there until told it is safe to return. This could be several hours. Designated evacuation shelters include:

- Half Moon Bay High School
- Pescadero High School

Other facilities may be opened as shelters as the need arises. These will be announced over the Emergency Alert System. Evacuation shelters will offer basic logistical services. But remember, it will take some time for the shelter staff to arrive and get set to receive evacuees.

For All Tsunamis:

1. In coastal areas, if you feel a strong earthquake, go immediately to high ground, inland, or a designated evacuation site.
2. Follow the evacuation orders given by local officials. This may involve evacuating by foot if advised to do so.
3. Monitor radio (KCBS 740 AM or 88.5 FM), television, or NOAA Weather Radio for official information. En Español KSJO 92.3 FM.
4. If tsunami warning sirens sound, monitor the radio and be prepared to quickly evacuate.
5. Stay away from low lying areas (beaches, bluffs, etc.).
6. If you need help with evacuation, tie a large WHITE sheet or towel to your front door knob so that it is visible from street. This will alert people that you need assistance.

Be Prepared:

ASSEMBLE AN EMERGENCY "GO KIT" TO TAKE WITH YOU WHEN EVACUATING. MINUTES COUNT! INCLUDE IN YOUR KIT:

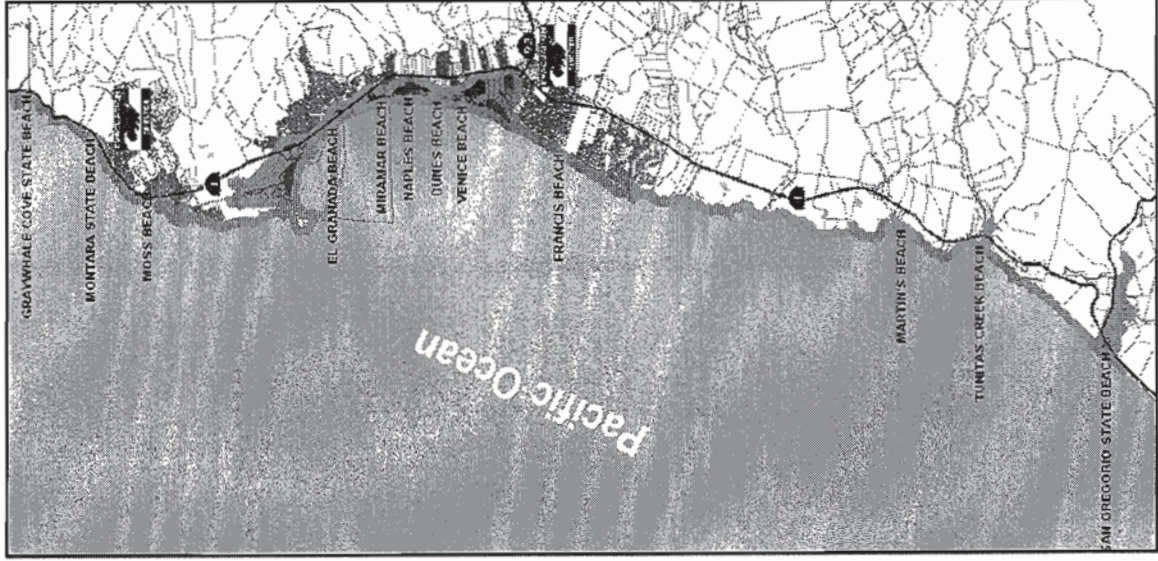
- First aid kit and reference guide for its use
- Bottled water
- Food (packaged), snacks
- Blankets or sleeping bags
- Essential medications
- Cash
- Food for pets
- Portable radio, flashlight, and batteries.

FOR MORE INFORMATION CONTACT:

Half Moon Bay Police Department
537 Kelly Ave
Half Moon Bay, CA. 94019
(650) 726-8288
E-Mail: policedept@coastside.net

In case of tsunami evacuate to the east to an Evacuation Site or to high ground.

Central San Mateo County Coast Tsunami Hazard Areas



City of Half Moon Bay



TSUNAMI INFORMATION

If you feel a strong earthquake . . . Do not wait for official warning . . . a tsunami may be coming in a few minutes. Large waves may continue to come ashore for several hours.

- Protect yourself until the earthquake is over – duck, cover, and hold
 - Go to high ground or inland immediately
 - Go on foot if at all possible
 - Wait for an “*all clear*” from local emergency officials before returning to low-lying areas or the beach
 - Where posted, follow signs to evacuation sites or evacuation shelters
- Brochure Funding provided by California Office of Homeland Security

"Darin Boville" <darin@darinboville.com> 12/7/2009 10:21 AM
Hi Camille,

I'm trying to understand page IV-4 pdf and the surrounding pages the DEIR (the section where they look at, and reject as infeasible, alternatives to the project).

115-1

Can yo help me with a few questions?

1) The discussion on IV-4 and the following pages makes repeated references to the economic viability of the alternatives. Some of the alternatives are rejected as being not economically viable. For example, smaller an alternative might not generate enough profits as compared to a larger one and thus fail to support the Wellness Center. Or an alternative might result in higher housing costs to the Wellness Center resulting in those units being unaffordable to potential residents.

But I can't find an financial information upon which this might be based--I can't find any support at all for these claims in the DEIR.

115-2

For example, to understand the foundation for the claim that a larger structure(s) would result in greater profit we would need (at the very least) some sort of projection of rents in the office park structures, vacancy rates, etc. Underlying this part of the DEIR is a claim that a cost-benefit calculation has been made which has identified the beak-even point between size of the structure and ability to support the Wellness Center. I'm just looking for the data--anything at all--that underlies these claims. I don't see any financial information.

2) In this same section there is a discussion of alternatives involving locating all or part of the project on different sites. These alternatives are rejected in part because the developer does not currently own other lots.

Is not owning additional lots normally considered a rationale for rejecting such alternatives? The point is that such a rationale would seem to make the discussion of alternatives meaningless--a developer could simply create an entity to own one lot at a time. Is that really the case?

115-3

3) Big Wave is a highly unusual project in that there is a large, for-profit office complex on one parcel (owned by one owner) and a recipient of some of those profits on a neighboring parcel (owned by a different owner). In large part, these are separate projects aside from the financial flows from the office park to the Wellness Center, and aside from some minor interactions such as dog grooming services for the office park employees and the possibility of a jobs for the residents of the Wellness Center at the Office Park.

115-4

It seems the needs of the Wellness Center are being used as a rationale for increasing the size of the Office Park from what it otherwise would be.

Why are the Office Park and the Wellness Center being treated as a single project?

4) This section discusses, among other alternatives, two alternatives involving different sites.

First it mentions the possibility of moving the Wellness Center to a different location and keeping the office park on Airport Road. Second, it discusses moving the entire project to a new coastside location.

However, the most likely off-site scenario--and one that has ben raised repeatedly to the developer at public meetings--is not listed: Keep the Wellness Center on the coast (where it can serve the needs of residents best) and move the Office park over-the-hill to an area which has economic demand for offices and support services for large office buildings already in place-- i.e., move the office park to where it can make the most money.

Was this alternative considered and if so why wasn't this more plausible alternative included in the DEIR?

Thanks,

--Darin

115-5

Response to Comment Letter 115
Darin Boville

Response to Comment 115-1

The commenter states they are trying to understand one aspect of the DEIR and asks for help with a few questions.

This statement is introductory. No response is required by CEQA.*

Response to Comment 115-2

The commenter requests financial and economic data and cost-benefit calculations to support statements in DEIR Section VI (Alternatives) which reject certain alternatives based on economic vitality and feasibility.

The data requested is provided in Section 3.0 of the Facilities Plan (Draft #2), Big Wave Property, dated January 1, 2009, and in a County of San Mateo Planning and Building Department staff report for the January 27, 2010 Planning Commission Study Session for the project. All documents are available at the County of San Mateo Planning and Building Department.

Response to Comment 115-3

The commenter expresses concerns on alternatives that were rejected based on the developer not currently owning other lots and questions the rationality behind this reasoning for these rejections. The commenter offers ensuing comments indicating the developer has created other entities to prevent these types of alternatives from being analyzed.

CEQA Guideline, Section 15126.6(f)(1) states that among factors that may be taken into account when addressing the feasibility of alternatives are economic viability and whether the proponent can reasonably acquire the alternate site. As described in the Section VI (Alternatives to the Proposed Project) DEIR, Big Wave, LLC (the for-profit entity) owns both sites but plans to donate the Wellness Center site to the Big Wave non-profit entity. The non-profit entity does not have the funds to purchase a portion of the Office Park site (which is not available for donation), but relies on the donation of the Wellness Center site.

It should be noted that lack of ownership was not the sole basis for rejection of an alternative. The analyses in Section VI (Alternatives to the Proposed Project), also identified acquisition costs and various environmental constraints including, but not limited to, the insufficient size of some available alternative sites, the loss of prime agricultural land, impacts to sensitive habitats, potential traffic and noise impacts, increased visual impacts to Highway 1, and lack of access to potable water. Refer to Section VI (Alternatives to the Proposed Project) and Topical Response 5, Alternatives to the Proposed Project.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

Response to Comment 115-4

The comment asserts the Wellness Center and the Office Park are separate projects and asserts that the needs of the Wellness Center are being used as a rationale for increasing the size of the Office Park.

The DEIR presents the proposed Office Park with a total of 225,000 sq. ft., as well as a 186,000 sq. ft. (Alternative B) and a 200,000 sq. ft. alternative (Alternative D). Both Alternatives are considered feasible alternatives. The comment regarding the motives of the developer to use the Wellness Center to increase the size of the Office Park is a personal opinion.*

Response to Comment 115-5

The commenter inquires about the consideration of an alternative where the Wellness Center is built at the site and the Office Park is “over-the-hill.”

As discussed in Topical Response 5, Alternatives to the Proposed Project, the State *CEQA Guidelines* require that EIRs include the identification and evaluation of a reasonable range of alternatives that are designed to reduce the significant environmental impacts of the project while still meeting the general project objectives. As stated on page III-61 and 62 of the Project Description of the DEIR, the 2nd project objective is “to build a profitable commercial development that is large enough to provide for the long-term sustainability of the proposed Wellness Center and Office Park by locating the Wellness Center within walking/wheelchair distance to the Office Park, and to give low-income DD residents the ability to provide services to the Office Park.” Therefore, the alternative suggested by the commenter would be considered infeasible.

It should be noted that the DEIR presents a variation of the commenter’s suggested alternative in the Section titled (Alternatives Rejected as Being Infeasible), whereupon the Office Park would be developed on-site and the Wellness Center at an off-site location on the Coastsides. As the applicant does not own any other sites on the Coastsides that permit affordable housing and such an alternative also would not be financially viable, as it would require the non-profit to purchase land at market rates. In addition, this alternative would not meet the project objective stated above.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"Debbe Kennedy" <dkennedy@lsccompanies.com> 12/7/2009 10:56 AM

San Mateo Co.Planning Dept.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063

Re: Big Wave Project Draft Environmental Impact Report (DEIR)

I am writing to voice my concerns. While I support the needs of the developmentally disabled, I have the following concerns about the adequacy of the DEIR for the Big Wave Project:

• **Stated Developmentally Disabled Intention:** This project appears to exploit the developmentally disabled for financial gain. I've worked with and for the disabled for many years and certainly would support a project in their best interest. In reviewing the small details, proposed plans, and clearly stated contingencies, this project appears to be front for an elaborate financial scheme and certainly appear to be devoid of realistic long-range success factors as a center for the disabled. **A review of the fine print by independent experts in serving the developmentally disabled community should be obtained before this project is even considered further.**

• **Visual Impacts:** Without story poles showing the potential visual impacts of the project, it is impossible to determine the project's impacts on scenic views. Four 50-foot tall office buildings would be grossly out of scale with the surrounding natural setting and nearby buildings.

• **Traffic:** The DEIR defers any traffic mitigations caused by the project's 2,123 daily trips to some time after full occupancy.

• **Water and Sewer:** There is no guaranteed source of water and no guaranteed disposal of sewage, even though the site is served by public water and sewer agencies.

• **Geology:** The DEIR defers analysis of potentially significant impacts of violent shaking during earthquakes, liquefaction, and differential settlement under the buildings until future studies.

• **Hazards:** The housing for developmentally disabled people would be located in a Marine Industrial zone, where all but the most hazardous chemicals are allowed. Additional hazards from flooding, tsunami inundation, and adjacent airport operations make this a problematic site for an at risk population.

• **Affordability and Economic Viability:** There are no enforceable income or affordability restrictions on purchase of housing co-op shares or condos. The project relies on shaky financial assumptions to support the "affordable" housing.

• **Phased Development:** The Office Park's estimated construction period of 30-36 months in the DEIR is not realistic, given the developer's intent to phase each building's construction after rental or sale of each previously constructed building. Wetlands restoration would not be done until after all construction is complete, which would allow stormwater runoff to carry sediment and other pollutants into the Pillar Point Marsh.

• **Isolation and Employment:** Wellness Center residents would be isolated from community resources with reduced opportunities to mingle with the community at large. Many of the Big Wave programs such as raising organic crops do not depend upon this site being developed.

• **Wetlands destruction:** The owners of the property have destroyed wetlands under the guise of agriculture. Over 90% of the State's wetlands have been lost. The wetlands at Big Wave should be restored.

debbe kennedy, founder, president and CEO
Global Dialogue Center | Leadership Solutions Companies
297 14th Street, Montara, CA 94037
650.728.0909 |

116-1

116-2

116-3

116-4

116-5

116-6

116-7

116-8

116-9

116-10

116-11

Response to Comment Letter 116
Debbe Kennedy

This letter is mostly identical to Comment Letter 103. Please refer to Response to Comment Letter 103.

Response to Comment 116-1

This statement is introductory. No response is required by CEQA.*

Response to Comment 116-2

The commenter expresses her opinion regarding the applicant's intentions and requests that experts in the developmentally disabled community review the project before it is considered further.

This comment is an expression of personal opinion and is noted for the record. CEQA encourages reviewers to submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

Response to Comment 116-3

Refer to Response to Comment 103-2

Response to Comment 116-4

Refer to Response to Comment 103-3

Response to Comment 116-5

Refer to Response to Comment 103-4

Response to Comment 116-6

Refer to Response to Comment 103-5

Response to Comment 116-7

Refer to Response to Comment 103-6

Response to Comment 116-8

Refer to Response to Comment 103-7

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

Response to Comment 116-9

Refer to Response to Comment 103-8

Response to Comment 116-10

Refer to Response to Comment 103-9

Response to Comment 116-11

Refer to Response to Comment 103-10

erosiak@comcast.net> 12/7/2009 4:53 PM
December 7, 2009

County of San Mateo, Planning and Building Department
Attn: Camille Leung
455 County Center, 2nd Floor
Redwood County CA 94063

Subject: Draft Environmental Impact Report (DEIR) for the Big Wave Wellness Center and Office Park

Dear Ms. Leung,

The California Pilots Association’s mission is to promote and preserve the State’s airports. As a statewide volunteer organization, we work to maintain the State’s airports in the best possible condition.

117-1

Last year we provided comments to the Notice of Preparation for the Environmental Impact Report. We do not believe that any of the following concerns have been adequately addressed in the Draft Environmental Impact Report.

1) The California Pilots Association commends the County of San Mateo for this worthwhile project. However, we are opposed to the project at its current location. It does a disservice to the low income, developmentally disabled (DD) children and adults the Big Wave Wellness Center hopes to serve, to be located approximately 300’ from Half Moon Bay Airport. This site will subject more than 70 people to the impacts attendant to a location so close to an airport such as safety, noise, electromagnetic disturbance, dust, etc.

117-2

2) The DEIR does not address the safety or other impacts of placing this project so near the Half Moon Bay Airport. The site is inconsistent with the *2002 California Airport Land Use Handbook* airport planning guidelines. These guidelines are a minimum. It is inconsistent as well with the Deeds and Restrictions that came with the Federal Government’s allowance of County of San Mateo to operate and protect the airport from encroachment. It is not advisable to allow housing, or a medical facility at this location.

117-3

The Half Moon Bay Airport is a vital link in the National Transportation System. It is eligible for and has accepted Grants from the Federal Aviation Administration. When the County of San Mateo last accepted a FAA Grant, the County signed Grant Assurances as part of the contract with the FAA.

The County thereby agreed to an obligation to maintain compatible land use zoning. This is Grant Assurance number 21.

Pg 2 CalPilots DEIR Comments

http://www.faa.gov/airports_airtraffic/airports/aip/grant_assurances/media/airport_sponsor_assurances.pdf

117-8

3) 21. **Compatible Land Use.** It (*the County, acting as the sponsor*) will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land

adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility with respect to the airport, of the noise compatibility program measures upon which federal funds have been expended.

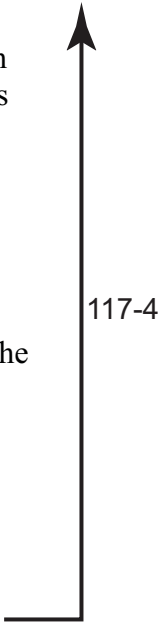
As we have seen above, in the FAA Grant Assurance, it is incumbent upon the County of San Mateo to protect the airport with zoning which would prevent the development of an project which is clearly incompatible to safe operation for Pilots at Half Moon Bay Airport as well as the residents, particularly low income, developmentally disabled (DD) children and adults on the ground.

Failure to comply with these Grant Assurances could likely result in the loss of millions of dollars in future Federal Grants to the County.

Thank you for this opportunity to comment on this important item.

Respectfully submitted,
Ed Rosiak

President California Pilots Association
800 319 5286
erosiak@comcast.net



Response to Comment Letter 117
Ed Rosiak - California Pilots Association

Response to Comment 117-1

The commenter provides background information and states that the commenter's comments to the Notice of preparation for the DEIR were not adequately addressed in the DEIR.

This statement is introductory to the comments that follow. No response is required by CEQA.*

Response to Comment 117-2

The commenter states that the current location of the project will subject the Wellness Center residents (including children and adults) to impacts, such as safety hazards, noise, electromagnetic disturbance, and dust, related to the close proximity of the project to the airport

It should be clarified that the Wellness Center will house adults only. No children will reside at the Wellness Center. The concerns expressed by the commenter are addressed in Topical Response 14, Location of the Project Near Half Moon Bay Airport.

Response to Comment 117-3

The commenter asserts that placing the project on the site is inconsistent with the 2002 California Airport Land Use Handbook and that the DEIR does not adequately address the safety or other impacts of developing the project near the Half Moon Bay Airport. The commenter states that the County should not allow housing or medical facilities in this location.

The commenter states that the site is inconsistent with the 2002 California Airport Land Use Handbook and that the County should not allow housing or medical facilities in this location, but does not state how the project is inconsistent. CEQA encourages reviewers to submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence of such effect being significant. Regarding airport safety concerns, see Response to Comment 117-2, above.

The commenter states that the County must maintain compatible land use zoning since it has accepted grants from the FAA and signed Grant Assurance 21.

The grant conditions require that the County limit land uses around the Half Moon Bay Airport to those that are compatible with the airport use. As the local land use authority, the County has the authority to determine whether the sanitarium use is compatible with existing airport uses. Impact LU-2 of Section IV.I (Land Use and Planning) of the DEIR analyzes the project's consistency with applicable land use

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

plans, policies and regulations, and determines that the project is generally consistent. The FAA has informed the County of its view that the project would constitute an incompatible land use, contrary to Grant Assurance 21.

Response to Comment 117-4

The commenter quotes Grant Assurance 21 and states that the project is incompatible to safe operations for pilots at Half Moon Bay Airport as well as children and adults at the Wellness Center.

It should be clarified that the Wellness Center will house adults only. No children will reside at the Wellness Center. While the commenter states that project is incompatible to safe operations for pilots at Half Moon Bay Airport, he does not state how the project would impact the safety of pilots. The project complies with the maximum height limits of the applicable zoning districts and with the regulations of the Airport Overlay (AO) Zoning District and the Comprehensive Airport Land Use Plan for Half Moon Bay Airport.

Melinda and Norishige Takeuchi
Box 905
Moss Beach, CA 94038

RECEIVED

2009 DEC 28 P 1:05

SAN MATEO COUNTY
PLANNING DIVISION

December 21, 2009

To the San Mateo County Planning Department:

Dear Friends

We moved to the Coast over a decade ago to enjoy the elbow room, fresh air, views of the sea, and quiet country life. Over the past ten years we have watched as developers systematically paved over nature's good soil, erected structures that curtailed views of the ocean, and cause ongoing gridlock, exhaust, and pollution. The monstrosity "Harbor Village" is a good example. Never do we arrive at that intersection that the light on Hwy. 1 hasn't turned red so some shopper can stop 15 exhaust-belching cars in order to turn in there. And, ironically, most of the so-called 'shoppes' are empty. What a travesty.

118-1

And now you're seriously considering the proposal to erect a THREE STORY behemoth in our fast-diminishing rural countryside? Pu-LEEZ! We don't have the superstructure, infrastructure, or any other structure to support more rape of our beautiful area. Dressing it up under the whitewash of a center to developmentally disadvantaged adults is just a cynical move to impugn those of us who oppose the project. I don't think we have enough developmentally disadvantaged individuals around here to justify taking away something that, once gone, can never ever be restored again.

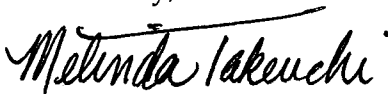
118-2

PLEASE, PLEASE PUT THE KAIBASH ON THIS DREADFUL SCHEME. We left Woodside because it had become yuppified, but even there they had zoning laws that prevented this degree of environmental atrocity.

118-3

Thanking you in advance for saving our beloved Coastside from more predatory development we remain

Yours truly,



Melinda Takeuchi



Norishige Takeuchi

***Response to Comment Letter 118
Melinda and Norishige Takeuchi***

Response to Comment 118-1

Commenter provides personal background information and opinions regarding development on the Coast.

This comment is an expression of personal opinion.*

Response to Comment 118-2

Commenter states opinion regarding the Big Wave proposal, calls the proposal a “behemoth”, and states that the area does not have the infrastructure to support the development.

Regarding project compliance with standards applying to the scale of development, refer to Response to Comment 213-19.

Response to Comment 118-3

The commenter provides closing statements. No response is required by CEQA.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

San Mateo Co. Planning Department.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063

Re: Big Wave Project DEIR

As a resident of the Coastside, I have question regarding the following issues raised in the EIR:

Traffic: The study indicates that no traffic mitigation is necessary. As it stands now, the intersection of Cypress and Highway 1 is backed up for several minutes at the height of the rush hour and on the weekend and yet the EIR indicates that there is no need for traffic mitigation. The traffic study was done for only one day in 2005-2006. I don't think that is a large enough body of data from which to draw a conclusion. Was this traffic study done when Devils Slide coming from Pacifica was closed? This aspect of the project needs to be investigated further. In addition, it seems that the consultant indicated that at peak traffic times, 50% of the traffic would be flowing North and 50% flowing south on Airport Blvd. How were these number arrived at? The Harbor village had a traffic study performed and it turns out that the area in question was labeled as an F zone. How could this be downgraded by the project into a situation that does not require any traffic mitigation? How could an additional 2,123 trips not require traffic mitigations?

119-1

Environmental: What are going to be the affects to the surrounding area of burning close to 1,000,000 cubic feet of natural gas a month for energy. This does not seem to be very green. That is the amount of gas that I burn in my home (2500sq foot home) times 20,000. That seems like an enormous amount of gas to be burning.

119-2

The seasonal creek on the property drains into the Fitzgerald Marine Preserve. Any septic overflow or construction debris will flow into an area of biological importance during the rainy season and yet there does not seem to be any mention of this in the EIR. How will this be addressed?

119-3

The developer and the county propose a 10-15 yr build out with environmental mitigation to be performed after construction. How will this affect the local wildlife and biologically sensitive areas? These areas will be affected for a very long time and I would like to know hot that will be addressed.

119-4

Aesthetic: The applicant has refused to put up story poles making it very difficult if not impossible to gauge the scale of this project. We as a community and you as a governing board should require these be put up. There seems to be no winter crop on the grounds as we speak. How are we supposed to gauge the

119-5



Aesthetic impact of a project when the provided graphics show a project from a 40' high perspective? Either the story poles should be erected or "true to scale" diagrams and graphics should be provided with a standard 6' perspective.

Grading: The parcels were graded a few years back. They were supposedly graded for farming but it appears as if the developer were preparing the area for development. This grading was done in an area that includes a seasonal creek. This seasonal creek, which the applicant does not seem to think exists, or I should say he labels it as drainage, drains directly into the Fitzgerald Marine Preserve. How is this grading going to be removed and the area restored?

Water: Who is the responsible party when it comes to supplying water and sewer to this project? It appears to be in MWSD's sphere of influence and yet they have not been contacted by the developer. EGSD also has not been contacted by the developer. Where is the water? What happens to the waste?

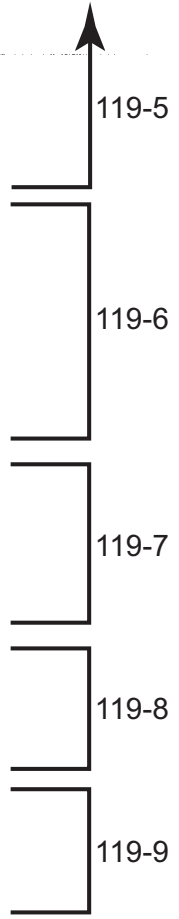
The applicant mentions using septic tanks? The water table in the area is very close to the surface. The leeching of these tanks will contaminate the water table. How is this going to be addressed?

Part of the EIR is supposed to deal with alternative locations. This EIR does not have any alternative locations listed. Why is that?

Thank you,



Pete Fingerhut
100 Del Mar
Moss Beach CA 94038



RECEIVED
2009 DEC - 7 P 4: 54
SAN MATEO COUNTY
PLANNING DIVISION

Response to Comment Letter 119
Pete Fingerhut

Response to Comment 119-1

The commenter questions the assumption and analysis of the traffic analysis in the DEIR, based on the results of the traffic report completed for the Harbor Village. He wonders why the additional project traffic does not require mitigation.

Regarding traffic impacts and mitigation, refer to Response to Comment 8-4 and Topical Response 8, Traffic and Parking Impacts of the FEIR. Mitigation measures, including Mitigation Measures TRANS-1 through TRANS-4 and TRANS-8, are included in the Mitigation and Monitoring Report of this FEIR. Per Appendix J of the DEIR, traffic counts were taken over several dates, not just one day. As stated in the traffic report prepared for the project (Hexagon Transportation Consultants, Inc., June 2009), the trip distribution pattern for the proposed project was estimated based on existing travel patterns in the surrounding roadway system and the locations of complementary land uses.

Response to Comment 119-2

The commenter questions the environmental effects of burning 1,000,000 cubic feet of natural gas a month for energy.

As discussed in Section III (Corrections and Additions to the Draft EIR) of the FEIR, the project has been revised to eliminate natural gas for heating and building operations. The applicant proposes to use solar power exclusively for heating.

Response to Comment 119-3

The commenter questions how the project will prevent septic overflow and construction debris from entering the natural drainage swale and flowing into the Fitzgerald Marine Preserve (FMR).

The proposed septic drainfields are no longer a part of this project, as discussed in Response to Comment 57-4. Regarding construction debris pollution to the FMR, refer to Mitigation Measure HYDRO-3, which requires the applicant to submit a Stormwater Pollution Prevention Plan (SWPPP) to the County and San Francisco Bay RWQCB prior to commencing construction. The SWPPP is an erosion and sediment control plan implemented during construction to minimize stormwater pollution prevention, including hydromodification of on-site and off-site stream channels and localized effects of stormwater discharges to swales and drainageways. This is discussed on page IV.H-51 of Section IV.H (Hydrology and Water Quality) of the DEIR.

Response to Comment 119-4

If environmental mitigation takes place after construction, the commenter questions how the 10-15 year project development will affect the local wildlife and biologically sensitive areas.

As discussed in Section III (Corrections and Additions to the Draft EIR) of the FEIR, the project has been revised to incorporate phased wetlands restoration. Also, as stated in the Mitigation, Monitoring and

Reporting Program in this FEIR, all biological mitigation measures are required to be performed either during the pre-construction or construction phase. Therefore, no biological mitigation measures are left until after construction to be implemented. For more information regarding the project's potential impact to biological resources, please refer to Response to Comment 8-2.

Response to Comment 119-5

The commenter asserts that story poles must be erected in order to gauge the aesthetic impact of the project. He also states that if story poles are not erected, "true to scale" visual graphics should be provided from a 6' perspective.

Refer to Topical Response 1, Story Poles and Topical Response 7, Visual Simulations of the Proposed Project. For further information regarding visual simulations, refer to Response to Comment 53-3.

Response to Comment 119-6

The commenter speculates that the project sites and areas of a seasonal creek were graded a few years ago. He questions how these areas will be restored.

Refer to Topical Response 13, County Permit History. Regarding proposed wetland restoration, refer to revised Table III-6 of the FEIR and Section IV.B (Biological Resources), of the DEIR. Additionally, the commenter may find information in the "90% Basis of Design - Riparian & Water/Wetlands Ecosystem Restoration" report (an addition to Appendix E of the DEIR included in this Final EIR)

Response to Comment 119-7

The commenter questions the permitting agency for water and sewer service.

As stated in the DEIR, according to the County Local Agency Formation Committee (LAFCO), the agency responsible for setting district boundaries, the project lies within the sphere of influence of CCWD and does not lie within the MWSD boundary (Please see DEIR page III-64 and page IV.N-22). The proposed water supply is an approved domestic well on the property. The projects sites are within the jurisdiction of the Granada Sanitary District for sewer service. Refer to Response to Comment 57-4 for more information regarding proposed sewage disposal.

Response to Comment 119-8

The commenter questions how the project will use septic tanks without contaminating the water table.

Septic drainfields are no longer part of the project. Refer to Response to Comment 57-4 for more information regarding proposed sewage disposal.

Response to Comment 119-9

The commenter asserts that the DEIR has not listed any alternative locations.

Contrary to the comment, the analyses in DEIR, Section VI (Alternatives to the Proposed Project), assesses six potential alternative locations for the Wellness Center (see page VI-5 of the DEIR): (1) Moss

Beach Highlands Site (located on Etheldore Street; APN 037-320-270); (2) Etheldore Site (located between Highway 1 and Etheldore Street; APN 037-291-010); (3) Hospital Site No. 1 (South) (located on Etheldore Street; APN 037-160-110); (4) Hospital Site No. 2 (North) (located on Etheldore Street; APN 037-160-100); (5) Farallon Vista Site (located 400 feet east of Highway 1 with access from Carlos Street); and (6) North El Granada Site (located on Sevilla Avenue). Also refer to Topical Response 5, Alternatives to the Proposed Project. The feasibility of developing the project at off-site location(s) is discussed on pages VI-5, 6 within the “Alternatives Rejected As Infeasible” in the DEIR.

San Mateo Co.Planning Dept.

Attn: Camille Leung, Planner

455 County Center, 2nd Floor

Redwood City, CA 94063

cleung@co.sanmateo.ca.us

Re: Big Wave Project Draft Environmental Impact Report (DEIR)

While I support the needs of the developmentally disabled, I have the following concerns about the adequacy of the DEIR for the Big Wave Project:

120-1

- **Visual Impacts:** Without story poles showing the potential visual impacts of the project, it is impossible to determine the project's impacts on scenic views. Four 50-foot tall office buildings would be grossly out of scale with the surrounding natural setting and nearby buildings.

120-2

- **Traffic:** The DEIR defers any traffic mitigations caused by the project's 2,123 daily trips to some time after full occupancy.

120-3

- **Water and Sewer:** There is no guaranteed source of water and no guaranteed disposal of sewage, even though the site is served by public water and sewer agencies.

120-4

- **Geology:** The DEIR defers analysis of potentially significant impacts of violent shaking during earthquakes, liquefaction, and differential settlement under the buildings until future studies.

120-5

- **Hazards:** The housing for developmentally disabled people would be located in a Marine Industrial zone, where all but the most hazardous chemicals are allowed. Additional hazards from flooding, tsunami inundation, and adjacent airport operations make this a problematic site for an at risk population.

120-6

- **Affordability and Economic Viability:** There are no enforceable income or affordability restrictions on purchase of housing co-op shares or condos. The project relies on shaky financial assumptions to support the "affordable" housing.

120-7

- **Phased Development:** The Office Park's estimated construction period of 30-36 months in the DEIR is not realistic, given the developer's intent to phase each building's construction after rental or sale of each previously constructed building. Wetlands restoration would not be done until after all construction is complete, which would allow stormwater runoff to carry sediment and other pollutants into the Pillar Point Marsh.

120-8

• Isolation and Employment: Wellness Center residents would be isolated from community resources with reduced opportunities to mingle with the community at large. Many of the Big Wave programs such as raising organic crops do not depend upon this site being developed.

120-9

• Wetlands destruction: The owners of the property have destroyed wetlands under the guise of agriculture. Over 90% of the State's wetlands have been lost. The wetlands at Big Wave should be restored.

120-10

Thank you,



Eileen Fingerhut

100 Del Mar

Moss Beach CA, 94038

Response to Comment Letter 120
Eileen Fingerhut

This letter is virtually identical to Comment Letter 103. Please refer to Response to Comment Letter 103.

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CUPERTINO, CALIFORNIA 95014

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FAX (408) 252-5906
E-MAIL: dschricker@schrickerlaw.com
schrickerlaw@aol.com
www.schrickerlaw.com

December 4, 2009

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

Re: Big Wave Wellness Center and Office Park ("Project") – Draft Environmental Impact Report ("DEIR")

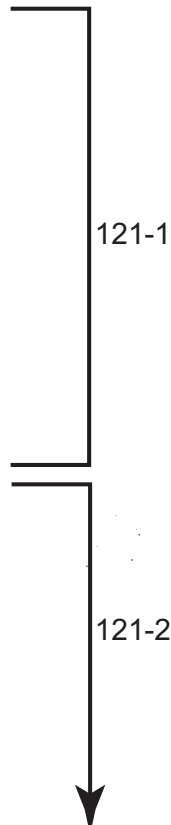
Dear Ms. Leung:

This letter is a preliminary comment on behalf of the Montara Water and Sanitary District ("MWSD") responding to the Notice of Availability for the subject DEIR regarding its coverage of water utility services and systems (DEIR, pp. IV.N 21 et seq.; page references commencing with "IV.N" hereinafter are to the DEIR). MWSD exercises water powers pursuant to the County Water District Law (Wat. C. §30000, et seq.; H. & S. C. §6512.7). For the reasons discussed below, MWSD is a Responsible Agency (as that term is defined in the California Environmental Quality Act ["CEQA," Pub. Res. C. §21000 et seq.) for the Project and should be so listed in the DEIR. Aside from that omission, as also discussed below, the DEIR's coverage of water service and systems is deficient for failure adequately to discuss alternative water supplies and service and long-term effects of the Project on community water supplies.

The Project is located within the water service area established by the California Public Utilities Commission ("CPUC") for Citizens' Utility Company of California ("CUCC"). That company was acquired by California American Water Company ("CalAm") and in 2003 MWSD acquired the water system from CalAm. MWSD thereby succeeded to the property interests of CUCC and CalAm, including the service area (City of San Jose v. Great Oaks Water Co. (1987) 192 Cal App 3d 1005; 237 Cal Rptr 845).¹ Under MWSD's regulations, property capable of being served by its system must connect to it (MWSD C. §5-3.103).²

¹ Although the Project is outside MWSD's corporate boundaries, MWSD is authorized to provide extraterritorial service (Wat. C. §31023).

² MWSD's projections for improvement and development of its water system coincide with the probable timeline for actual development of the Project. Therefore, the moratorium on new connections initially established by the CPUC while the system was owned by CUCC and necessarily continued by MWSD would not be a barrier to MWSD's service to the Project.



Accordingly, MWSD is a Responsible Agency under CEQA for the Project (Pub. Res. C. §21069). The DEIR neglects to identify MWSD as such and therefore is deficient in that regard.

A corresponding defect of the DEIR is its failure to identify MWSD as an alternative source of water service. Analysis under CEQA requires discussion of alternative water sources (Napa Citizens for Honest Government v. Napa County Board of Supervisors (2001) 91 Cal. App. 4th 342, 373; 110 Cal. Rptr. 2nd 579; see, also Laurel Heights Improvement Ass'n. v. Regents of the University of California [1988], 47 Cal. 3rd 376; 253 Cal.Rptr. 426, 764 P.2d 278).

Indeed, the DEIR omits discussion of *any* alternative source of water and purports to establish an on site well as the sole source (IV.N-36-37; IV.H-42). Moreover, in relying on purported overlying water rights to serve the development, the DEIR fails to discuss the long-term effects of drawing on underground water resources, including the effects on property served, or to be served, by the same aquifer, with the exception of adjacent agricultural land (IV.N-33).³ Such effects must be analyzed under CEQA (Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova (2007) 40 Cal. 4th 4121; 53 Cal. Rptr. 3re 821, 150 P. 3rd 709). Specifically, expanded tapping and extraction of underground water supplies must be analyzed in an EIR (County of Inyo v. Yorty (1973) 32 Cal. App. 3rd 795; 108 Cal. Rptr. 377).

In sum, the DEIR is significantly deficient in analyzing the water resource impacts of the Project in an area served by fragile groundwater supplies. That deficiency must be addressed by including, among the issues mentioned above, the water resource impacts of the Project vis-à-vis the absence of a ground water management plan for the midcoast region within which the Project is located.

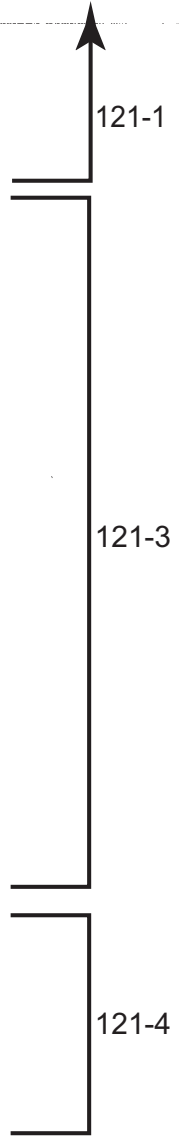
Very truly yours,



David E. Schricker, Attorney

cc: MWSD Board (via e-mail)
MWSD General Manager (via e-mail)
MWSD Water Engineer (via e-mail)
David J. Byers, Atty.

³ Inexplicably, the DEIR includes no discussion of alternative sources for the agricultural property, the water supply of which would be depleted by 80% in drought years by the Project's water consumption (IV.N-33).



Response to Comment Letter 121
David E. Schricker, Attorney
Representing Montara Water and Sanitary District

This comment letter was attached to Comment Letter 231 and the response to the letter is in Response to Comment 231-20.

San Mateo Co.Planning Dept.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063

12/5/2009

HYPERLINK "<mailto:cleung@co.sanmateo.ca.us>" cleung@co.sanmateo.ca.us

Re: **Big Wave Project Draft Environmental Impact Report (DEIR)**

Dear Camille,

I am in support for housing for developmentally disabled individuals as long as it is safe, responsible to the community and the environment, within the law, and in their best interest. The proposed Draft-EIR for the Big Wave project is not in line with these expectations. I have the following concerns about the adequacy of the DEIR for the Big Wave Project:

Safety: Listed are some of the potential hazards with this project: **Traffic:** The DEIR defers any traffic mitigations caused by the project's 2,123 daily trips to some time after full occupancy. **Chemical:** The housing for developmentally disabled people would be located in a Marine Industrial zone, where all but the most hazardous chemicals are allowed. **Flooding:** location is within the tsunami inundation zone. **Airport:** adjacent airport operations make this a problematic site for an at risk population. **Geology:** The DEIR defers analysis of potentially significant impacts of violent shaking during earthquakes, liquefaction, and differential settlement under the buildings until future studies.

Responsibility: Listed are some of the irresponsible aspects of the project: **Affordability and Economic Viability:** There are no enforceable income or affordability restrictions on purchase of housing co-op shares or condos. The project relies on shaky financial assumptions to support the "affordable" housing. **Isolation and Employment for the DD population:** Wellness Center residents would be isolated from community resources with reduced opportunities to mingle with the community at large. **Visual Impacts:** Without story poles showing the potential visual impacts of the project, it is impossible to determine the project's impacts on scenic views. Four 50-foot tall office buildings would be grossly out of scale with the surrounding natural setting and nearby buildings. **Water and Sewer:** There is no guaranteed source of water and no guaranteed disposal of sewage, even though the site is served by public water and sewer agencies. **Protection of Wetlands:** The wetlands at Big Wave should be restored to their original state. The owners of the property have destroyed wetlands under the guise of agriculture. Over 90% of the State's wetlands have been lost. **Phased Development:** The Office Park's estimated construction period of 30-36 months in the DEIR is not realistic, given the developer's intent to phase each building's construction after rental or sale of each previously constructed building. Wetlands restoration would not be done until after all construction is complete, which would allow storm water runoff to carry sediment and other pollutants into the Pillar Point Marsh.

122-1
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122-12

Sign and date: Linda C. Theroff
Print name: Linda C. Theroff
Address: 230 Moss Beach, California 94038

RECEIVED
2009 DEC 10 P
SAN MATEO CO
PLANNING DIV

Response to Comment 122
Linda Theroff

Response to Comment 122-1

The commenter introduces her concern over the adequacy of the DEIR.

This statement is introductory. No response is required by CEQA.*

Response to Comment 122-2

The commenter states that the applicant has deferred traffic mitigation to after full occupancy.

Refer to Topical Response 4, Deferral of Mitigations, and Topical Response 8, Traffic and Parking Impacts.

Response to Comment 122-3

The commenter states that the Wellness Center will not be healthy for residents since because it is located in a chemically hazardous Marine Industrial zone.

Potential project impacts associated with the location of the Wellness Center nearby sources of hazardous materials is analyzed in Section IV.G of the DEIR.

Response to Comment 122-4

The commenter states that the project location is within the tsunami inundation zone.

Refer to Topical Response 9, Tsunami Hazards.

Response to Comment 122-5

The commenter states that the close proximity to the airport causes problems for an “at risk” population.

Refer to Topical Response 14, Location of Project Near Half Moon Bay Airport.

Response to Comment 122-6

The commenter claims that the DEIR defers adequate geotechnical investigation to future studies.

Refer to Topical Response 10, Final Geotechnical Report.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

Response to Comment 122-7

The commenter states that there are no affordability or income restrictions on purchase of housing co-ops or condos.

Page III-18 of the DEIR states that the project is designed to be an economically and environmentally sustainable community that provides housing and employment for low-income developmentally disabled adults. Section III (Corrections and Additions to the Draft EIR) of the FEIR, under page III-20, adds that it is a goal of the Wellness Center to be affordable to individuals living only on Social Security disability income. Affordable restrictions are not required as part of the CEQA analyses and may be placed on the project by regulatory agencies as part of the permitting process.

Response to Comment 122-8

The commenter states that the residents would be isolated from the community.

Refer to Response to Comment 21-1(b).

Response to Comment 122-9

The commenter states that without story poles, it is impossible to determine the visual impact of the project. The commenter also states that the Office Park buildings are out of scale with its surroundings.

Refer to Topical Response 1, Story Poles. Regarding the Office Park being out-of-scale with its surroundings, refer to Response to Comment 21-1(a).

Response to Comment 122-10

The commenter states that there is no guaranteed source of water and sewage for the project.

Section IV.N of the DEIR thoroughly explains water and sewage. Refer to Response to Comment 60-4.

Response to Comment 122-11

The commenter claims that the applicants have destroyed the areas wetlands under the guise of agriculture and calls for them to be restored. The commenter also states that over 90% of the State's wetlands have been lost.

Refer to Topical Response 13, County Permit History. Regarding the loss of State wetlands, the comment is outside the purview of this CEQA document.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

Response to Comment 122-12

The commenter claims that the phased construction period of 30-36 months is not realistic considering development would progress according to occupancy. The commenter also asserts that since the wetlands would not be restored until after the construction of the project, surface runoff would be allowed into the Pillar Point Marsh.

As described in Section III (Corrections and Additions to the Draft EIR) of the FEIR, the project has been revised to include phased wetlands restoration. Refer to Topical Response 12, Construction Phasing of the Office Park. Regarding minimization of surface runoff from construction, refer to Response to Comment 119-3.

San Mateo Co.Planning Dept.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063
HYPERLINK "<mailto:cleung@co.sanmateo.ca.us>" cleung@co.sanmateo.ca.us

Re: Big Wave Project Draft Environmental Impact Report (DEIR)

While I support the needs of the developmentally disabled, I have the following concerns about the adequacy of the DEIR for the Big Wave Project: 123-1

Visual Impacts: Without story poles showing the potential visual impacts of the project, it is impossible to determine the project's impacts on scenic views. Four 50-foot tall office buildings would be grossly out of scale with the surrounding natural setting and nearby buildings. 123-2

Traffic: The DEIR defers any traffic mitigations caused by the project's 2,123 daily trips to some time after full occupancy. 123-3

Water and Sewer: There is no guaranteed source of water and no guaranteed disposal of sewage, even though the site is served by public water and sewer agencies. 123-4

Geology: The DEIR defers analysis of potentially significant impacts of violent shaking during earthquakes, liquefaction, and differential settlement under the buildings until future studies. 123-5


Hazards: The housing for developmentally disabled people would be located in a Marine Industrial zone, where all but the most hazardous chemicals are allowed. Additional hazards from flooding, tsunami inundation, and adjacent airport operations make this a problematic site for an at risk population. 123-6

Affordability and Economic Viability: There are no enforceable income or affordability restrictions on purchase of housing co-op shares or condos. The project relies on shaky financial assumptions to support the "affordable" housing. 123-7

Phased Development: The Office Park's estimated construction period of 30-36 months in the DEIR is not realistic, given the developer's intent to phase each building's construction after rental or sale of each previously constructed building. Wetlands restoration would not be done until after all construction is complete, which would allow storm water runoff to carry sediment and other pollutants into the Pillar Point Marsh. 123-8

Isolation and Employment: Wellness Center residents would be isolated from community resources with reduced opportunities to mingle with the community at large. Many of the Big Wave programs such as raising organic crops do not depend upon this site being developed. 123-9

Wetlands destruction: The owners of the property have destroyed wetlands under the guise of agriculture. Over 90% of the State's wetlands have been lost. The wetlands at Big Wave should be restored. 123-10

Sign: 
Print name: Marcela Russell Date: 12/09/09
Address: 323 Nevada Ave
Moss Beach CA 92038

Response to Comment Letter 123
Marcella Russell

This letter is virtually identical to Comment Letter 103. Please refer to Response to Comment Letter 103.

December 5, 2009

San Mateo Co.Planning Dept.

Attn: Camille Leung, Planner

455 County Center, 2nd Floor

Redwood City, CA 94063

cleung@co.sanmateo.ca.us

RECEIVED
2009 DEC 10 P 5:10
SAN MATEO COUNTY
PLANNING DIVISION

Re: Big Wave Project Draft Environmental Impact Report (DEIR)

Dear Camille,

I am 100% in favor of low income, safe housing for all who are in need; whether they are elderly, financially disadvantaged, developmentally disabled, homeless...I am not in favor of proposals such as the Big Wave project that are potentially economically inviable and will have disastrous effects on the environment and coastal community. Regarding the DEIR, I have the following concerns about it's honest portrayal and its adequacy:

124-1

- **Visual Impacts: Why are there no story poles? There are no crops planted on the fields now. If the Applicant is required to put the poles up during the last two weeks of the comment period anyway, they can put them up now. The "loss of income from crop loss" is a ruse.** Without story poles showing the potential visual impacts of the project, it is impossible to determine the project's impacts on scenic views. The Wellness Center and the four 50-foot plus office buildings would be grossly out of scale with the surrounding natural setting and nearby buildings. **This does not comply with the LCP!**

124-2

- **Traffic:** The roads of Cypress Avenue and Airport in Moss Beach and the roads leading through Princeton are unimproved, i.e. two-lanes with no shoulders, drainage, or sidewalks. Airport road has a speed limit of 35 mph and Cypress has a speed limit of 25 mph. The bridge on Cypress is extremely narrow so much so two trucks will not be able to safely pass each other. **MORE than a stop light at Cypress and Highway 1 will be required, total road improvement will be needed. Additionally, if these roads are to be a major access point to trucks for construction to the Big Wave site, the Roads will not be able to withstand the heavy, constant flow of construction equipment. There are other concerns with residential traffic coming in and out of the Manufactured Home Park safely. At any given time during the day there are numerous individuals traveling on bicycles along Airport and pedestrian traffic to and from the bus stops. Who will ensure their safety?** The DEIR defers any traffic mitigations caused by the project's additional 2,123 daily trips to some time after full occupancy...this is dangerous and foolish.

124-3

- **Water and Sewer: The Coast suffers from periodic but continuous water restrictions,** water shortages, and failed water wells. During dry months we can not water lawns, rinse of cars, and are asked to cut back on all uses. To add the additional burden of hundreds of Offices and the home and recreational uses from the Wellness live-in Center with an undisclosed number of bathrooms, kitchens, landscaping which will require water in an area with no guaranteed source of water of water is using very poor judgement. The DEIR does not address impacts of drought or climate change. **The Applicant should show first over a period of years that there is adequate water to supply the Project, not seek out**

124-4

"fire trail", "easement for roadway" (both true), as well as "Coastal Trail Extension to POST property" (false). This is confused with POST trails to the north. The fact is Pillar Point Bluff open space preserve includes the meadow along Airport St. north of Pillar Ridge. Additional error under section: Offsite Visual Character, which states **"The land to the north of the manufactured home park is currently undeveloped and in agricultural production. " (It has not been in agricultural production for many decades.)**

124-4

Thank you for your attention,

12/5/2009

Mary Larenas, PsyD

301 Nevada Ave, Moss Beach, CA 94038



Response to Comment Letter 124
Mary Larenas

Response to Comment 124-1

The commenter provides an introduction to her letter.

This statement is introductory. No response is required by CEQA.*

Response to Comment 124-2

The commenter expresses the need for story poles to show the potential impacts of the project to scenic views and states that the Office Park buildings are out of scale with its surroundings and does not conform to the LCP.

Refer to Topical Response 1, Story Poles. Scenic vistas and scenic views are analyzed in DEIR, Section IV.A (Aesthetics). With regard to the LCP, Impact LU-2 of Section IV.I (Land Use and Planning) of the DEIR analyzes the project's consistency with applicable land use plans, policies and regulations, including the LCP, and determines that the project is generally consistent. The County will perform detailed compliance analysis, including requiring mitigation of impacts, prior to the issuance of the Coastal Development Permit for this project.

Response to Comment 124-3

The commenter states that the DEIR does not properly mitigate traffic impacts. The commenter also asserts that proper safety measures have not been considered for pedestrians and bicyclists.

Regarding traffic impacts and mitigation, refer to Response to Comment 8-4 and Topical Response 8, Traffic and Parking Impacts of the FEIR. Pedestrians and bicyclists will be able to use a new sidewalk along the fronts of the properties provided by the project. This will provide them with a safe travel path that they currently do not have. Refer to the Office Park site plan in the DEIR and the revised Wellness Center site plan in Section III of the FEIR.

Response to Comment 124-4

The commenter claims that the Coast has pre-existing water shortage issues and that the project will further burden the water supplies. The commenter also asserts that the project has no guaranteed source of water. She then states that the DEIR does not take climate change or drought into account.

See Section III (Corrections and Additions to the Draft EIR) of this FEIR, which provides additional information on project water demand and estimated total supply, based on analysis in the DEIR. As stated in Impact HYDRO-2 of the DEIR, potential of the project to substantially deplete groundwater

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

supplies or substantially interfere with groundwater recharge would be less than significant, and no mitigation measures are required. Regarding the on-site well, refer to Response to Comment 193-10.

Regarding the proposed “Coastal Trail Extension to POST Property,” refer to Response to Comment Letter 82.

It should be noted that the comment correctly points out that the land to the north of the manufactured home park is not in agricultural production. The last sentence of the Off-Site Visual Character paragraph on page IV.A-3 (Aesthetics) of the DEIR is changed in this FEIR to read as follows:

“The land to the north of the manufactured home park is currently undeveloped.”

RECEIVED
2009 DEC 10 P 5:11
SAN MATEO COUNTY
PLANNING DIVISION

San Mateo Co.Planning Dept.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063
HYPERLINK "<mailto:cleung@co.sanmateo.ca.us>" cleung@co.sanmateo.ca.us

Re: **Big Wave Project Draft Environmental Impact Report (DEIR)**

While I support the needs of the developmentally disabled, I have the following concerns about the adequacy of the DEIR for the Big Wave Project:

Visual Impacts: Without story poles showing the potential visual impacts of the project, it is impossible to determine the project's impacts on scenic views. Four 50-foot tall office buildings would be grossly out of scale with the surrounding natural setting and nearby buildings.

Traffic: The DEIR defers any traffic mitigations caused by the project's 2,123 daily trips to some time after full occupancy.

Water and Sewer: There is no guaranteed source of water and no guaranteed disposal of sewage, even though the site is served by public water and sewer agencies.

Geology: The DEIR defers analysis of potentially significant impacts of violent shaking during earthquakes, liquefaction, and differential settlement under the buildings until future studies.

Hazards: The housing for developmentally disabled people would be located in a Marine Industrial zone, where all but the most hazardous chemicals are allowed. Additional hazards from flooding, tsunami inundation, and adjacent airport operations make this a problematic site for an at risk population.

Affordability and Economic Viability: There are no enforceable income or affordability restrictions on purchase of housing co-op shares or condos. The project relies on shaky financial assumptions to support the "affordable" housing.

Phased Development: The Office Park's estimated construction period of 30-36 months in the DEIR is not realistic, given the developer's intent to phase each building's construction after rental or sale of each previously constructed building. Wetlands restoration would not be done until after all construction is complete, which would allow storm water runoff to carry sediment and other pollutants into the Pillar Point Marsh.

Isolation and Employment: Wellness Center residents would be isolated from community resources with reduced opportunities to mingle with the community at large. Many of the Big Wave programs such as raising organic crops do not depend upon this site being developed.

Wetlands destruction: The owners of the property have destroyed wetlands under the guise of agriculture. Over 90% of the State's wetlands have been lost. The wetlands at Big Wave should be restored.

125-1
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125-6
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125-9
125-10

Sign: Tom Bruce

Print name: Tom Bruce

Date: 12-7-09

Address: 351 Nevada St

Mass Beach 94038

Response to Comment Letter 125
Tom Bruce

This letter is virtually identical to Comment Letter 103. Please refer to Response to Comment Letter 103.

San Mateo Co. Planning Dept.

Attn: Camille Leung, Planner

455 County Center, 2nd Floor

Redwood City, CA 94063

cleung@co.sanmateo.ca.us

to: Camille Leung

From: Betty Loman

% PO BOX 1034

Moss Beach, CA

94038

Re: Big Wave Project Draft Environmental Impact Report (DEIR)

Betty Loman

December 12, 2009

Dear Camille,

I am writing you regarding my worries with the Big wave DEIR. I am an elderly woman and I am for LOW COST ~~low~~ housing for anyone who needs it but the Wellness Center location is just awful. How can children be allowed to live in a place that is not fully investigated as to its possible problems? I read the DEIR (two weeks) and I was at the Planning Meetings. You know already the problems, traffic, lack of water (permanent source), no adequate sewer, probable flooding, earthquake zone, further destruction of our nations wetlands and open space. When a document such as the DEIR uses the word "mitigate" for everything means they don't know, have no plan, will fix later! Don't allow ~~this~~ this to be built. Sincerely, *Betty Loman*

Response to Comment Letter 126
Betty Loman

Response to Comment 126-1

The commenter states that she believes that the project location is inappropriate for children due to problems including traffic, water supply, sewer, flooding, earthquake hazard, and destruction of wetlands and open space. She implies that the DEIR defers mitigation of these problems to a later date.

It should be noted that the Wellness Center would not house children, but developmentally disabled adults.

Regarding traffic, refer to Response to Comment 8-4.

Regarding water supply and sewer, refer to Response to Comment 60-4.

Regarding flooding, refer to Response to Comment 56-4.

Regarding earthquake hazard, refer to Response to Comment 56-2.

Regarding destruction of wetlands and open space, the project includes the restoration of jurisdictional wetlands as well as the buffer zone areas. As discussed in Section IV.D (Biological Resources) and Section IV.H (Hydrology and Water Quality) of the DEIR, as proposed and mitigated, the project would result in a less than significant impact to these resources.

*Camille
Project File*

CHRIS NICOLA

From: PO Box 2053
Address: EL GRANADA 94018
October 31, 2009

To: Lisa Grote, Planning Director, San Mateo County,
Center, 2nd Floor
Redwood City, CA 94063
Phone: (650) 363-4161, Planning
Phone: (650) 599-7311, Building
Fax: (650) 363-4849, Email: lgrote@co.sanmateo.ca.us

455 County

PROJECT FILE

Dear Ms. Grote:

I have recently learned that DEIR has been issued for a proposed new development on the Midcoast called Big Wave. I have the following concerns about the process by which the Midcoast has been alerted to this project and hereby request additional time to review and respond to the DEIR. Specifically:

- (1) The DEIR is three phone books thick and not widely available in printed form. Access to the printed document is essential when reviewing a project of this scale. The online document is broken down into segments and it's not possible to print the whole document at once.
- (2) Only a small fraction of those impacted by the potential traffic, environmental impact, and strain on shared infrastructure generated by such a project have been notified of its existence. The vast majority of the Midcoast residents have not been notified.
- (3) There are no story poles in existence now, or planned for the entire CEQA public comment period. Without this tangible reference point, Midcoast residents are being deprived not only of a visual point of reference alerting them to the proposed project, but also a sense of its scale and footprint. Even modest single family home remodels and construction require story poles, and certainly a project of this scale is no exception.
- (4) There has been no public town hall scheduled to review the DEIR for the Midcoast to direct questions both to the developer, and to the parties at the County that will be charged with evaluating the project.
- (5) Given the timing around the holiday season, even those parties that have concerns or interests affected by this project may be unavailable to comment and participate in this process. For this reason, an extended window for comment helps ensure public participation.

127-1

127-2

127-3

127-4

127-5

I am hereby requesting an extension of the DEIR review process and request being added to any future mailings or notifications in connection with Big Wave.

Sincerely,



CHRIS NICOLA

Response to Comment Letter 127
Chris Nicola - Individual

This letter is virtually identical to Comment Letter 14. Please refer to Response to Comment Letter 14.

Response to Comment 127-1

Refer to Response to Comment 14-1.

Response to Comment 127-2

Refer to Response to Comment 14-2.

Response to Comment 127-3

Refer to Response to Comment 14-3.

Response to Comment 127-4

Refer to Response to Comment 14-4.

Response to Comment 127-5

Refer to Response to Comment 14-5.

"David Solhaug" <dsolhaug@gmail.com> 12/14/2009 12:24 AM

Through this note I want to express my concern regarding the Big Wave project in Moss Beach.

I have lived on The Coast for 15 years—five years in Moss Beach. I am very familiar with the area of the proposed development. I am very concerned about the traffic impact of this proposed project on the existing residences and businesses in the area. I do not believe the existing access routes (Capistrano, Airport Ave, Cypress Ave) are sufficient to support the volume of traffic that would result from such a large complex.

I do not support the project as currently proposed.

Thank you for your consideration.

David Solhaug
PO Box 297
Moss Beach, CA 94038

128-1

Response to Comment Letter 128
David Solhaug - Individual

Response to Comment 128-1

The commenter states that the project will have a negative traffic impact on the residents and businesses in the area. He does not believe that the access routes of Capistrano, Airport Street, and Cypress Avenue are sufficient to support project traffic.

This comment provides general information on the commenter, expresses concerns regarding the traffic impact of the proposed project, and expresses overall opposition toward the proposed project, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the DEIR.

Regarding traffic impacts and mitigation, refer to Response to Comment 8-4 and Topical Response 8, Traffic and Parking Impacts of the FEIR.

San Mateo Co.Planning Dept.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063
HYPERLINK "<mailto:cleung@co.sanmateo.ca.us>" cleung@co.sanmateo.ca.us

Re: Big Wave Project Draft Environmental Impact Report (DEIR)

While I support the needs of the developmentally disabled, I have the following concerns about the adequacy of the DEIR for the Big Wave Project:

129-1

Visual Impacts: Without story poles showing the potential visual impacts of the project, it is impossible to determine the project's impacts on scenic views. Four 50-foot tall office buildings would be grossly out of scale with the surrounding natural setting and nearby buildings.

129-2

Traffic: The DEIR defers any traffic mitigations caused by the project's 2,123 daily trips to some time after full occupancy.

129-3

Water and Sewer: There is no guaranteed source of water and no guaranteed disposal of sewage even though the site is served by public water and sewer agencies.

129-4

Geology: The DEIR defers analysis of potentially significant impacts of violent shaking during earthquakes, liquefaction, and differential settlement under the buildings until future studies.

129-5

Hazards: The housing for developmentally disabled people would be located in a Marine Industrial zone, where all but the most hazardous chemicals are allowed. Additional hazards from flooding, tsunami inundation, and adjacent airport operations make this a problematic site for an at risk population.

129-6

Affordability and Economic Viability: There are no enforceable income or affordability restrictions on purchase of housing co-op shares or condos. The project relies on shaky financial assumptions to support the "affordable" housing.

129-7

Not Reasonable

Phased Development: The Office Park's estimated construction period of 30-36 months in the DEIR is not realistic, given the developer's intent to phase each building's construction after rental or sale of each previously constructed building. Wetlands restoration would not be done until after all construction is complete, which would allow storm water runoff to carry sediment and other pollutants into the Pillar Point Marsh.

129-8

Isolation and Employment: Wellness Center residents would be isolated from community resources with reduced opportunities to mingle with the community at large. Many of the Big Wave programs such as raising organic crops do not depend upon this site being developed.

129-9

Wetlands destruction: The owners of the property have destroyed wetlands under the guise of agriculture. Over 90% of the State's wetlands have been lost. The wetlands at Big Wave should be restored.

129-10

Sign: *David Theroff*

Print name: DAVID THEROFF

Date: 12/7/09

Address: 230 CALIFORNIA AVE
MOSS BEACH CA 94038

Response to Comment Letter 129
David Theroff

This letter is virtually identical to Comment Letter 103. Please refer to Response to Comment Letter 103.

San Mateo Co.Planning Dept.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063
HYPERLINK "<mailto:cleung@co.sanmateo.ca.us>" cleung@co.sanmateo.ca.us

Re: Big Wave Project Draft Environmental Impact Report (DEIR)

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130-2

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130-3

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130-4

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130-5

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130-6

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130-7

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130-8

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130-9

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130-10

Sign:

Print name:

Address:

[Handwritten Signature]
Gary Horsman
440 Nevada Ave
Moss Beach
CA 94038

Date:

[Handwritten Date]
Dec 9, 09

Response to Comment Letter 130
Gary Horseman

This letter is virtually identical to Comment Letter 103. Please refer to Response to Comment Letter 103.

Reprinted from

Coastsider

(<http://coastsider.com>)

Saturday, December 05, 2009

Big Wave letter: Email County Planning Dept Thurs, Dec 24

Letter posted by Sabrina Brennan (<http://coastsider.com/index.php/member/1980/>) on Dec 5, 2009 at 05:45 pm in Environment (<http://coastsider.com/index.php/site/C8/>) Government (<http://coastsider.com/index.php/site/C12/>)
Real Estate (<http://coastsider.com/index.php/site/C12/>)
0 comments • Click to email this story (http://coastsider.com/index.php/site/email_this/4045/) • Print (http://coastsider.com/index.php/site/print/big_wave_letter_email_the_letter_to_the_county_planning_dept_letter_c)

San Mateo Co.Planning Dept.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063
cleung@co.sanmateo.ca.us (<mailto:cleung@co.sanmateo.ca.us>)

Re: Big Wave Project Draft Environmental Impact Report (DEIR)

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Sign: *Kathleen Conway*
Print name: *Kathleen Conway* Date: *12-9-09*
Address: *PO Box 1261440 Virginia Ave*
Moss Beach, CA 94038

Comments

no comments

131-1
131-2
131-3
131-4
131-5
131-6
131-7
131-8
131-9
131-10

Response to Comment Letter 131
Kathleen Conroy

This letter is virtually identical to Comment Letter 103. Please refer to Response to Comment Letter 103.

Response to Comment Letter 132
Matt Brown

This letter is very similar to Comment Letters 103 and 122. Please refer to Response to Comment Letters 103 and 122.

Response to Comment 132-1

This statement is introductory. No response is required by CEQA.*

Response to Comment 132-2

Refer to Response to Comment 103-7

Response to Comment 132-3

Refer to Response to Comment 103-9

Response to Comment 132-4

Refer to Response to Comment 103-2

Response to Comment 132-5

Refer to Response to Comment 103-4

Response to Comment 132-6

Refer to Response to Comments 122-2, 122-3, 122-4, and 122-5

Response to Comment 132-7

Refer to Response to Comment 103-5

Response to Comment 132-8

Refer to Response to Comment 103-8

Response to Comment 132-9

Refer to Response to Comment 122-11

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

From: Amne M Ruzel
Address: El Granada, CA
October 31, 2009

To: Lisa Grote, Planning Director, San Mateo County,
Center, 2nd Floor
Redwood City, CA 94063
Phone: (650) 363-4161, Planning
Phone: (650) 599-7311, Building
Fax: (650) 363-4849, Email: lgrote@co.sanmateo.ca.us

455 County

PROJECT FILE

Dear Ms. Grote:

I have recently learned that DEIR has been issued for a proposed new development on the Midcoast called Big Wave. I have the following concerns about the process by which the Midcoast has been alerted to this project and hereby request additional time to review and respond to the DEIR. Specifically:

- (1) The DEIR is three phone books thick and not widely available in printed form. Access to the printed document is essential when reviewing a project of this scale. The online document is broken down into segments and it's not possible to print the whole document at once.
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133-1

133-2

133-3

133-4

133-5

I am hereby requesting an extension of the DEIR review process and request being added to any future mailings or notifications in connection with Big Wave.

Sincerely,

Amne M Ruzel

Response to Comment Letter 133
Name Illegible

This letter is identical to Comment Letter 14. Please refer to Response to Comment Letter 14.

December 13, 2009

Scott Graham
495 Stetson Street
Moss Beach, Ca 94038

Ms Camille Leung
Planning and Building Department
455 County Center
Redwood City, CA 94063

Big Wave EIR

Dear Ms Camille Leung,

Thank you for spending so much time on the Big Wave project. I understand a goal of the Wellness Center is to provide affordable home ownership to the developmentally disabled in a community environment. That is a laudable goal. However, the developmentally disabled have an extremely difficult time finding jobs. I've read that this group's unemployment or underemployment rate is close to 90%. This is a shame. From my experience the DD are very good committed workers. The problem, in addition to the recession we are now in, is that most employers will not take the time to give the DD a chance at a job.

For the DD, having a meaningful job is just as important as affordable housing.

What are the goals of the Wellness Center for providing the DD with jobs?

Yours truly,



134-1

Response to Comment Letter 134
Scott Graham- Individual

Response to Comment 134-1

The commenter states that while the provision of affordable housing for the DD community is important, so is the provision of jobs. He asks about the goals of the Wellness Center with respect to provision of DD employment opportunities.

As stated on page III-39 of the DEIR, under “Organization, Programs, Employment Options,” the Wellness Center would offer its residents a variety of services, including job opportunities due to a number of business operations that would employ residents, and, in some cases, generate revenue to maintain the economic sustainability of the Wellness Center. This includes the proposed: Big Wave (BW) Catering/Food Services, BW Energy, BW Farming, BW Water, BW Transportation, BW Recycling, BW Communications (Fiberlink), and BW Maintenance. The Wellness Center would also provide residential services (personal finance, meal services and aides). Big Wave businesses listed above are described on pages III-39 through 41 of the DEIR.

Darin Boville
Montara Fog
PO 370120
Montara, CA 94037

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

December 15, 2009

Dear Planning Department,

Big Wave should be considered as two separate projects, not one. Treating them as a single project has confused the public and sets an undesirable precedent.

Summary

The two parts of Big Wave, the office complex and the wellness center, are two separate projects and should not be considered in tandem. The linkage is a financial one and flows only in one direction--from the profit-making office complex to the charity wellness center. This is merely the same linkage that exists in any random two projects where a landlord makes money from a property and gives it to a charity. It is not unique nor sufficient grounds to treat these projects as a single entity. The need for a wellness center does not justify the existence or size of the proposed office center and the approval of the office center should be made entirely on its own merits.

135-1

Background:

The Big Wave project fails to offer any alternatives to its proposed development, though it is required to do so, on the grounds that the office complex needs to be this large in order to generate enough profit to support the "wellness center."

This is an unusual and curious rationale for the following reasons:

- The project is made up of two parcels with separate owners. The Wellness Center is to be located on one parcel, the office complex will be located on the other parcel.
- Though the properties are located in close physical proximity, separated by a small area of county-owned land, the connection between the two parts of the projects is primarily a financial one. There is some discussion about the office complex providing jobs for the developmentally disabled (such as janitorial services) and the wellness center providing services, such as dog grooming, to users of the office complex. However, it is likely that the tenants of the office building--given its large size--will out-

135-2



source its janitorial service needs to professional vendors. Likewise, though no doubt users of the office complex will to some degree make use of the services offered at the wellness center such uses will remain on the periphery of the project's core rationale.

- Given this weak level of physical integration, the financial rationale for the project would be served no matter if the two parts of the project were physically adjacent or not. For example, one part of the project, such as the wellness center, could be located in the community on the coastside. The other part of the project, the office complex, could be located far from the wellness center, say in Redwood City or even in another region of the country altogether. If this was the case then the financial rationale which connects the projects would be wholly unaffected. Money would still flow from the office complex to the wellness center as quickly as if the developments were physically adjacent to one another.

135-2

- The dependency between these two projects is uni-directional. The office complex does not depend upon the existence of the wellness center in any way to supply its needs or the rationale for its existence. The profits from the office complex could just as easily flow to a different charitable cause or could be buried in a hole in the ground. The office center would be unaffected.

- This uni-directional dependency--a project makes money and the money flows out of the project to owners who do with the money as they wish--is simply the normal state of all projects, whether it be a house or a shopping mall.

135-3

- The two parts of the Big Wave proposal, the office complex and the wellness center, are no more and no less tied together than a business run by one person who also donates to a charity.

- The office complex portion of the Big Wave proposal is a separate and independent part of the project and in no way relies on the wellness center for its proper functioning or profit-making ability. It should be approved or disapproved on its own merits without reference to the wellness center, which is a separate project.

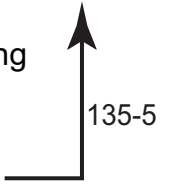
- The public has been adversely affected by allowing these projects to be considered as a block, rather than as the separate projects. For example, at the recent San Mateo Planning Commission hearing in November 2009, the room was filled with proponents of the overall project who praised the idea of the wellness center but who seemed to have little or no knowledge of the much larger commercial office park part of the proposal. The confusion wrought by tying two separate projects is inhibiting a full and fair public debate on the merits of this proposal.

135-4

- The precedent set by allowing these two projects to be considered together is detrimental to the planning process and to the public welfare. If a project, such as the office park, is approved not fully on its own merits but in part upon the uses to which the profits will be put, then the door is opened to a host of new combinations. Would a mini-mall attached to a seeing-eye dog training facility then be desirable? Would a drag strip

135-5

attached to a care center for youths with drug addictions then be acceptable? Approving projects not fully on their own merits but partly upon the use of the profits from those projects encourages and allows projects that would, on their own, not withstand public scrutiny.



Thank you for time,

Darin Boville

Response to Comment Letter 135
Darin Boville - Individual

Response to Comment 135-1

The commenter expresses the need for the Wellness Center and Office Park to be considered two separate entities, as the connection between the two projects is financial. The commenter implies that the linkage between the two projects does not need to be spatial.

As stated under “Project Objectives” on page III-61 of the DEIR, the Wellness Center and Office Park are connected not only financially, but spatially in order for the DD residents to provide services to the Office Park, thereby providing the DD with employment opportunities:

- To create an independent, inclusive DD community of people and businesses through a privately-funded Wellness Center and Office Park. In addition to providing recurring funding for the Wellness Center, the adjacent Office Park would provide meaningful and reliable full-time and part-time employment to DD adults while providing living and employment opportunities for DD adults and benefiting the Coastside community.
- To build a profitable commercial development that is large enough to provide for the long-term sustainability of the proposed Wellness Center and Office Park by locating the Wellness Center within walking/wheelchair distance to the Office Park, and to give low-income DD residents the ability to provide services to the Office Park.

Response to Comment 135-2

The commenter states that the project fails to offer any alternatives to the proposed development and offers a curious rationale for the size of the Office Park, which is primarily financial as the tenants of the Office Park are unlikely to use services offers by the Wellness Center. The Wellness Center can be located on the Coastside while the Office Park can be located in any location.

Contrary to the comment, Section VI (Alternatives to the Proposed Project) of the DEIR includes an assessment of four alternatives:

Alternative A, No Project Alternative; Alternative B, Reduced Density/Height for Office Park and Reduced Size for Wellness Center; Alternative C, Modified Office Park Site Plan Alternative 1; and Alternative D, Modified Office Park Site Plan Alternative 2. Section III (Corrections and Additions to the Draft EIR) of the FEIR presents “Modified Alternative C,” which has been found to be the Environmentally Superior Alternative. In addition, the DEIR analyses also examine six alternate site for the Wellness Center: 1) Moss Beach Highlands Site (located on Etheldore Street; APN 037-320-270); 2) Etheldore Site (located between Highway 1 and Etheldore Street; APN 037-291-010); 3) Hospital Site No. 1 (South) (located on Etheldore Street; APN 037-160-110); 4) Hospital Site No. 2 (North) (located on Etheldore Street; APN 037-160-100); 5) Farallone Vista Site (located 400 feet east of Highway 1 with access from Carlos Street); and 6) North El Granada Site (located on Sevilla Avenue).

The commenter speculates that the tenants of the Office Park are unlikely to use services offers by the Wellness Center. This comment is an expression of personal opinion. CEQA encourages reviewers to

submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

Regarding proposing the Office Park in another location, refer to Response to Comments 135-1 and 115-5.

Response to Comment 135-3

The commenter states that the Wellness Center and Office Park should be considered two separate entities, as the Office Park in no way relies on the Wellness Center.

As stated under “Organization, Programs, Employment Options” on page III-39 of the DEIR, the Wellness Center and Office Park are connected spatially in order to provide DD residents with employment opportunities at the Office Park as well as additional income flow from the Office Park purchase of utility services based at the Wellness Center property:

“The Wellness Center would offer its residents a variety of services, including job opportunities due to a number of business operations that would employ residents, and, in some cases, generate revenue to maintain the economic sustainability of the Wellness Center. This includes the proposed: BW Catering/Food Services; BW Energy; BW Farming; BW Water; BW Transportation; BW Recycling; BW Communications (Fiberlink); and BW Maintenance. The Wellness Center would also provide residential services (personal finance, meal services and aides).”

Big Wave utility services are described on pages III-39 through 41 of the DEIR.

Response to Comment 135-4

The consideration of these projects together has caused confusion among the public and is inhibiting a full and fair public debate on the merits of this proposal.

While the comment is noted, the comment is an expression of personal opinion. CEQA encourages reviewers to submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

Response to Comment 135-5

The commenter states that the precedence set by considering the projects together would be detrimental to the planning process and public welfare and summarizes comments expressed previously.

While the comment is noted, the comment is an expression of personal opinion. CEQA encourages reviewers to submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

December 14, 2009

**Camille Leung
Planning and Building
455 County Center
Redwood City, CA 94063**

Regarding: Big Wave DEIR

Dear Camille,

I've read a lot about the Big Wave Wellness Center. From personal experience, I understand the difficult time the developmentally disabled have in finding housing and jobs Coastside. In fact, there are no housing facilities Coastside for the developmentally disabled.

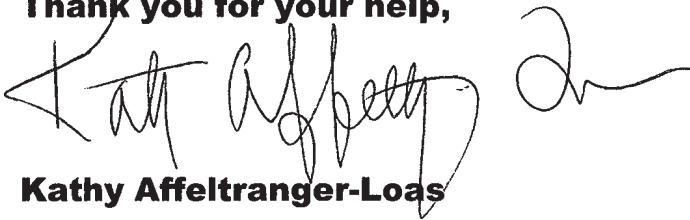
136-1

I've reviewed the DEIR. It looks to me that the Wellness Center is consistent with all state and local regulations. It also seems to me that there are no significant impacts once all proposed mitigations are incorporated.

136-2

Is my understanding of the DEIR correct? Does the Wellness Center in fact conform to all planning and environmental regulations?

Thank you for your help,



**Kathy Affeltranger-Loas
474 Laurel Ave.
Half moon Bay, Ca 94019**

Response to Comment Letter 136
Kathy Affeltranger-Loas

Response to Comment 136-1

The commenter states that there is a need for DD housing facilities on the Coast.

Comment is noted.

Response to Comment 136-2

The commenter states that, it appears to her that, the Wellness Center conforms to all local and state regulations and the project, as mitigated, would not result in any significant impacts. The commenter seeks confirmation of these opinions.

Regarding compatibility with state and local regulations, Section IV.I (Land Use and Planning) of the DEIR found that the proposed project would have a less than significant impact regarding compatibility with all applicable land use plans, policies, and regulations, including: the California Building Standards Commission - Green Building Standards, Bay Area Clean Air Plan, San Francisco Bay Water Quality Control Plan, City/County Association of Governments of San Mateo County Congestion Management Plan, County of San Mateo General Plan, County of San Mateo Zoning Regulations, Montara-Moss Beach-El Granada Community Plan, County of San Mateo Local Coastal Program, Half Moon Bay Airport Land Use Plan, County of San Mateo Community Design Manual, County of San Mateo Green Building Ordinance, and the San Mateo Local Agency Formation Commission. Refer to Impact LU-2 (Conflict with Applicable Land Use Plans, Policies, or Regulations) beginning on page IV.I-32, and Table IV.I-1 (County of San Mateo Regional and Local Requirements Consistency Analysis) at the end of Section IV.I of the DEIR.

Regarding the proposed project's potential environmental impacts, the DEIR concludes that with mitigation, all environmental impacts associated with the proposed project would be less than significant. Table II-1 (Summary of Environmental Impacts and Mitigation Measures) on page II-4 of Section II (Summary) of the DEIR summarizes the various environmental impacts and mitigation measures associated with the construction and operation of the proposed project. Mitigation measures are included and required to mitigate potentially significant environmental impacts, as well as recommended for various less than significant impacts to further reduce any adverse impacts. The level of impact significance after mitigation is provided in Table II-1. As shown in Table II-1, all potentially significant impacts would be reduced to a less than significant level.

Camille Leung
455 County Center, 2nd floor
RWC, CA 94063

December 14, 2009

Re: Big Wave DEIR

Dear Camille,

I have been following Big Wave for many years. I've seen the owners do design after design to make this project work for everybody on the Coastside, for businesses, for local jobs, for the environmentalists and for the developmentally disabled. The DEIR clearly illustrates how everybody wins with this project. It improves the natural environment. The local economy will prosper. Most important the most disadvantaged group in our society, the developmentally disabled, will have the opportunity for affordable housing, jobs and a vibrant community in which to thrive.

137-1

Why is this process taking so long? Why is the County allowing a few vocal opponents who spread falsehood after falsehood to have so much influence? Why do people with modest means have to spend so much time and money fighting for the right to do what is clearly so good?

137-2

The Lanterman Act established certain rights for the developmentally disabled. It directs cities and counties in California to provide the developmentally disabled with certain services and rights. San Mateo County however has never built one facility Coastside for the developmentally disabled. It has ignored the rights of our special needs people.

I understand that funding plays a big part in denying the developmentally disabled their rights to fully access society. In the case of Big Wave, however available funding is not a problem. Private individuals and private businesses have opened up their hearts and wallets to do for the disabled what the County has never seriously attempted.

137-3


One would think that our government officials and leaders would embrace what Big Wave is trying to do. Wrong! The County processes have impeded Big Wave. The County processes have tripled the costs and the time it should have taken for Big Wave approval. I am talking about hundreds of thousands, perhaps millions of dollars that could have gone directly to the disabled instead of to a tedious process to placate a few opponents.

You have the DEIR in front of you. You have a document that clearly states Big Wave is consistent with every environmental, every housing and every zoning regulation in over eight county, regional and state documents that govern development. In addition to the moral high ground, you now have science on your side.

137-4

You can now make a decision that will not hurt you politically. I urge you to do so.

137-5

Sincerely yours,

Mary Lou Williams
470 Furtado Lane
Half Moon Bay, CA 94019

Response to Comment Letter 137
Mary Lou Williams

Response to Comment 137-1

The commenter states that she believes the DEIR illustrates the project's benefits to the natural environment, local economy, and DD community.

The comment is noted.*

Response to Comment 137-2

The commenter questions why the process is taking so long and why such a small number of vocal opponents have been able to delay the project.

The public review period for the DEIR is described in Topical Response 2, Public Review Period for the DEIR. Delay in the publication of this Final EIR is due to CEQA requirements that the Lead Agency respond to comments received during the public review period for the DEIR and due to the number of comments received during this period.

Response to Comment 137-3

The commenter states that the Lanterman Act established rights for the developmentally disabled and that the project is willing to fulfill this through private funds. She states that the County has not fulfilled their obligation to provide housing to Coastside DD individuals and states that its EIR process has tripled the cost for the project when the money should go to the DD community.

The comment is noted.* It should be noted that the County has a responsibility to comply with the requirements of CEQA, which may, under the circumstances, result in added project delay and cost. The County's efforts to comply with CEQA are not limited to this project and should not be construed as oppositional to affordable housing or the DD community.

Response to Comment 137-4

The commenter states that the DEIR is consistent with all regulations.

The comment is noted.*

Response to Comment 137-5

The commenter urges for the County to pass the project.

The comment is noted.*

* The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.

December 15, 2009

Re: Big Wave EIR

Camille Leung
455 County Center, 2nd floor
Redwood City, CA 94063

Dear Camille,

I understand that here is presently no suitable habitat on the Big Wave property for frogs, snakes and other endangered flora and fauna species. I also understand that the Big Wave project developers want to restore part the property to historical wetlands. As an environmentalist who is suspicious of any construction project, I'd appreciate it if you would answer a few questions regarding Big Wave.

Has Big Wave submitted a design for wetland restoration and did a professional do the design?

How many red-legged frogs, San Francisco garter snakes and other endangered species will the Big Wave wetlands habitats eventually support?

What percentage of the project's total land have the developers allocated for wetlands?

138-1
138-2
138-3
138-4

Yours truly,



Steve Fischer
PO Box 175
Half Moon Bay 94019

Response to Comment Letter 138
Steve Fischer

Response to Comment 138-1

The commenter provides an introduction for his letter.

This statement is introductory. No response is required by CEQA.*

Response to Comment 138-2

The commenter asks whether the project has submitted a wetlands restoration design and whether a professional was hired.

The proposed design for wetlands restoration is included as Figures III-23 and III-24 of the DEIR. Details are included in the “90% Basis of Design - Riparian & Water/Wetlands Ecosystem Restoration” report (an addition to Appendix E of the DEIR included in this Final EIR). The report and plans were prepared by Lyndon Lee, Ph.D., of WSP Ecosystem Science and Natural Resources Management Services.

Response to Comment 138-3

The commenter asks how many red-legged frogs, San Francisco garter snakes, and other endangered species the restored wetlands habitat will support.

As it would be difficult to predict the exact number of red-legged frogs, San Francisco garter snakes, and other endangered species the restored wetlands habitat will support, the benefit of the proposed wetland restoration is quantified in terms of square feet of habitat to be created. Revised Table III-6 of the FEIR shows that the project would provide wetland restoration over approximately 44% of the total area of both parcels.

Response to Comment 138-4

The commenter asks what percentage of the project’s total land has been allocated for wetlands.

Refer to Response to Comment 138-3, above.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

December 14, 2009

Ms Camille Leung
Planning
455 County Center
Second Floor
Redwood City
CA 94063

Re: Big Wave DEIR

Dear Camille,

Several local and state planning and regulatory documents, including the California Coastal Act, include clear language on affordable housing, particularly for the low income and the disabled. Here are a few examples:

- Provide housing opportunities for persons of low income who reside, work or can be expected to work in the coastal zone.
- Strive to ensure that decent housing is available for low and moderate income regardless of age, race, sex, marital status or other arbitrary factors.
- Strive to provide housing in balanced residential environments that combine access to employment, community facilities and adequate services.
- Expand the housing choices for special needs groups by using techniques to help increase the variety, locations, size and pricing of housing available.
- Provide affordable housing opportunities and supportive services for the elderly and disabled through programs including the construction of new housing units.
- Promote the development of housing for the elderly or disabled.

139-1

I hear that the developers want to provide affordable housing. What portion of the Big Wave development is for housing of the elderly or disabled? Does Big Wave have a goal to provide housing for caregivers who are a very low-income group? Does the Big Wave project meet all of the requirements listed above?

139-2

Thank you,



Teri Chatfield
315 Garcia
Half Moon Bay, CA 94018

Response to Comment Letter 139
Teri Chatfield

Response to Comment 139-1

The commenter quotes 6 local and state planning regulatory policies that call for affordable housing.

Comment is noted.

Response to Comment 139-2

The commenter asks whether the project complies with the requirements above, whether the project plans to provide affordable housing for the elderly or disabled and their caregivers.

As stated on page II-1 of the DEIR, the proposed project would provide housing and employment opportunities for low-income DD adults at the Wellness Center. Up to 20 staff members will be eligible for housing in the Wellness Center. The project would not specifically provide housing for the elderly. Refer to Section III, Project Description, of the DEIR for more information on project goals.

Compliance analysis with cited local regulations is provided below:

The first quote is from LCP Policy 3.1 (*Sufficient Housing Opportunities*). Refer to Response to Comment 213-3.

The second quote is from LCP Policy 3.2 (*Non-Discrimination*). Refer to Response to Comment 213-3.

The third quote is from LCP Policy 3.3 (*Balanced Developments*). Refer to Response to Comment 213-3.

The fourth quote is from General Plan Housing Element Policy 14.48 (*Expand Housing Choices by Increasing the Diversity of Housing Types*). Housing opportunities for the disabled are extremely limited in San Mateo County. Based on County Housing Authority data¹, only 356 units are available for the disabled of which only 194 units (or 54%) are affordable. Of units available for the disabled, none are located on the Coastsides. The Wellness Center would provide 57 affordable housing units to house up to 50 disabled adults and 20 aides, on the Coastsides.

The fifth quote is from General Plan Housing Element Policy 14.49 (*Provide Affordable Housing Opportunities and Supportive Services for the Elderly or Disabled*). The Wellness Center would provide 57 affordable housing units to house up to 50 disabled adults and 20 aides. The Wellness Center includes on-site supportive services as well as connections to off-site services.

The sixth quote is a general policy that calls for the promotion of the development of housing for the elderly or disabled. The Wellness Center would provide 57 affordable housing units to house up to 50 disabled adults and 20 aides.

¹ *San Mateo County Affordable Rental Housing for Low and Moderate Income Households, San Mateo County Department of Housing, May 1, 2008.*

San Mateo Co.Planning Dept.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063

HYPERLINK "<mailto:cleung@co.sanmateo.ca.us>"

Re: Big Wave Project Draft Environmental Impact Report (DEIR)

While I support the need for low income housing for the developmentally disabled, I have the following concerns about the adequacy of the DEIR for the Big Wave Project:

140-1

Traffic: The DEIR defers any traffic mitigations caused by the project's additional 2,123 daily trips along Cypress Ave, Airport Road and the streets in Princeton leading to Highway 1, to some time after full occupancy. These impacts should be assessed prior to building. The roads of Cypress Avenue and Airport Road in Moss Beach and the roads leading through Princeton are mostly unimproved, i.e. two-lanes with no shoulders, proper drainage, or sidewalks. Airport Road has a speed limit of 35 mph and Cypress has a speed limit of 25 mph. **The bridge on Cypress is extremely narrow so much so two construction trucks will not be able to safely pass each other. The Developer has plans to help pay for a stop light at Cypress and Highway 1 without polling the community desires or need for one. MORE than a stop light at Cypress and Highway 1 will be required, total road improvement will be needed, including a turning lane on Highway 1, property loss of Cypress residents and tree removal to facilitate the widening of Cypress to add more road width, sidewalks and proper drainage.**

140-2

Additionally, these roads are to be a major access point to trucks for construction to the Big Wave site, the Roads will not be able to withstand the heavy, constant flow of construction equipment. Noise pollution at the corner of Highway 1 and Cypress as trucks slow down to turn onto Cypress will adversely impact the quality of life of Cypress residents. There are other concerns with residential traffic coming in and out of the Manufactured Home Park safely. At any given time during the day there are numerous individuals traveling on bicycles along Airport and pedestrian traffic to and from the bus stops. Who will ensure their safety?

140-3

140-4

Visual Impacts: Need story poles in place now, there are no crops on the site at this time, so no loss of income as claimed by Developers Attorney. Without story poles showing the potential visual impacts of the project, it is impossible to determine the project's impacts on scenic views. Four 50-foot tall office buildings would be grossly out of scale with the surrounding natural setting and nearby buildings.

140-5

Water and Sewer: There is no guaranteed source of water and no guaranteed disposal of sewage, even though the site is served by public water and sewer agencies. The County has documentation of the numerous failed water wells on the coast.

140-6

Geology: The DEIR defers analysis of potentially significant impacts of violent shaking during earthquakes, liquefaction, and differential settlement under the buildings until future studies.

140-7

Hazards: The housing for developmentally disabled people would be located in a Marine Industrial zone, where all but the most hazardous chemicals are allowed. Additional hazards from flooding, tsunami inundation, and adjacent airport operations make this a problematic site for an at risk population.

140-8

Affordability and Economic Viability: There are no enforceable income or affordability restrictions on purchase of housing co-op shares or condos. The project relies on shaky financial assumptions to support the "affordable" housing.

140-9

Phased Development: The Office Park's estimated construction period of 30-36 months in the DEIR is not realistic, given the developer's intent to phase each building's construction after rental or sale of each previously constructed building. Wetlands restoration would not be done until after all construction is complete, which would allow storm water runoff to carry sediment and other pollutants into the Pillar Point Marsh.

140-10

Isolation and Employment: Wellness Center residents would be isolated from community resources with reduced opportunities to mingle with the community at large. Many of the Big Wave programs such as raising organic crops do not depend upon this site being developed.

140-11

Wetlands destruction: The owners of the property have destroyed wetlands under the guise of agriculture. Over 90% of the State's wetlands have been lost. The wetlands at Big Wave should be restored.

140-12

Sign: Mary J. Clemens
Print name: MARY J. CLEMENS Date: 12/16/09
Address: 431 CYPRESS AVE. / P.O. BOX 416
MOSS BEACH, CA 94038

Response to Comment Letter 140
Mary L. Clemens

Response to Comment 140-1

The commenter provides an introduction.

This statement is introductory. No response is required by CEQA.*

Response to Comment 140-2

The commenter states that all traffic mitigation is deferred to sometime after full occupancy of the proposed project and that road improvements in addition to the traffic signal are needed to address construction truck traffic (such as road widening, turning lane onto Highway 1, sidewalks, and drainage improvements).

Regarding traffic impacts and mitigation, refer to Response to Comment 8-4 and Topical Response 8, Traffic and Parking Impacts of the FEIR. While traffic impacts during construction would be less than significant, the DEIR recommends, under Mitigation Measure TRANS-8 (Construction), that the applicant, prior to the issuance of grading permits, submit a traffic control plan to the County Department of Public Works for review and approval and restrict all staging during construction to on-site areas.

Response to Comment 140-3

The commenter states that traffic impacts from construction (damage to Cypress Avenue and noise pollution) will adversely affect Cypress residents.

Refer to Response to Comment 140-2.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

Response to Comment 140-4

The commenter questions how project traffic will affect access to the Pillar Ridge Mobile Home Park and the safety of pedestrians and cyclists along Airport Road.

Regarding traffic impacts and mitigation, refer to Response to Comment 8-4 and Topical Response 8, Traffic and Parking Impacts of the FEIR.

Currently, there is no sidewalk or designated pedestrian access on this part of Airport. As stated in the DEIR, the applicant proposes walkways/trails on the property, including a path along Airport Street. This path will run parallel to the road, stretching 10 feet in width and will extend from the Office Park property to the Wellness Center property. For more information, please refer to “On-site Walkways/Trails” discussed in the DEIR on page III-42 and the Office Park site plan in the DEIR, and revised Wellness Center site plan in Section III of the FEIR.

Regarding potential traffic impacts to the area during construction, refer to Response to Comment 140-2. Also, regarding pedestrians and cyclists safety during construction, construction trucks would be subject to the standard traffic regulations and Mitigation Measure NOISE-1 (Construction Noise) requires the applicant to provide neighborhood notification in the form of an information sign posted at the entrance to each construction site that identifies the permitted construction hours.

Response to Response to Comment 140-5

The commenter requests the erection of story poles now, as there are no crops at the site and therefore, no loss income should story poles be erected. The commenter states that without story poles, the true visual impacts of the proposed project cannot be assessed, and expresses an opinion regarding the size and compatibility of the proposed buildings with surrounding structures and environment.

Refer to Response to Comment 103-2. Opinions regarding use of the site as productive farmland during the winter are outside of the purview of this FEIR.

Response to Comment 140-6

The commenter asserts that there is no guaranteed source of water or disposal of sewage, even though the project site is served by public water and sewer agencies. The commenter further claims that the County has documentation of failed wells on the Coastside.

Refer to Response to Comment 103-4.

Regarding the portion of the comment regarding County documentation of failed wells on the Coastside, the commenter does not provide any evidence, data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of this assertion. Pursuant to *CEQA Guidelines* Section 15064, an effect is not considered significant in the absence of substantial evidence. Therefore, no further response is required pursuant to CEQA.

Response to Comment 140-7

This comment asserts that the DEIR defers analysis of potentially significant impacts associated with violent shaking during earthquakes, liquefaction, and differential settlement.

Refer to Response to Comment 103-5.

Response to Comment 140-8

The commenter expresses an opinion regarding the location of the proposed project due to potential hazards, and asserts the proposed project will be located within a Marine Industrial zone.

Refer to Response to Comment 103-6.

Response to Comment 140-9

Refer to Response to Comment 103-7.

Response to Comment 140-10

Refer to Response to Comment 103-8.

Response to Comment 140-11

Refer to Response to Comment 103-9.

Response to Comment 140-12

Refer to Response to Comment 103-10.

December 16, 2009

San Mateo Co. Planning Dept.
 Attn: Camille Leung, Planner
 455 County Center, 2nd Floor
 Redwood City, CA 94063
cleung@co.sanmateo.ca.us

Re: Big Wave Project DEIR, Land Use & Planning

Impact LU-2 Conflict with Land Use Plans, Policies, Regulations

The Wellness Center parcel is zoned "W", marine-related light industrial. The only residential use allowed is a limited number of caretaker units included in industrial buildings which require "written statement from property owner acknowledging that marine and general industrial uses are the primary land uses and residents of caretaker's quarters may be subject to inconvenience arising from such business." A purpose of the Waterfront zoning is to "protect the functional and economic viability of the working waterfront area by restricting incompatible land uses." Older "grandfathered" houses in the "W" district, if demolished, would not be allowed to be replaced.

Big Wave asks for a Use Permit for the Wellness Center on grounds that the housing component is a Sanitarium, defined as an institution for rest, recuperation, treatment of the chronically ill, or therapy for rehabilitation. County zoning allows Use Permit for Sanitarium "in any zoning district in the urban Coastal Zone, when found to be necessary for the public health, safety, convenience or welfare."

County Zoning for "RM-CZ" district has Tsunami Inundation Area Criteria 6914.2(a): "The following uses, structures, and development shall not be permitted: ... schools, hospitals, nursing homes, or other buildings or development used primarily by children or physically or mentally infirm persons. ..." If the County's intent is not to locate projects such as the Wellness Center in a tsunami hazard area in an open space district, how can the County justify granting a Use Permit for this use in a tsunami hazard area in an industrial zone? Recently completed tsunami zone mapping and studies on effects of sea level rise are available now to guide County decisions.

Use Permit for a Sanitarium cannot be justified as "necessary for the public health, safety, or welfare" in a marine-related industrial zone where all but the most hazardous chemicals are allowed, with additional hazards from flooding, tsunami inundation, and adjacent airport operations.

The developer also claims special priorities for the Wellness Center as Affordable Housing. Housing does not fit the definition of Sanitarium, nor is this housing necessarily affordable. Big Wave residents would buy into a co-op or condo and

141-1

pay ongoing association fees. There are no enforceable income or affordability restrictions. This project is neither a Sanitarium nor Affordable Housing.

One of the Big Wave Project Objectives is "to adhere to existing zoning laws that allow for special needs residential and commercial use on the same site..." This describes commercial zoning (C-1, C-2) which allows uses such as hospitals, sanitariums, pet grooming establishments, community centers, professional & business offices.

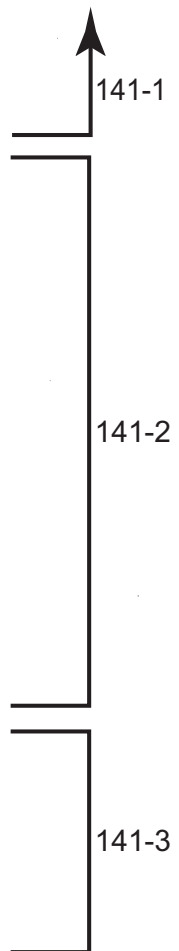
The Wellness Center is housing and retail commercial use, neither of which is allowed in the "W" zone. The community center, pool, fitness center with open-ended retail commercial component (dog grooming, etc.) are all open for business to the public. They propose charging for "event" parking (and office parking). Retail use draws more traffic to the narrow local streets and charging for parking encourages parking along those streets. Lacking the public exposure of a commercial district and main thoroughfares, retail businesses in this remote area will have a limited customer base. All this defeats the whole purpose of zoning ordinances.

There are no requirements or assurances that the Wellness Center will open as proposed or succeed financially. Without that, the project looks like a hotel/condo/conference center with shops in a visitor-serving coastal area conveniently near the airport. Are we giving up on protecting the working waterfront uses of the "W" district? How is this complete disregard for "W" industrial zoning not a significant impact?

Sincerely,



Yuri Daher
Proprietor, Princeton Fishing Gear
279 Princeton Ave.
Half Moon Bay, CA 94019



Response to Comment Letter 141
Yuri Daher

Response to Comment 141-1

The commenter asks the County how it would be able to grant a Use Permit for the location of the Wellness Center in an industrial area, containing hazardous chemicals, in a tsunami hazard area, area prone to flooding, and an area adjacent to an airport.

Potential project impacts associated with the location of the Wellness Center nearby sources of hazardous materials is analyzed in Section IV.G of the DEIR. Regarding location of the Wellness Center in a tsunami and flood hazard area, refer to Response to Comments 56-4 and 213-34. Regarding the location of the Wellness Center adjacent to an airport, refer to Topical Response 14, Location of the Project Near Half Moon Bay Airport.

The commenter states that the project is neither a sanitarium nor affordable housing, as there are no enforceable income or affordability restrictions.

In regard to Affordable Housing, refer to Response to Comment 213-3. For information regarding the proposed Wellness Center as a sanitarium, refer to Topical Response 11, Sanitarium Use Permit.

Response to Comment 141-2

The commenter states that the Wellness Center, which they assume contains retail and a community center, does not comply with “W” Zoning District Regulations. The commenter states that the retail commercial aspect will lead to significant traffic impacts.

The Wellness Center component of the project would provide retail; however, the only retail provided would be services only available to the project, specifically Office Park employees and Wellness Center residents. Therefore, as the Office Park and Wellness Center are within walking distance of each other, the limited retail component of the Wellness Center would not generate any additional traffic. As described in Section III (Corrections and Additions to the Draft EIR) of the FIER, the Community Center aspect of the Wellness Center has been removed, thereby restricting pool, fitness center, and locker facilities for use by Wellness Center residents and Office Park employees only. Initially, these facilities were available to the Coastsides public.

Response to Comment 141-3

The commenter states that there are no requirements or assurances that the project will succeed financially and speculates that the project will become a hotel/condo/conference center. The project is out of compliance with the “W” Zoning District Regulations.

Speculative comments regarding the project becoming a hotel/condo/conference center is an expression of personal opinion. CEQA encourages reviewers to submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

Regarding project compliance with the “W” Zoning District Regulations, refer to Response to Comment 141-2, above.

Dear Commissioners,

I write to you today to urge your support of the Big Wave Project. The Draft Environmental Impact Report was recently released and proves that this project will have no significant negative impact on the environment. It will, however, have a positive impact on my life and my community.

There is a desperate need for affordable housing for the developmentally disabled (DD). There is currently none on the Coastside and not enough in the County. If the County does not approve this project, how does it expect to fulfill its duty to provide affordable housing for the developmentally disabled?

Founders and project principles have 20 years participating in and enhancing the DD community on the Coastside. Families of DD and DD individuals themselves have participated in the planning of the Wellness Center, which is a unique opportunity to own a home, something unheard of for DD population. The Wellness Center will serve as a community hub with recreation space and vocational opportunities for DD.

My question is quite simple: If not Big Wave, then what? If the Wellness Center isn't built, how will the county provide housing for the DD?

Thank you for your consideration and for all the good work you do.

Sincerely,

Jennifer Gainza

142-1

Response to Comment Letter 142
Jennifer Gainza

Response to Comment 142-1

The commenter states the need for the County to approve this project in order to fulfill its duty to provide housing for the developmentally disabled on the coast.

The comment is noted. For more information regarding the County's responsibility to provide affordable housing to special needs populations, please reference the County's Housing Element.

"sabrina brennan" <sabrina@dfm.com> 12/17/2009 2:17 PM >>>

Hello Camille,

Thank you for the opportunity to comment on the Big Wave project DEIR.

It is helpful to see a map that clearly shows the FMR and the POST open space in relationship to the Big Wave site. It would be a shame to develop a massive office park and parking lot so close to the Fitzgerald Marine Reserve/Pillar Point Marsh. Please consider in more detail the negative effects this development would have on the protected marsh.

143-1

Please include the attached map as a comment of the DEIR and publish the map on the County website.

Thank you,
sabrina brennan
Seal Cove-Moss Beach

Response to Comment Letter 143
Sabrina Brennan

Response to Comment 143-1

The commenter requests that a map showing the relationship of Fitzgerald Marine Reserve/Pillar Point Marsh and the POST open space to the Big Wave site be included as a comment in the DEIR, and that it be published on the County website. Her opinion is that the project would have a negative impact on the protected marsh.

The map prepared by the County has been included in this FEIR as an attachment to Response to Comment Letter 90.

Regarding project impacts to Pillar Point Marsh, refer to Section IV.D (Biological Resources) of the DEIR. Section IV.D (Biological Resources) of the DEIR includes an evaluation of potential impacts to environmentally sensitive habitat areas; refer to Impact BIO-2 (Sensitive Natural Communities) and Impact BIO-3 (Federally Protected Wetlands) on page IV.D-98. Extensive biological studies were conducted at the project site and were included in Appendix E, Biological Resources Data, of the DEIR. As discussed on page IV.D-98 of the DEIR, impacts to sensitive natural communities and federally protected wetlands would be less than significant.

"sabrina brennan" <sabrina@dfm.com> 12/17/2009 8:28 PM
Hello Camille,

Thank you for the opportunity to comment on the Big Wave project DEIR.

The California State Lands Commission has jurisdiction over all ungranted tidelands and sub-merged lands within the state. Such lands include, but are not limited, to the beds of more than 120 navigable rivers and sloughs, nearly 40 navigable lakes, tidal bays, inlets, straits, lagoons and estuaries, and the three-mile wide band of tide and submerged lands adjacent to the coast and offshore islands of the State.

Please include the California State Lands Commission **Report on Sea Level Rise Preparedness** as a comment on the Big Wave Project DEIR:
http://www.slc.ca.gov/home_page_docs/SEA_LEVEL_Report.pdf

California State Lands Commission Recommendations:

- 4. Consider amending the Commission’s Application Package to require that all new coastal development projects consider the implications of and include adaptation strategies for projected sea level rises of 16” and 55”, depending on the projected life expectancy of the project.
- 5. Where appropriate, staff should recommend project modifications that would eliminate or reduce potentially adverse impacts from sea level rise, including adverse impacts on public access.
- 6. Adopt engineering design standards requiring major facilities to withstand a defined storm event, such as a 100-year storm, taking into account sea level rise over the life of the project.

page: 26

Please include SPUR's 2009 sea-level rise report, **Strategies for Managing Sea Level Rise** by Laura Tam as a comment on the Big Wave Project
DEIR: http://www.spur.org/publications/library/report/strategiesformanagingsealevelrise_110109

Please also include the Pacific Institute's report, **The Impacts of Sea-Level Rise on the California Coast** as a comment on the Big Wave Project
DEIR: http://www.pacinst.org/reports/sea_level_rise/report.pdf
This analysis was prepared for three California state agencies and it estimates that 480,000 people; a wide range of critical infrastructure, such as roads, hospitals, schools, and emergency facilities; vast areas of wetlands and other natural ecosystems; and nearly \$100 billion in property along the California coast are at increased risk from flooding from a 1.4-meter sea-level rise – if no adaptation actions are taken.

San Mateo County and Orange County have the highest number of residents vulnerable to sea-level rise in the state of California. The proposed Big

144-1

144-2

144-3

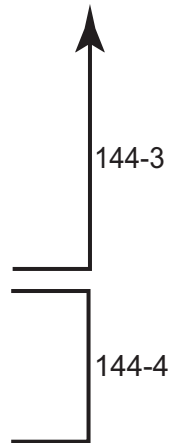
Wave Project site is located in the San Mateo County sea-level rise inundation zone.

Please include the Pacific Institute's sea-level rise mapping of the proposed project site as a comment on the Big Wave Project DEIR:

http://www.pacinst.org/reports/sea_level_rise/PDF/Fig16_Population_Inundation_CA.pdf AND http://www.pacinst.org/reports/sea_level_rise/gmap.html

As drafted, the DEIR is inadequate, has numerous errors, is contradictory in some places, and leave crucial mitigation measures to future studies, which is not permitted under CEQA.

Sabrina Brennan
Seal Cove-Moss Beach



Response to Comment Letter 144
Sabrina Brennan

Response to Comment 144-1

The commenter requests that the California State Lands Commission Report on Sea Level Rise Preparedness be included as a comment on the DEIR; she states that that organization has jurisdiction over all ungranted tidelands and submerged lands within the state (which includes estuaries). She includes a website where the document can be found. Specifically, she notes that the Commission recommends: (a) amending the Commission's Application Package to require that all new coastal development projects consider the implications of and include adaptation strategies for projected sea level rises of 16" and 55", depending on the life expectancy of the project; (b) staff should recommend project modifications that would eliminate or reduce potentially adverse impacts from sea level rise, including adverse impacts on public access; and (c) adopt engineering design standards requiring major facilities to withstand a defined storm event, taking into account sea level rise over the life of the project.

The link to the report provided by the commenter is broken. The report may be found at:
http://www.slc.ca.gov/Reports/SEA_LEVEL_Report.pdf

The report is incorporated by reference in the comment letter and in this response.

The following is a response to the recommendations cited by the commenter:

- (a) The projected sea level rises provided (16" and 55") are general to the California coastline and does not reflect the results of a site-specific analysis. As stated in Section III.A of the FEIR, revisions to the Wellness Center site plan to comply with Mitigation Measure CULT-2 of the DEIR allowed for the first floor elevation to be raised from 18 feet to 20 feet and above the combination of the estimated maximum elevations for a 100-year flood event, sea level rise and the peak tsunami inundation.¹
- (b) In discussing the impacts of sea level rise on public access, the report states that the loss of sandy beaches in some areas along the coast, an increase in the amount of sand deposited on other beaches, and the increase in shoreline protective devices, could reduce or eliminate public access along the coastline. It is unclear how sea level rise would impact public access at the project site, as it is not located on the shoreline or adjacent to a beach.
- (c) Refer to Response to Comment 144-1(a).

¹ Project elevations are based on a Base Flood Elevation (BFE) of 8.5 feet NGVD, (refer to pages IV.H-17 and 18 and Figure IV.H-6 of the DEIR), a maximum recorded wave run-up elevation of 14.35 feet NGVD in 273 years, and a highest projected sea level rise over the next century of 5 feet from the current mean high tide. (Currently, mean high tide is at 3.49 feet NGVD). Project elevations are over 5 feet above the highest of these levels (tsunami at 14.35 feet NGVD).

Response to Comment 144-2

The commenter requests that SPUR's 2009 sea level rise report, Strategies for Managing Sea Level Rise, be included as a comment on the DEIR (and includes a website).

The report and website are included by reference to Comment Letter 144. This comment requests the inclusion of an article by Laura Tam of the San Francisco Planning and Urban Research Association (SPUR), *Strategies for Managing Sea Level Rise*, as a comment on the DEIR and provides a website link to where the report is available online, but does not state a specific concern.

Response to Comment 144-3

The commenter requests that the Pacific Institute's report, The Impacts of Sea-Level Rise on the California Coast, be included as a comment on the Big Wave Project in the DEIR (and includes a website). The report states that significant numbers of people, infrastructure, wetlands and property along the California coast are at risk from flooding if no adaptation actions are taken. She states that the proposed Big Wave Project is located in a sea level rise inundation zone. She also asks that the Pacific Institute's sea level rise mapping of the proposed project site be included as a comment on the DEIR (she includes a website).

The above documents are included by reference to Comment Letter 144.

The sea level rise map included in the report shows that projects sites are located within a 100-year coastal flood event and "area at risk with a 1.4 meter sea level rise." It appears that the latter outlines the eastern boundaries of the former and may be based on the former. As noted on page IV.H-17 of Section IV.H (Hydrology and Water Quality) of the DEIR, both parcels of the project site appear to be located within a 100-year flood hazard area as mapped on the effective Flood Insurance Rate Map (FIRM) from 1984; however, with a 2005 Letter of Map Amendment (LOMA), FEMA removed the project parcels from the floodplain. It is unclear whether the sea level rise map took this into consideration. Also, it should be noted that the simulation program used to generate the sea level rise map acknowledges the limitations of the computer's ability to accurately map coastal flooding in areas protected by seawalls or levees or natural barriers (refer to Figure 8 of the report). The site is protected by sea walls, as described in Topical Response 9, Tsunami Hazards and is located next to a natural barrier, the Montara Mountains to the west. Refer to Topical Response 9, Tsunami Hazards, regarding how project design addresses sea-level rise.

Response to Comment 144-4

It is the commenter's opinion that the DEIR is inadequate, contradictory, erroneous, and leaves crucial mitigation measures to future studies, which she says is not permitted under CEQA.

This comment is an expression of personal opinion. CEQA encourages reviewers to submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

"Valerie Shaw" <vsshaw@hotmail.com> 12/17/2009 12:21 PM

San Mateo Co.Planning Dept.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063
cleung@co.sanmateo.ca.us <<mailto:cleung@co.sanmateo.ca.us>>

While I support the needs of the developmentally disabled, I have the following concerns about the adequacy of the DEIR for the Big Wave Project:

• **Visual Impacts:** Without story poles showing the potential visual impacts of the project, it is impossible to determine the project’s impacts on scenic views. Four 50-foot tall office buildings would be grossly out of scale with the surrounding natural setting and nearby buildings.

• **Traffic:** The DEIR defers any traffic mitigations caused by the project’s 2,123 daily trips to some time after full occupancy.

• **Water and Sewer:** There is no guaranteed source of water and no guaranteed disposal of sewage, even though the site is served by public water and sewer agencies.

• **Geology:** The DEIR defers analysis of potentially significant impacts of violent shaking during earthquakes, liquefaction, and differential settlement under the buildings until future studies.

• **Hazards:** The housing for developmentally disabled people would be located in a Marine Industrial zone, where all but the most hazardous chemicals are allowed. Additional hazards from flooding, tsunami inundation, and adjacent airport operations make this a problematic site for an at risk population.

• **Affordability and Economic Viability:** There are no enforceable income or affordability restrictions on purchase of housing co-op shares or condos. The project relies on shaky financial assumptions to support the “affordable” housing.

• **Phased Development:** The Office Park’s estimated construction period of 30-36 months in the DEIR is not realistic, given the developer’s intent to phase each building’s construction after rental or sale of each previously constructed building. Wetlands restoration would not be done until after all construction is complete, which would allow stormwater runoff to carry sediment and other pollutants into the Pillar Point Marsh.

• **Isolation and Employment:** Wellness Center residents would be isolated from community resources with reduced opportunities to mingle with the community at large. Many of the Big Wave programs such as raising organic crops do not depend upon this site being developed.

• **Wetlands destruction:** The owners of the property have destroyed wetlands under the guise of agriculture. Over 90% of the State’s wetlands have been lost. The wetlands at Big Wave should be restored.

145-1
145-2
145-3
145-4
145-5
145-6
145-7
145-8
145-9
145-10

Sincerely,

Valerie Shaw

Response to Comment Letter 145
Valerie Shaw

This letter is identical to Comment Letter 103. Please refer to Response to Comment Letter 103.

12/10/09

Ben Pacifico
PO Box 252
El Granada, Ca 94018

For: Big Wave DEIR

Camille Leung
Planning and Building Department
455 County Center
Second Floor
Redwood city
CA 94063

Dear Ms Leung,

Is it true that the proposed Big Wave project is on infill parcels within an urban unincorporated area of San Mateo County and that it will not adversely impact scenic views?

146-1

If so Big Wave is exactly the type of development, we need. We should always locate coastal development within urban areas to prevent adverse impacts to our natural environment.

146-2

Yours,



***Response to Comment Letter 146
Ben Pacifico***

Response to Comment 146-1

The commenter questions whether the proposed project is located on infill parcels within an urban unincorporated area. The commenter questions whether it will adversely impact scenic views.

Regarding site location, refer to page II-1B of the DEIR for an exact description of the parcels used in this project. The project sites are within a developed area, across the street from the Half Moon Bay Airport to the east and adjoining buildings in Princeton to the south and a mobile home park to the north. Also, refer to Response to Comment 213-10.

Regarding views, refer to page IV.A-20 of the DEIR which describes potential impacts to public views and scenic vistas as less than significant.

Response to Comment 146-2

Commenter states that if the above is true, the project and its location are appropriate.

This comment is an expression of personal opinion.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

Carol <oceanatsanlucas@yahoo.com> 12/21/2009 4:39 PM
Re: Big Wave!

Dear Camille Leung,

i've written you before about my growing knowledge of and dismay at the potential impact of the "Big Wave" project proposed for our little community, and you have very kindly responded.

The concerns I expressed addressed the very real Seal Cove earthquake fault, the county (or Coastal Commission?) ruling of not building anything so big it rises above the bluff, the question of do we really need more empty office space, and more.

But trying to get out onto Highway 1 yesterday, without the proposed traffic of, what, five hundred more cars from Big Wave, I realized the actual enormity of this project. Never mind that we who have lived here for fifty years will not be able to easily access the highway, I'm sure all those new residents and renters won't be happy at the situation either.

I invite anyone involved in this project to drive (or bicycle or horsebackride--or walk!) down the very narrow and dangerous--a car killed a pedestrian not too long ago--Airport Road, to Cypress and then, with luck, onto the highway. I don't think even a signal will help this prospective crowd.

Perhaps "inappropriate" would be a polite term for this unfortunate project. Or, as I have called it before, politically incorrectly, "developmentally challenged". Please have your people look into this.

Very sincerely,

Carol Guion
Ocean at San Lucas
Seal Cove, Moss Beach

147-1

147-2

147-3

Response to Comment Letter 147
Carol Guion

Response to Comment 147-1

The commenter provides an introduction and states concerns regarding the project's proximity to the Seal Cove Fault, her assumption that the project rises above the bluff, and her assumption that the project will result in more empty office space.

Regarding the project's proximity to fault(s), refer to Response to Comment 94-1. It should be noted that the project does not rise above the bluff. Refer to Section IV.A (Aesthetics) of the DEIR, which provides visual simulations of the project and describes potential impacts to public views and scenic vistas as less than significant. Regarding potential excess supply of office space, refer to Response to Comment 72-1.

Response to Comment 147-2

The commenter expresses her concern over traffic impacts and pedestrian/cyclist safety.

Regarding potential project impacts to traffic along Highway 1, refer to Response to Comment 56-8 and Topical Response 8, Traffic and Parking Impacts. In regard to pedestrian and cyclist pathways, refer to Response to Comment 193-55 and Impact TRANS-7 on page IV.M-40 of the DEIR.

Response to Comment 147-3

The commenter calls the project inappropriate and provides a closing statement.

This comment is an expression of personal opinion.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Land Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

December 05 09

Ms Camille Leung
Planning
455 Coiunty Center
Second Floor
Redwood City, CA 94063

Re: Big Wave DEIR

Dear Ms Leung,

I'm a construction worker who hasn't worked in eight months. My union has never had so many members out of work.

I learned about Big Wave from a friend who is a union carpenter Coastside. My friend is only working about 2 days a week since there just isn't any work out there.

My understanding is that the owners of Big Wave are ready to build several phases of the project, the residential side complete and part of the commercial. They had planned to start construction four years ago but they couldn't because of an environmental study they had to finish.

I've seen the Big Wave land. It is a parcel between two developments, warehouses and a trailer park. It is easy to see that the Big Wave land is no different from the land of the existing developments. I even read the Summary in the DEIR. It shows that Big Wave would not cause any environmental problems.

Why is this project taking so long? We need the construction jobs Big Wave will create.

Does the County take the need for jobs into consideration when it causes all of this delay?

Does providing jobs even matter to the County? Is so, please approve Big Wave now.

Craig Haberlein
1466 San Antonio road
#7
Menlo Park, CA 94025



[Redacted]

148-1

[Redacted]

148-2

[Redacted]

148-3

[Redacted]

148-4

Response to Comment Letter 148
Craig Haberlein

Response to Comment 148-1

Commenter provides background information on his profession and states what he knows about the project.

This statement is introductory. No response is required by CEQA.*

Response to Comment 148-2

Commenter states the Big Wave location is not any different than the other infill development sites.

This comment is an expression of personal opinion.*

Response to Comment 148-3

The commenter states that he has read the summary within the DEIR and it does not appear that the proposed project will have any significant environmental impact.

This comment asserts that the proposed project would not cause any environmental problems. Regarding the proposed project's potential environmental impacts, the DEIR and FEIR conclude that with mitigation, all environmental impacts associated with the proposed project would be less than significant.

Response to Comment 148-4

Commenter asks why the process is taking so long and urges the County to approve Big Wave now.

The public review period for the DEIR is described in Topical Response 2, Public Review Period for the DEIR. Delay in the publication of this Final EIR is due to CEQA requirements that the lead agency respond to comments received during the public review period for the DEIR and due to the number of comments received during this period.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Land Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"Deb Wong" <debwongdebwong@gmail.com> 12/21/2009 12:01 PM

Planning & Buiding Department
Attn: Camille Leung, Planner
455 County Center 2nd Floor
Redwood City, CA 94063
Fax 650-363-4849

Re: **Big Wave Project Draft Environmental Impact Report (DEIR)**

Dear Ms. Leung,

We are two of the 800+ residents of the Pillar Ridge community, writing in support of our HOA's most recent comment letter on the Big Wave DEIR.

149-1

Though we agree with all of the points made by the Homeowner's Association, our two most *pressing* concerns with the project are:

The increase in vehicles - traffic - that Big Wave will inevitably produce where we live. Our location in a tsunami zone, with narrow roads in and out of the area, will be difficult enough for evacuation of the residents who are already here. We are worried about adding even more to the concentration of humans and vehicles to this area. We commute to work every day on a road that would become a nightmare once Big Wave's heavy construction ensues.

149-2

Water and sewage issues. We could find no real facts or guarantees in Big Wave's DEIR which addressed this problem to our satisfaction.

149-3

We would ask anyone else how they would feel if such a project which would simultaneously disturb the peace, affect the environment and could jeopardize the safety of themselves and their loved ones (especially during an evacuation) decided to move next door to THEM. All who are in favor of this project do not LIVE here - WE do.

149-4

We feel that the present location for the Big Wave proposal is not appropriate or desired.

Thank you,

Sincerely,

Deborah L Wong
Michael A Wong

122 Barranca Lane
Moss Beach, CA 94038

***Response to Comment Letter 149
Deborah and Michael Wong***

Response to Comment 149-1

This statement is introductory. No response is required by CEQA.*

Response to Comment 149-2

Commenter states concerns regarding how project and construction traffic will impact tsunami evacuation routes and commutes.

Regarding project impact to evacuation routes, refer to Response to Comment 56-7. Regarding impact of project and construction traffic on commutes, refer to Topical Response 8, Traffic and Parking Impacts.

Response to Comment 149-3

Commenter states that the DEIR does not adequately analyze the potential water and sewer issues.

Please see Section III (Corrections and Additions to the Draft EIR), which states that the on-site domestic water system includes a well permitted and installed in 1987, and tested and approved by the County in 2009, with a sustained capacity of 34 gallons per minute (49,000 gallons per day). The water recycling system is comprised of a Membrane Bioreactor (MBR) with Ultraviolet Disinfection, 24 hours of influent and effluent storage provided for each building. Recycled water will comply with Title 22 for unrestricted use. Recycled water will be used in buildings for toilet flushing, solar panel washing and parking lot cleaning. Recycled water will be used outdoors for landscape irrigation, wetlands restoration and organic farming. The project's water supply is analyzed in Section IV.H (Hydrology and Water Quality) and Section IV.N (Utilities and Service Systems) of the DEIR.

Response to Comment 149-4

The commenter expresses an opinion regarding where project supporters live and states that the location is inappropriate.

This comment is an expression of personal opinion.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Land Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"Oscar Braun" <Oscar@oscarknows.com> 12/21/2009 9:49 AM

Dear Honorable Planning Commissioners & Supervisors,

The Half Moon Bay Coastside Foundation has reviewed the Big Wave Project DEIR and respectfully request that the San Mateo County Planning Commission “**APROVE**” the Big Wave Project coastal development permit (CDP) application and DEIR. Below please find the findings and questions adopted by our Board of Directors regarding the DEIR. **The Big Wave Project will have a SIGNIFICANT POSITIVE IMPACT on our Half Moon Bay Coastside communities.**

150-1

General Points: - In accordance with the Coastal Act, the DEIR proves that Big Wave balances environmental conservation with economic and social needs. - Environmental Impact Report is a thorough, independent review that verifies that the Project can meet all zoning ordinances, fulfill local and state planning goals, and not have any measurable or significant impact on the environment. - It has taken us years to get to this point. What will the County do to ensure we move quickly through the rest of the process? - Parcels are underdeveloped infill lots that have already been designated by the County for this kind of development. - Big Wave fits into all zoning regulations without application for variance. This has been verified by the DEIR.

150-2

Regarding the Environment: - Draft EIR proves that this project is consistent with goals of the Coastal Act. - Draft EIR proves that Big Wave will enhance the wetlands and the Marsh.

If this Project isn't approved, how will the County recharge and improve this area? - Draft EIR proves that the project will reduce traffic congestion and improve air quality. If this project isn't approved, how will the County reduce traffic congestion and improve air quality? - With its recycled water system and water infiltration system, Big Wave will put more water into the ground than it removes. This is a critically important task in our water challenged state. How do local sewer and water districts plan on recharging the aquifer and caring for our resources in the same way Big Wave does? Regarding the Developmentally Disabled (DD): - Desperate need for affordable housing for the DD. Currently none on the Coastside and not enough in the County. If the County does not approve this project, how does it expect to fulfill its duty to provide affordable housing for the developmentally disabled? - The Coastal Act and Local Coastal Plan both call for affordable housing in this area? - Founders and project principles have 20 years participating in and enhancing the DD community on the Coastside. - Families of DD and DD individuals themselves have participated in the planning of the Wellness Center -

150-3

Wellness Center is unique opportunity to own home, something unheard of for DD population. - Wellness Center to serve as community hub with recreation space and vocational opportunities for DD. - Wellness Center housing will be made affordable by recurring, predictable income. - The County has not fulfilled its obligation to provide sufficient housing for the DD. This project helps the County meet its obligation without using the taxpayers' money. - If the Wellness Center isn't built, how will the County provide housing for the DD? Regarding the Office Park: - Office Park land was already zoned by the County for exactly this purpose. - The Coastside has one of the highest educated populations in San Mateo County, yet few professional opportunities exist locally, forcing professionals to commute over the hill. - Local businesses do not have space to expand on the Coastside.

150-4

When local businesses grow, they are forced to move over the hill, taking jobs and revenue with them. - The Coastal Act calls for jobs to be established locally so that coastal citizens can work where they live. - The buildings are 30' shorter than the allowable height limit - Big Wave's Draft EIR proves that placing jobs locally will significantly improve air quality and traffic on Highways 1 & 92 - Do the Coastal Act and the LCP call for placing jobs in residential communities? - Without Big Wave, how will the County provide additional local jobs?

150-5

On Behalf of the Half Moon Bay Coastside Foundation, we request that our comments and questions be included in the FEIR for the Big Wave Project,

150-6

Oscar Braun, Executive Director

***Response to Comment Letter 150
Half Moon Bay Coastside Foundation***

Response to Comment 150-1

Commenter provides introductory comments and states that the proposed Big Wave Project will have a significant positive impact on the Coastside communities.

This comment is an expression of personal opinion.*

Response to Comment 150-2

Commenter states that the proposed project meets local regulations and planning goals, will not have any measurable or significant impact on the environment, and asks what the County will do to move quickly through the rest of the process.

This comment is an expression of personal opinion.* The County will process the application in compliance with processing standards of the CEQA Guidelines and the Permit Streamlining Act.

Response to Comment 150-3

Commenter states the various benefits of the project (wetlands, groundwater recharge, traffic congestion, air quality) and asks, if the project is not approved, how will the County provide these benefits.

The project sites are privately owned. The County does not have any plans to purchase the property for restoration or other improvements.*

Response to Comment 150-4

Commenter asks if the County does not approve the proposed project, how will they provide affordable housing for local developmentally disabled adults.

Regarding efforts to provide affordable housing to special needs populations, please reference the County's Housing Element.

Response to Comment 150-5

Commenter states that both the Coastal Act and Local Coastal Plan call for job creation within residential areas and asks if the project is not approved, how will the County provide additional local jobs.

Regarding the creation of jobs, please direct questions to the County's Human Services Agency, regarding economic self-sufficiency programs.

* The comment does not identify a significant environmental issue for which CEQA requires a response by the Land Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.

Response to Comment 150-6

Commenter requests that comments and statements be included in the FEIR of the proposed Big Wave Project.

Comment is noted and included in the FEIR.

December 13, 2009

Hank Galindo
PO Box 370122
Monterey, CA 94037

Camille Leung
Planning
455 County Center
2nd floor
Redwood City, CA 94063

Dear Camille,

I heard that a goal of the Big Wave project is for the Wellness Center to be financially independent without any public funds. Another goal of the Wellness Center is to reach financial sustainability with on-site businesses and with funding from the office park.

If this is the case, Big Wave is a truly innovative project that uses the potential financial engine of private business to create social and financial equity for the most disadvantaged in our society. If all developments would do this, our society would be a much better place.

Is my understanding of the goals of the Big Wave project correct? Is it a Big Wave goal to use private funding to create an affordable community with jobs for the developmentally disabled? Is it a Big Wave goal that private enterprise will financially sustain the Wellness Center?

Sincerely,



151-1

Response to Comment Letter 151
Hank Galindo

Response to Comment 151-1

Commenter supports the goal of the Big Wave project to create a wellness center for developmentally disabled adults that is financially independent and does not depend on public funding. Commenter asks whether his understanding is correct.

Yes, the project objectives are described on page III-61 and 62 of the DEIR. The rest of the comment is an expression of personal opinion.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Land Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

12/11/09

Camille Leung
Planning
455 County Center, 2nd floor
RWC, Ca 94063

Big Wave DEIR

Dear Camille,

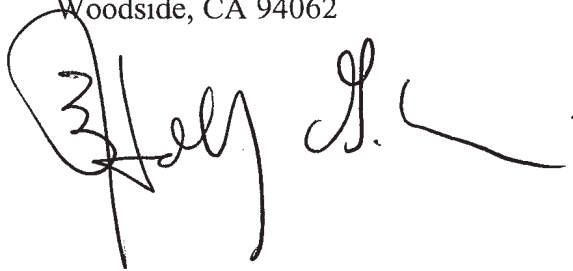
For years, I have witnessed the Coastside sewer municipalities' rampant disregard for our natural environment. Every year during wet weather these municipalities dump raw sewage into our oceans and streams. They have made little effort to correct their environmentally disastrous policies.

When I heard that Big Wave is designed to be LEED Platinum certified, my first thought was how could Big Wave become LEED Platinum certified if they hook up to the largest and most egregious polluters Coastside, the sewer municipalities?

Upon further investigation, I discovered that Big Wave is proposing to recycle all of its water and sewage and that, unlike the local sewer municipalities, the Big Wave system will create no pollution whatsoever.

Does the Big Wave DEIR discuss this fantastic environmentally superior recycling goal of Big Wave?

Yours truly,
Holly Winnen
320 County road
Woodside, CA 94062



152-1

Response to Comment Letter 152
Holly Winnen

Response to Comment 152-1

Commenter asks if the DEIR includes an outline of the environmentally superior recycling goals of the proposed Big Wave Project.

The water recycling aspect of the project is described in Section III (Project Description) on page 111-54 of the DEIR and in Section IV.N (Utilities & Service Systems) of the DEIR.

<kimgainza@comcast.net> 12/21/2009 2:06 PM

December 21, 2009

Planning Commission
455 County Center, Second Floor
Redwood City, CA 94063

Dear Commissioners,

I am writing in support of the Big Wave Project, specifically in response to some concerns I have heard in the community.

People are worried about the large office park being built and, in this current economy, sitting empty, therefore being a blight on the landscape. The office park will be completed as necessary, built in stages, each new stage not being started until the previous stage is completed and is occupied. This is another example of the care and fore-thought that has gone into planning this project.

Thank you for your consideration and for the work you do for our community.

Sincerely,

Kim Gainza
460 Coronado Ave.
Half Moon Bay, CA 94019

CC: San Mateo County Board of Supervisors

153-1

Response to Comment Letter 153
Kim Gainza

Response to Comment 153-1

Commenter addresses concerns heard from the community and states that the Office Park of the proposed Big Wave Project will be built in stages based on demand.

The comment is noted.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

12/9/09

**Kevin Ochoa
PO box 370122
Montara, CA 94037**

**Camille Leung
455 county Center, 2nd floor
Redwood city, CA 94063**

Note: Big Wave DEIE

Dear Camille,

I am concerned with any project that creates impervious surfaces as it hurts our environment. Typical commercial and housing developments cover the site with 85%-95% impervious surfaces. I think that it should be at least half that to be environmentally sound. If a development had 25% of its coverage in impervious surfaces, I would consider that extremely sensitive to our environment.

According to the DEIR, does Big Wave actually cover less than 20% of its land in impervious surfaces?

If so Big Wave will be more environmentally sensitive than any project Coastside or even California.

Thank you,

Kevin Ochoa

154-1

Response to Comment Letter 154
Kevin Ochoa

Response to Comment 154-1

Commenter states that the proposed project will cover less than 20% of its land in impervious surfaces making it extremely environmentally sensitive.

The comment is noted.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

Mike Iacopi
408 Spruce Street
Half Moon Bay, CA 94019

December 19, 2009

San Mateo Planning Commission
Re: Big Wave DEIR

Dear Commission,

I am the farmer who farms the Big Wave property. I recently heard a claim by Lennie Roberts of Committee for Green Foothills that I filled in wetlands with 4-5 feet of dirt on the southern parcel of Big Wave at the request of the developer. Ms Robert's claim is absolutely false. It is not only offensive to me but to every farmer on the Coastside.

I am a fourth generation farmer whose grandmother immigrated to the United States from Italy in 1939 to escape the fascist regime. My grandmother wanted to live in a free society, to work the land as her parents had, and to raise a family to carry on her values. My father is a farmer who went to school in Pescadero. I chose to be a farmer because I like to work the land and I like to grow healthy food for people. I work for myself. I do not work for developers.

I never filled in wetlands with 4-5 feet of dirt. The Big Wave property owners have never asked me to do any such thing. The only addition I made was a spread of about 300 yards of manure and mushroom compost mixed with dirt. That is equal to about five small piles of amended soil that I spread over five acres to help me grow a healthier crop. Once I disked in the compost it may have added one inch, if that, to the five acre southern Big Wave parcel.

I have included a picture of the natural compost I added to help me grow more healthy crops. These pictures clearly show what I put into the field.

In an effort to defeat the building of a community for special needs people, Lennie Roberts has chosen to spread lies about me and the practices of my family farm. I want to set the record straight with this letter. If she wants to kill the Wellness Center Project, she needs to do it with the facts.

Personally, I support the Big Wave Wellness Center. I have donated thousands of pumpkins and cooked many boxes of my beans and peas for their Harvest Fest fundraisers. I have allowed the special needs community free access to pick all the pumpkins they want from my pumpkin crop. I have agreed to help the Wellness Center community in the farming operations they want to start. I have given as much support as I can as a fellow community member. I have not, as Lennie stated, done something illegal to help the project.

Sincerely,



Mike Iacopi



10/1/51
10/1/51

Response to Comment Letter 155
Mike Iacopi

Response to Comment 155-1

Commenter states that he is the current farmer of the Big Wave property and the accusations made against him from Lennie Roberts of Committee for Green Foothills are entirely false.

Please refer to Topical Response 13, County Permit History, for more information regarding purported grading violations at the property.

December 8 2009

Ms Camille Leung
Planning and Building Dept
455 County Center
Second Floor
Redwood City, CA 94063
Re: DEIR, Big Wave

Dear Camille,

We are in a severe recession. California's unemployment rate is nearly 13% and its adjusted rate that includes people who have given up finding jobs is nearly 20%. The construction industry's unemployment rate is even worse. Over 30% of union construction workers have no jobs. The construction industry is in a severe depression.

I have reviewed the DEIR on the Big Wave project and I've calculated the number of union construction jobs that Big Wave will create. Jeff Peck by the way is a union contractor and he has publicly stated that the Big Wave project will be built with all union workers.


To arrive at my calculations I've taken the total construction costs, including tenant improvements for the business park, then subtracted the cost of materials and equipment (35% of the cost) to arrive at the number of worker hours. Here are the results:

Total worker hours: 1,300,000
Total worker months: 8,125
Total worker years (based on 1920 hours per year): 677
Total full time workers over a 5 year construction schedule: 135

The benefit is even larger if you include the employment that will be created from buying local materials or renting equipment from local businesses.

Has the County or the DEIR calculated the direct employment benefit to union construction workers Big Wave will create?

Yours truly,


Mike Trautman
PO Box 270655
Montara, CA 94037

156-1

Response to Comment Letter 156
Mike Trautman

Response to Comment 156-1

Commenter questions whether the County or the DEIR will calculate the direct employment benefits to union construction workers that would result with the approval of the Big Wave project.

Comment is noted. Please note that, on page IV.K-10 of Section IV.K (Population and Housing) of the DEIR, under “Impact POP-1, Induce Substantial Population Growth in the Area,” construction workers would likely be drawn from the local construction employment labor force already present in the County, which accounts for 6.1 percent of the total labor force in the County, when combined with natural resources and mining industries. For more information regarding construction phasing, refer to Topical Response 12, Construction Phasing.

Pamela Eakins, Ph.D.
847 San Ramon Ave.
Moss Beach, CA 94038
PamelaHMB@aol.com

San Mateo County Planning Department
455 County Center, 2nd Floor
Redwood City, CA 94063
Attention: Ms Camille Leung, Planner, cleung@co.sanmateo.ca.us
Regarding: Proposed Big Wave Project

December 19, 2009

Dear Ms. Leung,

I reside in the Seal Cove neighborhood in Moss Beach. I am writing to comment on two aspects of the Big Wave project:

- 1. Certain damage to Pillar Point Marsh, part of Fitzgerald Marine Reserve, a designated Marine Sanctuary
- 2. The horrendous traffic problem that will arise from this project

157-1

1. PILLAR POINT MARSH: Pillar Point Marsh is an extremely sensitive environmental habitat located in the vicinity of the proposed Big Wave project. The Fitzgerald Marine Reserve Master Plan defines Pillar Point Marsh as follows:

“Pillar Point Marsh (Marsh) is located near the south end of the Reserve, separated by the Pillar Point Ridge. The Marsh is bordered on the north by a mobile home park, on the east by the airport, on the south by light industrial and residential property in Princeton and Pillar Point Harbor, and on the west by the U.S. Air Force radar station and an undeveloped 22-acre parcel of private land. West Point Avenue crosses the Marsh, providing access to the tracking station and Harbor District’s parking lot, which receives a high level of use from surfers and other recreationists.”

157-2

The Fitzgerald Marine Reserve Master Plan indicates concern in that the traffic in the Marsh, greatly increased (already) by the interest in Maverick’s, will be ever more detrimental to the habitat. The plan suggests a maximum admission of 300-500 people per year to the Marine Reserve in order to preserve the environmental habitat of the marine sanctuary. At this point in our evolution as a species and a planet, we have learned that biodiversity is not just desirable, but essential. In the 26 years I have lived in Seal Cove, I have been watching the Marine Reserve fade as a result of human traffic. THE BIG WAVE PROJECT NEEDS TO BE SCALED WAY, WAY BACK. Thank God San Mateo County had the foresight to preserve the marine sanctuary to begin with. This sensitive habitat, which includes Pillar Point Marsh, needs to be preserved AT ALL COSTS (see the Fitzgerald Marine Reserve Master Plan which is available online).

2. VEHICULAR TRAFFIC. There are already traffic problems in the Seal Cove area caused primarily by steadily increasing traffic on Highway 1. Over the years there have been a number of fatalities on Hwy 1 (as well as on Airport Road). Just two weeks ago a 12 year old boy was run over in Moss Beach on Hwy 1. With the traffic the Big Wave project will bring in on Airport Road, the problem will increase from all directions so as to form a major hazard. This will remain the case even if a traffic light is installed at the intersection of Cypress and Hwy. 1. The streets just can’t handle the kind of traffic proposed; the infrastructure does not exist. Further, at several building hearings I have attended over the years (not for Big Wave but for other projects), it has been reported that construction in this very sensitive geological hazard zone can cause unknown erosion and slippage. With regard to road repairs in this neighborhood, for example, the County was hesitant to

157-3

bring in any heavy machinery at all. Imagine the damage construction of the magnitude proposed by the Big Wave project might create?

157-3

In short, a project with the proposed scale of Big Wave will be unequivocally damaging to our very sensitive Marine Sanctuary and, secondarily, there is no infrastructure to handle the traffic. As if this were not enough, there is such a water shortage locally, that the Montara Water and Sanitary District is currently proposing an across-the-board moratorium on all wells. It would be irresponsible for San Mateo County to allow the Big Wave project to go forward as planned. THE BIG WAVE PROJECT NEEDS TO BE SCALED WAY, WAY BACK.

157-4

Respectfully Submitted,
Pamela Eakins

Pamela Eakins, Ph.D.
Kate Haisch
Jason Black

847 San Ramon Ave.
Moss Beach, CA 94038
PamelaHMB@aol.com

Response to Comment Letter 157
Pamela Eakins, Kate Haisch, Jason Black

Response to Comment 157-1

This statement is introductory. No response is required by CEQA.*

Response to Comment 157-2

Commenter states concerns regarding the Pillar Point Marsh's environmental sensitivity and states that Big Wave should be scaled back.

The commenter offers information about Pillar Point Marsh, but does not state how the project will impact the marsh. CEQA encourages reviewers to submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

Response to Comment 157-3

Commenter states that the traffic impact to the Seal Cove neighborhood has not been adequately addressed and would not be mitigated with a signal at Cypress Avenue and Highway 1.

As discussed in the Transportation/Traffic Chapter of the DEIR, the proposed project would add approximately 2,123 daily trips to roads in the vicinity of the project site. As stated in Section III (Corrections and Additions to the Draft EIR) of the FEIR, the Wellness Center has been reduced in size and scope in order to avoid development within the area determined to be an archeological site in compliance with Mitigation Measure Cult-2. As stated previously, the Community Center aspect has been removed, thereby restricting pool, fitness center, and locker facilities for use by Wellness Center residents and Office Park employees only. Initially, these facilities were available to the Coastside public. In closing these facilities to the public, traffic trips attributed to this function in the DEIR have been removed. Also, the public storage use at the Wellness Center site has been reduced from 20,000 sq. ft. to 10,000 sq. ft. The traffic trips estimated for the Wellness Center have been reduced by 215 trips, from 384 to 169 trips. Therefore, total project trips have been reduced from 2,123 trips to 1,908 trips. The reduction in trips are local and do not impact the intersections at Highway 1 and 92.

Also, as stated in Section III (Corrections and Additions to the Draft EIR) of the FEIR, Mitigation Measure TRANS-1 has been revised to require a traffic report for potentially impacted intersections to be submitted to the Community Development Director, at occupancy of every 60,000 sq. ft. of office space up until full project occupancy. In the DEIR, the mitigation measure required a bi-annual traffic report following full project occupancy, which studies only the Cypress Avenue and SR 1 intersection.

Based on the foregoing and the analysis in the DEIR, project traffic impacts would be considered less than significant.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

The commenter states that the project is located in a sensitive ecological zone and implies that construction of the project could cause erosion and slippage.

As stated in Section IV.F (Geology and Soils) of the DEIR, Treadwell and Rollo reviewed available subsurface data and concluded that the proposed project, as proposed and mitigated, is feasible from a geotechnical standpoint. Implementation of the proposed mitigation measures and compliance with applicable regulations would reduce project impacts related to geology and soils to a less than significant level.

Response to Comment 157-4

Commenter makes conclusion statements and adds that the project should not be approved due to the water shortage.

The project's water supply is analyzed on pages IV.N-39 and 37 of Section IV.N (Utilities and Service Systems) of the DEIR, which states that the aquifer conditions are suitable to support the water demands for the project.

"Aikawa, Reez" <Reez.Aikawa@gcinc.com> 12/21/2009 10:18 AM
 Dear Ms. Leung:

I have looked over the DEIR report and am somewhat familiar with the proposed site and agree with the following statements:

While I support the needs of the developmentally disabled, I have the following concerns about the adequacy of the DEIR for the Big Wave Project:

- 158-1

• **Visual Impacts:** Without story poles showing the potential visual impacts of the project, it is impossible to determine the project’s impacts on scenic views. Four 50-foot tall office buildings would be grossly out of scale with the surrounding natural setting and nearby buildings.
- 158-2

• **Traffic:** The DEIR defers any traffic mitigations caused by the project’s 2,123 daily trips to some time after full occupancy.
- 158-3

• **Water and Sewer:** There is no guaranteed source of water and no guaranteed disposal of sewage, even though the site is served by public water and sewer agencies.
- 158-4

• **Geology:** The DEIR defers analysis of potentially significant impacts of violent shaking during earthquakes, liquefaction, and differential settlement under the buildings until future studies.
- 158-5

• **Hazards:** The housing for developmentally disabled people would be located in a Marine Industrial zone, where all but the most hazardous chemicals are allowed. Additional hazards from flooding, tsunami inundation, and adjacent airport operations make this a problematic site for an at risk population.
- 158-6

• **Affordability and Economic Viability:** There are no enforceable income or affordability restrictions on purchase of housing co-op shares or condos. The project relies on shaky financial assumptions to support the “affordable” housing.
- 158-7

• **Phased Development:** The Office Park’s estimated construction period of 30-36 months in the DEIR is not realistic, given the developer’s intent to phase each building’s construction after rental or sale of each previously constructed building. Wetlands restoration would not be done until after all construction is complete, which would allow stormwater runoff to carry sediment and other pollutants into the Pillar Point Marsh.
- 158-8

• **Isolation and Employment:** Wellness Center residents would be isolated from community resources with reduced opportunities to mingle with the community at large. Many of the Big Wave programs such as raising organic crops do not depend upon this site being developed.
- 158-9

• **Wetlands destruction:** The owners of the property have destroyed wetlands under the guise of agriculture. Over 90% of the State’s wetlands have been lost. The wetlands at Big Wave should be restored.
- 158-10

I hope you will reject it as it is proposed today based not only on the opinions of the citizens but because of the significant risks to the environment and the potential tenants, and the overall impact of this project to our coastal community.

158-11

Thank you,
Reez Aikawa

Response to Comment Letter 158
Reez Aikawa

Response to Comments 158-1 through 10

This letter is virtually identical to Comment Letter 103. Please refer to Response to Comment Letter 103.

Response to Comment 158-11

The commenter makes conclusion statements based on comments expressed earlier.

Refer to Response to Comment Letter 103. No additional response is required by CEQA.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

December 10 2009

Camille Leung
Planning
455 County Center, Second Floor
Redwood City, CA 94063

On: Big Wave DEIR

Dear Camille,

I've reviewed the DEIR and I have heard the opponent's argument against Big Wave. Some of the opponents who live in the Pillar Ridge mobile home park are arguing that there will be adverse impacts to that community.

I know the Pillar Ridge community. The overwhelming number of residents there are hard working people who only want the best for their families. The parents, many of whom are recent immigrants, want their children to share in the American Dream, to have good jobs, to have access to education, to have a better life than they do.

Big Wave could provide an enormous opportunity, right next door, to the Pillar Ridge residents, especially to its young adults who have limited access to upward mobility in this severe recession.

The construction of Big Wave alone would provide numerous opportunities for young woman and men at Pillar Ridge to find entry into union apprenticeship programs of many different trades. This could provide a once in a life opportunity to learn a usable trade that would lead to high paying jobs with generous benefits.

Has the County ever approached the developers to see if they would be willing to incorporate a local hiring agreement that would have specific goals to hire residents of Pillar Ridge?

Thank you for your time,

Robert Murray
875 Crespi Drive
Pacifica, CA 94044



159-1

Response to Comment Letter 159
Robert Murray

Response to Comment 159-1

Commenter asks if the developers of the proposed project would consider incorporating a local hiring agreement amongst the residents of Pillar Ridge.

A local hiring agreement between the developer and the County is outside of the purview of this CEQA document. Please note that, on page IV.K-10 of Section IV.K (Population and Housing) of the DEIR, under “Impact POP-1, Induce Substantial Population Growth in the Area,” construction workers would likely be drawn from the local construction employment labor force already present in the County, which accounts for 6.1 percent of the total labor force in the County, when combined with natural resources and mining industries. For more information regarding construction phasing, refer to Topical Response 12, Construction Phasing.

"Bob Varner" <bobvarner@comcast.net> 12/21/2009 2:05 PM >>>
County of San Mateo, Planning and Building Department
Attn: Camille Leung, Planner
455 County Center, 2d Floor
Redwood City, CA 94063

Dear Ms. Cleung

I have reviewed the DEIR for the Big Wave project and have the following concerns.

160-1

Aesthetically, the size of the buildings seem greatly out of scale with existing buildings in the area. It seems impossible to adequately judge the impact of the buildings without story poles.

160-2

Traffic mitigations are inadequate if delayed until after project completion.

160-3

Water and Sewer impacts cannot be adequately determined without a determination of the ability to connect to Granada Sanitary District. If connections are not available, the impact on the environment cannot be determined, especially with the high water table found at the site.

160-4

Since the project converts land from agricultural use to non-agricultural use, should wetlands that were destroyed by fill for agriculture be restored?

160-5

The impact on fire and safety is uncertain according to reported statements by the Fire Chief of the Coastside Fire Protection District. This needs to be more specifically addressed.

160-6

Overall, the project would represent a huge change in the area and I ask that the all the issues brought up by the public be more thoroughly addressed by the DEIR.

160-7

Thank you
Robert Varner
330 Carmel Avenue
El Granada, CA 94018

Response to Comment Letter 160
Robert Varner

Response to Comment 160-1

Commenter states that he has read the DEIR and has concerns regarding its contents.

This statement is introductory. No response is required by CEQA.*

Response to Comment 160-2

Commenter expresses concerns regarding the size of the proposed Big Wave project and states that it is impossible to adequately judge the size of the project without story poles.

Regarding the installation of story poles and visual impacts of the proposed project, refer to Topical Response 1, Story Poles, Topical Response 7, Visual Simulations, and Section IV.A (Aesthetics) of the DEIR.

Response to Comment 160-3

Commenter states that traffic mitigations are inadequate if delayed until after project completion.

Refer to Topical Response 8, Traffic and Parking Impacts.

Response to Comment 160-4

Commenter states that water and sewer impacts cannot be adequately determined.

As discussed in Section III of the FEIR, all sub-surface wastewater disposal has been eliminated from the project, including the three drain fields. All wastewater will be treated to a level meeting Title 22 requirements. A majority of treated wastewater will be recycled through toilet flushing, below-ground irrigation of on-site landscaping, and surface and solar panel washing. Any untreated sewage or excess recycled water would be directed into the Granada Sanitary District (GSD) system.

Response to Comment 160-5

Commenter states that the project converts the land from agricultural use to non-agricultural use and that the wetlands destroyed should be restored.

Regarding potential destruction of wetlands on the Wellness Center parcel, refer to Topical Response 13, County Permit History. Regarding loss of agricultural land, refer to Response to Comment 193-17.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

Response to Comment 160-6

Commenter states that the impact on fire and safety is uncertain.

Refer to the Comment Letter 191 from the Coastside Fire Protection District (District).

This comment is in regard to project impacts on fire protection services, which are addressed in Section IV.L (Public Services) of the DEIR. The primary agency responsible for serving the project site and surrounding area with fire protection services is the District, which serves the City of Half Moon Bay and the communities of El Granada, Miramar, Princeton, Moss Beach, and Montara, in addition to the surrounding incorporated areas. As noted under Impact PS-2 (Fire Protection Services) beginning on page IV.L-20 of Section IV.L of the DEIR, implementation of the proposed project could result in an increased need for fire protection services during both the short-term construction phase and long-term operational phase.

Construction of the proposed project would increase the potential for accidental on-site fires from sources such as the operation of mechanical equipment and use of flammable construction materials. In most cases, the implementation of “good housekeeping” procedures by the construction contractors and the work crews would minimize these hazards. Additionally, construction activities also have the potential to affect fire protection, such as emergency vehicle response times, by adding construction traffic to the street network and potentially requiring partial land closures during street improvements and utility installations. However, it was found that construction of the proposed project would not be expected to tax fire fighting and emergency services to the extent that there would be a need for new, expanded, consolidated, or relocated fire facilities, in order to maintain acceptable performance objectives set by the District, and impacts associated with fire protection services during construction would be less than significant. While no mitigation measures are required, Mitigation Measure PS-2a would further reduce impacts associated with fire protection services during construction.

While it is currently unknown whether existing staffing and equipment levels would be adequate to serve the proposed project, the current building permit plan review process includes a requirement for project review and approval by the applicable fire authority. Though the project site is located within a Community at Risk Zone, according to the County’s Wildland Urban Interface Fire Threatened Communities Map, and could be susceptible to wildland fires, the other five agencies of the Fire Net 6 JPA would provide resources and mutual aid if an emergency escalated or warranted further personnel and equipment. Furthermore, the proposed project would be required to provide its fair share of Developer Impact Fees (DIFs) to assist the District in construction of new facilities as needed, as well as the recruitment and retention of new employees and the purchase of new equipment. As such, impacts associated with fire protection services during operation of the proposed project would be less than significant.

Refer to Section IV.L (Public Services) of the DEIR.

Response to Comment 160-7

Commenter states that the proposed project would create a huge change in the area.

The commenter's makes closing statements. No response is required by CEQA.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

Shauna Harris
PO Box 1263
El Granada, CA 94018

December 7, 2009

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

Re: Big Wave DEIR

Dear Ms Leung,

The Coastside needs places for local employment. We have an educated community that goes outside of the Coastside to work. We also have a lot of small businesses and people who want to start small businesses in all types of areas. We need place for businesses that provides a balance between all types of businesses, small, medium and large, professional, biotech, software, engineering, R&D, light manufacturing and warehousing.

161-1

I read in the DEIR Project Description that the Big Wave business park is designed to provide space for offices, R&D, warehousing and light manufacturing.

161-2

Is that what the Big Wave design is proposing?

If so, the developers obviously have spent a lot of time understanding exactly what our business community needs. They have designed the right balance.

There is one other important need for local businesses that I'm not sure the Big Wave project covers. Many small businesses want to be able to own the space in which they have located. Ownership provides many advantages. It provides equity building potential to the business owner. It also creates a situation in which businesses have an even larger commitment to the general community.

161-3

Is Big Wave including the opportunity for businesses to own its space instead of being only renters?

Yours truly,



Response to Comment Letter 161
Shauna Harris

Response to Comment 161-1

Commenter states that the Coastside community has a strong need for local jobs and business office space.

This comment is an expression of personal opinion. No response is required by CEQA.*

Response to Comment 161-2

Commenter states that he has read the DEIR and the proposed Big Wave Office Park will increase the availability of office space for local businesses.

Regarding the type of business space proposed under the project, refer to Section III (Project Description) of the DEIR. As noted on page III-19 of Section III of the DEIR, the Office Park Buildings A-D would be a 225,000 square-foot mixed-use office park comprised of the following uses: 40 percent general office, 25 percent research and development, 20 percent light manufacturing, and 15 percent storage.

Response to Comment 161-3

Commenter asks if the proposed Big Wave Office Park will include the opportunity for business to own the space opposed to just being able to rent.

Mixed-use office space at the Office Park will be available as commercial/industrial condominiums for purchase. However, once the spaces are purchased, the space may be owner-occupied or leased, as desired by the new owner.

* The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.



COUNTY OF SAN MATEO

Office of the Sheriff
 Area Office of Emergency Services
 and Homeland Security

GREG MUNKS
 SHERIFF

CARLOS G. BOLANOS
 UNDERSHERIFF

400 COUNTY CENTER • REDWOOD CITY • CALIFORNIA 94063-1662 TELEPHONE (650) 363-4790 www.smcsheriff.com

ADDRESS ALL COMMUNICATIONS TO THE SHERIFF

To: Planning Commission

Re: OES Comments on Big Wave Wellness Center and Office Park draft Environmental Impact Report

From: Lt. Ed Barberini *EB*
 Director
 San Mateo County Sheriff's Area OES

Big Wave Wellness Center and Office Park draft Environmental Impact Report

Thank you for the opportunity to comment on the Big Wave Wellness Center and Office Park draft Environmental Impact Report (EIR), (IV. Environmental Impact Analysis, H. Hydrology & Water Quality). Specifically, we were asked to comment on the section regarding tsunamis.

162-1

The Sheriff's Office of Emergency Services and Homeland Security is involved with ongoing planning for natural disasters and emergencies, including tsunami events. Our background is in preparedness and we do not claim to be geotechnical experts.

The historic tsunami events cited in the E.I.R. concur with the information that we have available. Accordingly, the potential tsunami event that we are most concerned with is a distant source tsunami caused by a "great" earthquake similar to the 1964 Alaskan or 1960 Chilean earthquakes discussed in the report. While distance source tsunamis present the most likely situation, they also provide us with several hours of warning time during which evacuation of low lying coastal areas could be undertaken.

162-8

An area of particular concern is a seismically active zone located off the coast of northern California, Oregon and Washington that could potentially generate a damaging tsunami along the San Mateo Coast. This particular fault system, known as the Cascadia Subduction Zone, has spurred tsunamis in the past. The recorded tsunami damage has generally been directly to the east and west, with less energy traveling southward down the California coast. A tsunami generated in this area could still cause damage in our area and reach the San Mateo County in less than two hours.

A JOINT POWERS REPRESENTING:

TOWN OF ATHERTON • CITY OF BELMONT • CITY OF BRISBANE • CITY OF BURLINGAME • CITY OF COLMA • CITY OF DALY CITY • CITY OF EAST PALO ALTO
 CITY OF FOSTER CITY • CITY OF HALF MOON BAY • TOWN OF HILLSBOROUGH • CITY OF MENLO PARK • CITY OF MILLBRAE • CITY OF PACIFICA
 TOWN OF PORTOLA VALLEY • CITY OF REDWOOD CITY • CITY OF SAN BRUNO • CITY OF SAN CARLOS • CITY OF SAN MATEO • COUNTY OF SAN MATEO
 CITY OF SOUTH SAN FRANCISCO • TOWN OF WOODSIDE

A less probable situation, but one that must be considered nonetheless, is a tsunami generated by a powerful local earthquake. Although there are several active earthquake faults in and around San Mateo County, including the San Gregorio Fault which runs in close proximity to the project, these are “strike-slip” type faults that typically do not create the vertical displacement necessary to generate a large tsunami. Additionally, the San Gregorio Fault, although very close, is not expected to generate an earthquake of the magnitude needed to cause a damaging tsunami. However, tsunami precautions should always be taken following a strong local earthquake. People near the ocean, including those in the Princeton area, should immediately move to high ground until it is determined that no tsunami has been generated. If a tsunami is generated by a local earthquake, there will not be time to issue an official public warning before the waves arrive.

162-2

The inundation map included in the Environmental Impact Report shows the potential tsunami inundation area in Princeton. This map was produced in the mid 1990 by the University of Southern California and has just recently been updated. The new inundation maps were finalized in June of 2009. As with the old maps, these were produced by the University of Southern California Tsunami Research Center, the California Geological Survey and the California Emergency Management Agency. While the potential inundation area on the new maps is slightly less extensive, the Big Wave project remains in the hazard zone. (A copy of the map is included).

It should be noted that the tsunami inundation maps are planning tools only and are not legal documents as would be required for disclosure in real estate transactions. The maps do not indicate potential inundation from a single tsunami, but instead include the potential run-up from an ensemble of seismic events including the possible impact of three local source and 12 distance source tsunamis. Any single event would not likely inundate all areas shown on the map.

162-3

The map document states, “The inundation map has been compiled with best currently available scientific information. The inundation line represents the maximum considered tsunami run-up from a number of extreme, yet realistic, tsunami sources. Tsunamis are rare events, due to lack of known occurrences in the historical record, this map includes no information about the probability of any tsunami affecting any area within a specific period of time.” The mapping methodology is explained on the maps.

Tsunami Warnings

Of primary importance in planning for a tsunami is the element of warning. The National Ocean and Atmospheric Administration (NOAA) staffs the West Coast Alaska Tsunami Warning Center (WCATWC) in Palmer, Alaska where all potential tsunami-generating seismic events are analyzed. Should an event occur that could affect the west coast, an alert would be transmitted to the state and our county through a variety of channels including the National Weather Service, the California Warning System (CalWAS) and the California Law Enforcement Teletype System (CLETS).

162-4

Depending upon the level of threat as determined by NOAA, the warning center will issue a Tsunami Warning, Watch, or Advisory. A “tsunami warning” is the most urgent message and indicates that a tsunami is probable for the warning area. A “tsunami advisory” is a much less serious alert and warns of the possibility of tidal surges along beaches or in harbors with no widespread inundation expected. A “tsunami watch” indicates that tsunami activity is expected elsewhere along the coast and might yet affect our area.

When a tsunami message is received in the county it is disseminated to public officials and the general public in several ways:

Emergency Alert System (EAS)

This system would be activated by the National Weather Service and would broadcast tsunami warning information over commercial radio and television stations. The National Weather Service would also activate their weather radio (all hazard) receivers. These special radio receivers sound an alarm when activated followed by official information. All-hazard weather radios have been provided to all schools in the county and are also in use at most fire stations and other public facilities. They are available for purchase by the general public. One or more all-hazard weather radios at the Big Wave Wellness Center could provide the center’s timely notifications of tsunami alerts, severe weather and other regional emergencies.

Telephone Emergency Notification System (TENS)

This system is activated by city or county officials and would send specific emergency information to all landline telephones in a geographic region of the county, such as the coastal area. Additionally, this system can be used to send information to specific phone numbers, such as those of law enforcement, fire and other public agencies. The Big Wave Center could be added to this list to receive direct telephone notification of tsunami alerts.

SMC Alert

This system, again activated by county or city officials, sends a text message to cell phones, digital pagers and email accounts. Individuals must sign up for this free service. Users can receive messages for the entire county or specific areas such as the coastside. The system is frequently used for notifications of traffic problems and road closures, severe weather advisories, and would be used for tsunami notifications.

Sirens

A number of warning sirens are located on the San Mateo coast and will be sounded in an emergency to alert people who are out of doors and away from other means of notification. A siren located at 203 Cornell Avenue is in close proximity to the project and should be easily heard by anyone at the facility who is outdoors. A short, low

volume test of the sirens is conducted at 10:00 a.m. on the first Wednesday of each month and a full volume test is conducted once a year. Residents have been advised to tune their radios to the local Emergency Alert Station for official information and instructions should the sirens sound at any time other than during the monthly tests.

In addition to the above warning and notification systems, if an evacuation is called for, law enforcement and fire personnel will drive through the evacuation areas using vehicle sirens and public address systems to make sure that all people were aware of the evacuation order.

Evacuations

As previously mentioned, most tsunami events will provide several hours warning prior to the arrival of tsunami waves in the county. During that time coastal areas will be evacuated with evacuees being asked to go inland until it is determined safe to return. In most cases, the east of State Highway 1 will generally be safe ground with the exception of lower El Granada and parts of Linda Mar in Pacifica.

It will be important for the staff and residents of the Big Wave project to have a pre-identified evacuation location and a means to get there as part of the center's emergency plan. *The plan should address both local source and distance source tsunami scenarios.*

As a response to a possible local source tsunami following a powerful local earthquake, staff and residents of the center can simply walk up Airport Road towards Cypress Avenue. According to the latest inundation maps, the area north of the mobile home park and will be safe ground. This movement would need to be undertaken immediately following a strong earthquake as a tsunami could arrive in a matter of just a few minutes.

In the event of a distance source tsunami the evacuation order could last for hours. Considering that the evacuation notice could occur at night or in inclement weather, it is highly recommended that the center population move temporarily to an alternate facility. Plans call for several public schools on the coast to be used as public evacuation shelters and an alternative might be to go to one of these. If the Big Wave staff decides on this option, arrangements should be made in advance with the evacuation shelter to ensure that it will be open and have room for the Big Wave population.

Another option would be to build a tsunami evacuation area into the Big Wave facility. Vertical evacuation is an accepted tsunami evacuation alternative in many coastal communities. A recent publication by FEMA, "Guidelines for Design of Structures for Vertical Evacuation from Tsunamis" FEMA P646/June 2008 is available for review from our office or may be downloaded at www.fema.gov/library.

Further references includes "Designing for Tsunamis – Seven Principles for Planning and Designing for Tsunami Hazards", National Tsunami Hazard Mitigation Program, March 2001. A copy is included with this report.

162-4

162-5

Summary

Damaging tsunamis are very rare events but they have caused damage along the San Mateo coast, and specifically in the area of the proposed project, in years past. While these events cannot be avoided, effective warning and evacuation planning can minimize the potential for injuries and loss of life. Additionally, project design and construction techniques can lessen damage to the facility should inundation occur.

Again, thank you for the opportunity to comment on this project. Please let us know if we can be of further assistance.

Response to Comment Letter 162
County of San Mateo, Office of the Sheriff, Lt. Ed Barberini

Response to Comment 162-1

This statement is introductory. No response is required by CEQA.*

Response to Comment 162-2

The commenter provides general information about potential tsunami source locations in relation to evacuation and warning time.

This statement is informational. No response is required by CEQA.*

Response to Comment 162-3

The commenter provides additional information about the tsunami inundation map used in the DEIR and references the Planning Commission to an updated map and explains the role of the map.

This statement is informational. No response is required by CEQA.* The updated map is included as an attachment to Comment Letter 11. The information has been included in Topical Response 9, Tsunami Hazards.

Response to Comment 162-4

The commenter provides information about tsunami warning systems.

The commenter makes the following recommendations: 1) Big Wave Wellness Center should maintain one or more all-hazard weather radios at the site to provide the Center timely notifications of tsunami alerts, severe weather and other regional emergencies, and 2) the Big Wave Wellness Center should be added to the Telephone Emergency Notification System (TENS) list to receive direct telephone notification of tsunami alerts. As discussed in Topical Response 9, Tsunami Hazards, of the FEIR, the applicant has incorporated these recommendations into the proposal.

Response to Comment 162-5

This commenter provides information and makes recommendations regarding a tsunami evacuation plan, including: 1) staff and residents of the Big Wave Project should have a pre-identified evacuation location and a means to get there as part of the Center's emergency plan, 2) the plan should address both local source and distance source tsunami scenarios, 3) Big Wave staff should make arrangements in advance with an evacuation shelter (i.e., public school) to ensure that it will be open and have room for the Big Wave population, and 4) the applicant should reference "Designing for Tsunamis – Seven Principles for Planning and Designing for Tsunami Hazards," National Tsunami Hazard Mitigation Program, March

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

2001, in the design of the Wellness Center and Office Park. As discussed in Topical Response 9, Tsunami Hazards, of the FEIR, the applicant has incorporated these recommendations into the proposal.

Response to Comment 162-6

This comment provides a summary and closing statement. No response is required by CEQA.*

** The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

December 11, 2009

Valerie Griffin
PO Box 37018
Montara, Ca 94037

Camille Leung
Planning
Redwood City, CA 94063

Topic: Big Wave DEIR

Dear Camille,

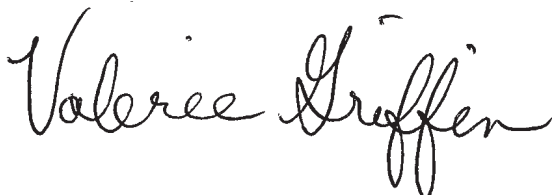
I am extremely concerned with water issues. We import water from hundred of miles away. We draw water from local aquifers but our local Coastside water districts, i.e. Montara Water and Sewer has no recycling policies of any consequence. The policies of the existing water municipalities are destroying our water resources and it is extremely damaging to our environment.

I've heard a lot about the water usage proposals of Big Wave. As I understand it, Big Wave is proposing to draw water from an extremely healthy aquifer. It will then recycle all of its water. Finally, it plans to recharge the aquifer from which it originally drew the water with more water than it took out.

Am I correct in my understanding of the Big Wave water proposal? Is Big Wave actually including proposals to recycle all of it water? Is Big Wave proposing to recharge the aquifer with more water than it took out?

If this is the case, Big Wave is truly revolutionary in regards to water issues. The Coastside water municipalities as well as all state municipalities should use Big Wave as a model to replicate.

Thank you,



163-1

Response to Comment Letter 163
Valerie Griffin

Response to Comment 163-1

Commenter expresses concerns regarding coastal water issues and states that the proposed Big Wave Project will create a state of the art water recycling system.

The commenter is generally correct in her understanding of the water service proposal. As described in Section III of the FEIR, the project proposes connection to GSD and on-site water recycling. A GSD connection for eight (8) EDUs is described in Section III of the FEIR and on-site water recycling for building use and site irrigation is discussed in Figure III-27, pages III-54 and 55 and IV.N-11 through 14 of the DEIR.

William Botieff
922 Date Street
Montara, CA 94037

Camille Leung
Planning and Building
455 County Center
Second Floor
Rewood City, CA 94063

12/07/09

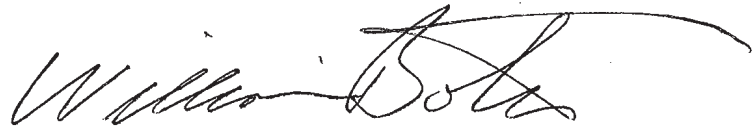
Dear Camille,

For a commercial project to be successful in this economy, it needs to offer more than its competitors do at a lower price. Here are a few elements needed for a commercial project to be successful in today's market. I would appreciate if you would comment on whether the Big Wave DEIR analyzed any of these requirements:

- Are there any other projects within a five-mile radius that are similar?
- Will the education, skill and income level of the local community support the type of businesses that will locate in the project?
- Is there ownership potential of the commercial spaces?
- Does the project provide space for a diversity of businesses to compensate for economic down turns and up turns? For example, is there a balance between space for offices and light manufacturing?
- Does the project incorporate Green buildings practices? There is a huge demand for Green developments but a severe shortage of available developments that fit those criteria.
- Does the development have broadband access to a robust, redundant communications system?
- Is the project in an aesthetically pleasing environment? Businesses fully understand how a pleasing environment increases productivity. Natural light, southern exposure, views of nature, landscaping, and having space to appreciate the natural environment during lunch and breaks all improve the productivity and the satisfaction of employees.
- Are the costs to lease or to purchase space competitive to similar projects?
- Are the energy costs competitive? Developments with lower energy costs, particularly if the development reduces energy costs with clean alternative forms of energy, have the edge.

Thank you for your time in addressing this. I am looking forward to learn from you if the Big Wave DEIR has evaluated any of these elements for success.

Sincerely,



	164-1
	164-2
	164-3
	164-4
	164-5
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	164-7
	164-8
	164-9
	164-10
	164-11

Response to Comment Letter 164
William Botieff

Response to Comment 164-1

Commenter makes a general statement regarding what aspects they believe the DEIR should cover.

This statement is introductory. No response is required by CEQA.*

Response to Comment 164-2

Commenter asks if there are any similar projects within a 5-mile radius.

Nevertheless, Draft EIR Table III-1 lists 37 related projects of various land uses, including: commercial, industrial, mixed-use, residential, and park uses that are either approved, proposed, or currently under construction in the County of San Mateo (specifically the Midcoast Area), the City of Pacifica, City of San Bruno, City of Half Moon Bay, and the Town of Hillsborough. Also, refer to page III-15 (Related Projects) of the DEIR.

Response to Comment 164-3

Commenter asks if the education, skill and income level of the local community support the type of businesses that will locate in the project.

The analyses in the DEIR address project's effects with respect to population, housing and employment in Section IV.K of the DEIR.

Response to Comment 164-4

Commenter asks if there is ownership potential of the commercial space.

Mixed-use office space at the Office Park will be available as commercial/industrial condominiums for purchase. However, once the spaces are purchased, the space may be owner-occupied or leased, as desired by the new owner.

Response to Comment 164-5

Commenter asks if the project allows for diversity amongst businesses that operate out of the proposed Office Park.

Regarding the type of business space proposed under the project, refer to Section III (Project Description) of the DEIR. As noted on page III-19 of Section III of the DEIR, the Office Park Buildings A-D would

* The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.

be a 225,000 square-foot mixed-use office park comprised of the following uses: 40 percent general office, 25 percent research and development, 20 percent light manufacturing, and 15 percent storage.

Response to Comment 164-6

Commenter asks if the proposed project incorporates green building practices.

This commenter asks whether green building practices would be incorporated into the proposed project. As noted on page III-60 of Section III (Project Description) of the DEIR, the project aims to qualify for Core and Shell Platinum Leadership in Energy and Environmental Design (LEED) Certification. As described on page III-60 of Section III of the DEIR, the LEED Green Building Rating System is a third party certification program and the nationally accepted benchmark for the design, construction and operation of high performance green buildings. LEED certification provides verification that a building project is environmentally responsible, profitable and a healthy place to live and work. To achieve environmental sustainability, the proposed project would incorporate specific development standards, included but not limited to those provided on pages III-60 and III-61 of Section III of the DEIR. Refer to Section III (Project Description) of the DEIR.

Response to Comment 164-7

Commenter asks if the proposed project has broadband access.

As stated on page III-58 of the DEIR, communications would leverage a renewable-energy powered telecom link to provide significant Internet and data transmission capabilities to the Office Park and Wellness Center. This telecom link would connect to two 36-inch microwave dishes located on the east face of the Communications Building, which would be integrated into the wall and would not extend beyond 5 feet of the roofline (refer to Figure III-15). The dishes would face Montara Mountain. Since this link is a complete bypass of the local telecom systems, it would provide disaster recovery capabilities.

Response to Comment 164-8

Commenter asks if the proposed project is in an aesthetically pleasing environment.

Refer to Section IV.A (Aesthetics) of the DEIR.

Response to Comment 164-9

Commenter asks if the cost to lease or purchase space is competitive to similar projects.

This comment is outside of the purview of this CEQA document. No response is required by CEQA.*

* The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.

Response to Comment 164-10

Commenter asks if the energy costs of the proposed project are competitive.

This comment is outside of the purview of this CEQA document. No response is required by CEQA.*

Response to Comment 164-11

The commenter makes closing statement. No response is required by CEQA.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

December 22, 2009

Planning Commission
455 County Center, Second Floor
Redwood City, CA 94063

Dear Commissioners,

My cousin, Emmy Gainza, is very special. She's sweet and a wonderful person to be around. And she has been my friend for as long as I can remember. She tells me everything. All about her life and what kind of things she's going through. These anecdotes were both positive and negative.

She told me of how kids made fun of her and hurt her feelings constantly. She has one of the sweetest personalities and kids would pick on her because of her disability. It hurt me so much when she told me. She's the kind of person that does not see the bad in anyone. She trusts everyone and I hate how people take advantage of that.

When my aunt, Kim Gainza, told me about the Big Wave project, I thought it was perfect. It was finally a place where Emmy could live, somewhat independently. She would be free from the negativity in her current community. She would be surrounded by people who understand her.

I hope it is understood how important this project is. The County has not fulfilled its obligation to provide sufficient housing for the DD. This project helps the County meet its obligation without using the taxpayers' money. The project is unique opportunity for the DD community to own a home, something unheard of for DD population. The project will serve as community hub with recreation space and vocational opportunities for DD.

165-1

Thank you for considering this important project.

Sincerely,

Andrea M. Gainza

Response to Comment Letter 165
Andrea Gainza

Response to Comment 165-1

Commenter expresses general appreciation and support for the proposed Big Wave Project.

This comment is an expression of personal opinion.* Regarding how the project complies with housing policies of the County's Local Coastal Program, refer to Response to Comment 213-3. Also, reference Section IV.K (Population and Housing) of the DEIR.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*



421 Aviation Way
Frederick, Maryland 21701

T. 301-695-2000
F. 301-695-2375

www.aopa.org

December 22, 2009

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

Re: Big Wave Wellness Center and Office Park Draft Environmental Impact Report

Dear Ms. Leung:

The Aircraft Owners and Pilots Association (AOPA) appreciates the opportunity to provide comments to the Draft Environmental Impact Report (DEIR) for the Big Wave Wellness Center and Office Park project.

166-1

The DEIR addresses our concerns outlined in our letter of December 4, 2008 (enclosed) and while impacts regarding airport noise, land use compatibility and airport hazards are categorized as less than significant, we still contend that this project is not a compatible land use adjacent to the Half Moon Bay airport.

We simply do not believe that the addition of 70 apartments at the approach end of Runway 30 is a prudent decision. Certainly we recognize the need for the facilities for developmentally disabled people provided by the Big Wave project, but believe that the residential component negates the compatibility with the airport.

166-2

AOPA again encourages the County to find a more compatible land use adjacent to the Half Moon Bay airport and not permit the residential use of this property. Should the project move forward we expect that all applicable Federal Aviation Administration as well as CalTrans Division of Aviation and San Mateo County Airport Land Use Commission requirements will be complied with prior to construction to include timely reporting of the construction to the FAA for obstruction evaluation and the execution of a navigation easement over the property favorable to the airport.

Thank you for the consideration of our views on this issue. If we can be of further assistance please contact us at 301-695-2200.

Sincerely,

John L. Collins
Manager
Airport Policy

Enclosure



421 Aviation Way
Frederick, Maryland 21701

T. 301-695-2000
F. 301-695-2375

www.aopa.org

December 4, 2008

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

Re: Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Big Wave Wellness Center and Office Park

Dear Ms. Leung:

The Aircraft Owners and Pilots Association (AOPA) represents the general aviation interests of 415,000 members, more than two-thirds of the nation's pilots – including 49,809 of our members in the state of California. On behalf of our membership, AOPA is committed to ensuring the future viability and development of general aviation airports and their facilities as part of a national transportation system. In that regard, we appreciate the opportunity to comment on the Notice of Preparation of an Environmental Impact Report for the Big Wave Wellness Center and Office Park, proposed for a site adjacent to the Half Moon Bay Airport (HAF).

AOPA is opposed to this development because such a project would be an incompatible land use adjacent to an airport. The EIR must look at the impact of this project on the airport's current and future operations and mitigation should not penalize the airport. Rather, a more compatible use should be sought for the property. As the airport sponsor, the County has the obligation to ensure compatible land uses around the airport under both the quit claim deed from the Federal government and the receipt of Federal Aviation Administration (FAA) airport improvement funds.

The proposed site location is located within several airport safety zones for runway 30 that should preclude residential development. The first safety zone that impacts the project area is comprised of the FAA mandated runway protection zone which is a trapezoid shape extending from 200 feet east of the displaced threshold on Runway 30 out 1000 feet with a base width of 500 feet widening to a width of 1000 feet. The 2002 *California Airport Land Use Planning Handbook* prohibits any dwelling units within that zone.

In addition, the Approach Protection Zone overlies a portion of the property, and the state of California recommends limiting development to one dwelling unit per 10 to 20 acres. This precludes placing any of the proposed 45 residential units in this area.

The majority of the property is within the traffic pattern zone, which allows residential uses but discourages schools, day care centers and nursing homes. Despite the allowance for residential use within this zone, AOPA contends residential uses adjacent to the airport are incompatible and should not be permitted. The County should identify a more compatible land use for this property.

Again, we appreciate the opportunity to share comments and look forward to reviewing the EIR in the future.

Sincerely,



John L. Collins
Manager
Airport Policy

***Response to Comment Letter 166
Aircraft Owners and Pilots Association (AOPA)***

Response to Comment 166-1

This statement is introductory. No response is required by CEQA.*

Response to Comment 166-2

The commenter states that the addition of 70 apartments at the approach end of Runway 30 is neither prudent nor compatible with the Half Moon Bay Airport. The commenter goes on to state that should the project move forward, AOPA expects that all applicable Federal Aviation Administration (FAA) as well as CalTrans Division of Aviation and San Mateo County Airport Land Use Commission requirements will be complied with, including notification of construction to the FAA and execution of an aviation easement.

Regarding the location of the project near Half Moon Bay Airport and land use compatibility concerns, refer to Topical Response 14, Location of Project Near Half Moon Bay Airport.

As stated in Section III (Corrections and Additions to the Draft EIR), Mitigation Measure HAZ-3 (Hazards Associated with Airport Operations) of the DEIR has been revised as shown in Section III.B of the FEIR (Revisions to the Draft EIR), to further clarify and disclose the potential airport noise to the Wellness Center owner(s), staff, and residents.

Regarding the commenter's expectation that the FAA will be notified prior to construction, notification requirements have been captured in new Recommended Mitigation Measure LU-3 of the FEIR, as described in Section III.B (Revisions to the Draft EIR) of the FEIR.

* The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.

Camille Leung, Planner
San Mateo County Planning Dept.
455 County Center, 2nd Floor
Redwood City, CA 94063
email: cleung@co.sanmateo.ca.us

Re: **Big Wave Project Draft Environmental Impact Report (DEIR)**

While I support the needs of the developmentally disabled, I have the following concerns about the adequacy of the DEIR for the Big Wave Project:

- **Visual Impacts:** Without story poles showing the potential visual impacts of the project, it is impossible to determine the project's impacts on scenic views. Four 50-foot tall office buildings would be grossly out of scale with the surrounding natural setting and nearby buildings.
- **Traffic:** The DEIR defers any traffic mitigations caused by the project's 2,123 daily trips to some time after full occupancy.
- **Water and Sewer:** There is no guaranteed source of water and no guaranteed disposal of sewage, even though the site is served by public water and sewer agencies.
- **Geology:** The DEIR defers analysis of potentially significant impacts of violent shaking during earthquakes, liquefaction, and differential settlement under the buildings until future studies.
- **Hazards:** The housing for developmentally disabled people would be located in a Marine Industrial zone, where all but the most hazardous chemicals are allowed. Additional hazards from flooding, tsunami inundation, and adjacent airport operations make this a problematic site for an at risk population.
- **Affordability and Economic Viability:** There are no enforceable income or affordability restrictions on purchase of housing co-op shares or condos. The project relies on shaky financial assumptions to support the "affordable" housing.
- **Phased Development:** The Office Park's estimated construction period of 30-36 months in the DEIR is not realistic, given the developer's intent to phase each building's construction after rental or sale of each previously constructed building. Wetlands restoration would not be done until after all construction is complete, which would allow stormwater runoff to carry sediment and other pollutants into the Pillar Point Marsh.
- **Isolation and Employment:** Wellness Center residents would be isolated from community resources with reduced opportunities to mingle with the community at large. Many of the Big Wave programs such as raising organic crops do not depend upon this site being developed.
- **Wetlands destruction:** The owners of the property have destroyed wetlands under the guise of agriculture. Over 90% of the State's wetlands have been lost. The wetlands at Big Wave should be restored.

As drafted, the DEIR is inadequate, has numerous errors, and is contradictory in some places, and leaves crucial mitigation measures to future studies, which is not permitted under CEQA.

167-1

167-2

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167-8

167-9

167-10

167-11

Sign: *Avis Boutell*

Print name: Avis Boutell Date: 22 Dec.009

Address: 50 Bernal Ave, Moss Beach, 94038

Response to Comment Letter 167

Avis Boutell

This letter is virtually identical to Comment Letter 103. Please refer to Response to Comment Letter 103.

"bryan trujillo" <bctrjillo@yahoo.com> 12/22/2009 12:28 PM

Dear Camille Leung:

One of the arguments in favor of the Big Wave project is that it will reduce traffic on highways 92 and 1 leading off the coast.

It appears that ths will come at the expense of increased traffic locally through Princeton, and also through Moss Beach along Airport Street, Cypress Avenue, to the intersection with Highway 1.

168-1

The Moss Beach roads are already inadequate for the existing traffic.

In my 19 years of living at 1065 Park Way, Moss Beach:

- 1) There have been numerous accidents at the (approximately) 15 degree turn in Airport Street where it intersects with Marine Blvd.
- 2) This same intersection floods frequently in winter to a depth of about a foot as a result of poor drainage and blockage of runoff paths.
- 3) I have seen that the bridge over San Vincente Creek on Cypress Ave is too narrow for two large vehicles to cross simultaneously.
- 4) I have witnessed the impatience of drivers waiting to pull out at the intersection of Cypress Ave and Highway 1 after waiting in a long line of traffic, especially at rush hour.

168-2

I would prefer not to have the extra noise and congestion in my neighborhood, but I understand that progress happens. Yet to not address these traffic congestion and safety issues prior to adding the construction traffic, and then the commercial traffic, would be unfair to the existing residents that use these routes and unsafe for all.

168-3

It seems that the Big wave project holds no value for (most of), yet comes at the expense of the current residents.

168-4

I will leave it to others to speak to the other concerns of the Big Wave project, which are many.

Thank you for your consideration.

Sincerely,
Bryan Trujillo
1065 Park Way
Moss Beach, CA
650 728-7474

Response to Comment Letter 168
Brian Trujillo

Response to Comment 168-1

Commenter states that the DEIR claims to reduce traffic on Highway 92 and Highwayland that this reduction will come at the cost of an increased amount of traffic in the Princeton and Moss Beach areas

As stated in Section IV.M of the DEIR, the project, as proposed and mitigated, would result in less than significant traffic impacts. With the traffic reports required by Mitigation Measure TRANS-1 and the implementation of required recommendations (i.e., signal installation), the project would result in less than significant impacts to intersection level of service and capacity.

Based on comments from the public, Mitigation Measure TRANS-1 has been revised, as shown below, to require traffic reports every 60,000 sq. ft. of office space up until full project occupancy and bi-annually after full project occupancy. Also, the revised mitigation measure includes the Highway 1 at Cypress Avenue intersection, along with the following additional intersections to evaluate if they maintain a LOS level "C" or better: Airport Street & Stanford/Cornell (Study Intersection 3 of DEIR), Broadway & Prospect Way (Study Intersection 2), Prospect Way & Capistrano (Study Intersection 1) and State Route 1 & Capistrano (Study Intersection 8). The revised mitigation measure shortens the timeframe for the implementation of the recommendations of the traffic report, including signal installation, from 5 years to 1 year of the date of the report.

With the traffic control plan required by Mitigation Measure TRANS-8, construction-related traffic impacts are also considered less than significant. For more information, Section IV.M (Transportation/Traffic) and Topical Response 8, Traffic Impacts.

Also, as discussed in Section III (Corrections and Additions to the Draft EIR) of the FEIR, the applicant has made the following modifications to the project in order to further reduce traffic impacts to the area:

- The Community Center aspect has been removed, thereby restricting pool, fitness center, and locker facilities for use by Wellness Center residents, staff and their guests only. Initially, these facilities were available to the Coastside public.
- The public storage use at the Wellness Center site has been reduced from 20,000 sq. ft. to 10,000 sq. ft.
- Prior to occupancy of any Office Park building, the applicant proposes to implement Traffic Demand Management (TDM) measures, including an off-site parking agreement and shuttle services to the Office Park (to accommodate a minimum of 50 cars and their drivers) for the purpose of reducing project traffic on Cypress Avenue, Prospect Way, Broadway to Cornell Avenue, Harvard Avenue, and Yale Avenue.

Response to Comment 168-2

Commenter lists multiple concerns regarding traffic in Moss Beach.

Traffic congestion is addressed in Response to Comment 168-1. Safety issues are addressed in Impact TRANS-2, Hazards, of the DEIR, in which the section concludes that the project would not substantially increase hazards due to a design feature or incompatible uses and impacts would be less than significant and no mitigation measures are required. Also, refer to Topical Response 8, Traffic and Parking Impacts, of the FEIR.

Response to Comment 168-3

Commenter requests that traffic mitigations are addressed prior to the addition of construction traffic.

Refer to Responses to Comments 168-1 and 2.

Response to Comment 168-4

Commenter states concerns regarding the entirety of the proposed Big Wave Project

The commenter provides closing statement. No response is required by CEQA.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY 711

Comment Letter No. 169



Flex your power!
Be energy efficient!

December 21, 2009

Ms. Camille Leung
San Mateo County
455 County Center, 2nd Floor
Redwood City, CA 94063

Dear Ms. Leung:

Re: San Mateo County's Draft Environmental Impact Report for the Big Wave Wellness Center and Office Park; SCH# 2008102109

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports.

The proposal will include "housing and employment opportunities for low-income developmentally disabled (DD) children and adults." The two primary components include a "Wellness Center" and "Office Park." The project site is located immediately adjacent to southwest boundary of the Half Moon Bay Airport, approximately 280 feet from the primary surface of the runway.

Half Moon Bay is an active airport, with approximately 80 based aircraft, over 60,000 annual operations and several aviation related businesses that provides a variety of emergency service and response functions including: Air-Ambulance and Medvac flights; law enforcement and homeland security patrols; Coast Guard sea-rescue operations and use as a disaster relief staging site for the airlifting of emergency supplies in the event that roads are closed during a disaster or emergency.

Protecting people and property on the ground from the potential consequences of near-airport aircraft accidents is a fundamental land use compatibility planning objective. While the chance of an aircraft injuring someone on the ground is historically quite low, an aircraft accident is a high consequence event. To protect people and property on the ground from the risks of near-airport aircraft accidents, some form of restrictions on land use is essential.

The Draft Environmental Impact Report (DEIR) recognizes that portions of the project site are within the Approach Protection Zone (APZ) for Runway 30 as designated in the San Mateo County Comprehensive Airport Land Use Plan (CALUP). The northern third of the project site also appears to be within an area identified as "extremely noise sensitive areas" on the Half Moon Bay Airport-Noise Abatement Procedures.

The project site also appears to be within the Inner Approach and Departure Zone 2 as designated in the California Airport Land Use Planning Handbook (Handbook). In accordance with CEQA, Public

169-1

169-2

Resources Code Section 21096, the Handbook must be utilized as a resource in the preparation of environmental documents for projects within airport and use compatibility plan boundaries or if such a plan has not been adopted, within two miles of an airport. The Handbook is available on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/documents/AltUPHComplete-7-02rev.pdf>.

Zone 2 is considered to be at substantial risk, encompassing areas overflown at low altitudes typically only 200 to 400 feet above runway elevation. Zone 2 extends beyond and, if the Runway Protection Zone (RPZ) is narrow, along side the RPZ. The RPZ together with inner safety zones encompass 30% to 50% of near-airport aircraft accident sites. Within Zone 2, Table 9B of the Handbook generally recommends the following basic compatibility qualities:

- Prohibit residential uses except on large, agricultural parcels
- Limit nonresidential uses to activities which attract few people (uses such as shopping centers, most eating establishments, theaters, meeting halls, multi-story office buildings and labor-intensive manufacturing plants being unacceptable)
- Prohibit children's schools, day care centers, hospitals, nursing homes
- Prohibit hazardous uses (e.g. aboveground bulk fuel storage)

The project site is within the 55 to 60 decibel Community Noise Equivalent Level (CNEL) contours for the Airport. This does not take into account cumulative noise impacts associated with the project site's proximity to the airport and the Coast Highway. It also does not take into account the "single-event" impacts associated with individual aircraft overflights. As stated previously, the northern third of the project site also appears to be within an area identified as "extremely noise sensitive areas" in the Half Moon Bay Airport-Noise Abatement Procedures. It is our understanding that noise often reverberates under low overcast cloud layer thereby increasing the noise impacts. Additionally, flights at night or in the early morning hours tend to disturb the relative quiet typical of that time of day, creating a greater impact than normal daytime operations. Aircraft operations may cause noticeable noise annoyance from single events that result in impacts such as sleep disturbance. It is likely that some future residents and tenants will be annoyed by aircraft noise in this area.

According to the DEIR, building heights will not exceed 45 feet six inches. California Public Utilities Code Section 21659 prohibits structural hazards near airports. Structures, including construction cranes etc., should not be at a height that will result in penetration of the airport imaginary surfaces. Federal Aviation Administration (FAA) Advisory Circular 150 /5370-2E "Operational Safety on Airports during Construction" should be incorporated into the project design project specifications to ensure construction impacts would be insignificant. In accordance with Federal Aviation Regulation, Part 77 "Objects Affecting Navigable Airspace" a Notice of Proposed Construction or Alteration (Form 7460-1) may be required by the FAA. Form 7460-1 is available at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> and should be submitted electronically to the FAA. The location and type of landscape trees, and their mature height, is also a potentially significant concern. Trees should be selected carefully so they do not become a hazard to aircraft around the airport.

Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353 address buyer notification requirements for land around airports and are available on-line at <http://www.leginfo.ca.gov/calaw.html> Any person who intends to offer subdivided land common

169-2

169-3

169-4

169-5

169-6

interest developments and residential properties for sale or lease within an airport influence area is required to disclose that fact to the person buying the property.

According to Mitigation Measure HAZ-3 in the DEIR, "prior to approval of final development plans, a navigational easement shall be established for the project site, to the satisfaction of the County Director of Public Works. The navigational easement shall be recorded and shown on the vesting tentative map."

Sound insulation, buyer notification and aviation easements are typical noise mitigation measures. These measures, however, do not change exterior aircraft noise levels or provide protection. Noise mitigation measures are not a substitute for good land use compatibility planning for new development.

The proposal must still be submitted to the San Mateo County Airport Land Use Commission (ALUC) to ensure the proposal is consistent with the CALUP. The proposal must also be coordinated with Half Moon Bay Airport Manager, Mark Larson, at (650) 573 -3700, to ensure that the proposal will be compatible with future as well as existing airport operations.

The protection of airports from incompatible land use encroachment is vital to California's economic future. Half Moon Bay Airport is an economic asset that should be protected through effective airport land use compatibility planning and awareness. Although the need for compatible and safe land uses near airports is both a local and State issue, airport staff, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Consideration given to this issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors.

These comments reflect the areas of concern to the Division with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our Caltrans District 4 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314 or by email at sandy.hesnard@dot.ca.gov.

Sincerely,

Original Signed by

SANDY HESNARD
Aviation Environmental Specialist

c: State Clearinghouse, Half Moon Bay Airport, San Mateo County ALUC, AOPA

169-6

169-7

169-8

169-9

Response to Comment Letter 169
Department of Transportation, Division of Aeronautics

Response to Comment 169-1

The commenter states that the Half Moon Bay Airport is an active airport and states that while on-the-ground injuries from aircraft have been historically rare, land use restrictions are essential.

This statement is informational. No response is required by CEQA.*

Response to Comment 169-2

The commenter states that the DEIR recognizes portions of the project site are within the Half Moon Bay Airport's Approach Protection Zone (APZ) for Runway 30 as designated in the San Mateo County Comprehensive Airport Land Use Plan and adds that the northern third of the project site is identified as being within one of the "extremely noise sensitive areas" in the vicinity of the airport in the San Mateo County Airports Noise Abatement Procedures handout.

As stated on page IV.G-4 of the DEIR, both project parcels are partially located within an Airport Overlay (AO) District, approximately 100 feet into the Approach Protection Zone for the southern approach (Runway 30). Refer to Figure IV.G-1 of the DEIR. The intent of the AO District is to provide a margin of safety at the ends of airport runways by limiting the concentration of people where hazards from aircraft are considered to be greatest (Section 6288.1 (Intent) of the Zoning Regulations). No residential structures are proposed to be located within the AO Zone. Structures located within the AO Zone comply with the regulations of this zoning district. Regarding noise concerns, please refer to Topical Response 14, Location of the project Near the Half Moon Bay Airport.

The commenter states that the project site is within the Inner Approach and Departure Zone 2 as designated in the California Airport Land Use Planning Handbook; the commenter asserts that this Handbook must be utilized as a resource in environmental documents for any project within two (2) miles of an airport.

California Public Resources Code Section 21096 states the following: (a) If a lead agency prepares an environmental impact report for a project situated within airport land use compatibility plan boundaries, or, if an airport land use compatibility plan has not been adopted, for a project within two nautical miles of a public airport or public use airport, the Airport Land Use Planning Handbook (Handbook) published by the Division of Aeronautics of the Department of Transportation, in compliance with Section 21674.5 of the Public Utilities Code and other documents, shall be utilized as a technical resource to assist in the preparation of the environmental impact report as the report relates to airport-related safety hazards and noise problems.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

The Handbook was used as a technical resource in the preparation of the DEIR, as stated on page IV.G-10 of the DEIR. As stated on page “Summary –3” of the Handbook, the Handbook is not regulatory in nature and does not take precedence over locally adopted compatibility plans. An airport land use compatibility plan has been adopted in San Mateo County. As stated on page IV.I-20 of the DEIR, the Half Moon Bay Airport Land Use Plan is included as Chapter III of the San Mateo County Comprehensive Airport Land Use Plan (CLUP). The Half Moon Bay Airport Land Use Plan includes policies, standards, and criteria to address each of these issues to assist local agencies to achieve land use compatibility with existing and future airport development and operations. Impact HAZ-3 of the DEIR includes a discussion of project compliance with the CLUP.

Response to Comment 169-3

The commenter asserts that the project site appears to be within the Inner Approach and Departure Zone 2 of the Half Moon Bay Airport, as designated in the California Airport Land Use Planning Handbook (Handbook). The commenter summarizes information from the Handbook, stating that Zone 2 extends beyond and (if the Runway Protection Zone (RPZ) is narrow) along side the RPZ, and that, together with the RPZ, 30% to 50% of near-airport aircraft accident sites lie within the RPZ and Zone 2. She states that within Zone 2, Table 9B of the Handbook recommends the basic compatibility qualities, including prohibiting residential uses except on large, agricultural parcels and limiting nonresidential uses to activities which attract few people.

Regarding Zone 2, neither the Airport Land Use Commission nor the County has mapped this zone for Half Moon Bay Airport. The California Airport Land Use Planning Handbook (Handbook) provides guidance in determining the dimensions of Zone 2. The Handbook provides safety compatibility zone examples for general aviation airports, but acknowledges that there are many variables which affect accident distribution patterns and attendant risks to land uses near airports, variables which are dependent upon the configuration, usage and operational variables of each airport. The Table 9A of the Handbook lists key airport operational variables which warrant consideration during the development of safety compatibility zones for an individual airport. Displaced landing thresholds such as those at Half Moon Bay Airport, are among such variables. These factors must be considered in determining the shapes and sizes of the zones.

As stated by the commenter and in Table 9B of the Handbook, the location of Zone 2 is directly linked to the location of Zone 1, in that Zone 2 extends beyond and, if the Runway Protection Zone (RPZ) is narrow, along side the RPZ. The location of Zone 1 for this airport has been established. As shown in the *Half Moon Bay Airport: Airport Layout Drawing*, approved by the Federal Aviation Administration (FAA) on October 3, 2006, the RPZ (Zone 1) for this airport is located entirely on airport property and is defined by the following dimensions: 250' x 1000' x 450'.

For the purpose of responding to the comment regarding Zone 2 for this EIR, the County used Example 4 of Figure 9K of the Handbook and the FAA-approved map of Zone 1 as a starting point. Figure 9K illustrates that Zone 2 extends beyond Zone 1 and tracks the width of Zone 1. The combined length of Zones 1 and 2 are 4,000' as shown in Example 4. Therefore, applying the methodology of Example 4, Zone 2 could be approximately 3,000' in length and 450' wide. With this understanding, it appears that Zone 2 would not extend over the project parcels.

The County believes that the above analysis with respect to the comment is adequate for the purpose of CEQA. It also acknowledges that any final determination of the dimensions of Zone 2 would involve assessment and consideration by the County Airport Land use Commission.

Response to Comment 169-4

The commenter asserts that the project site is within the 55 to 60 decibel Community Noise Equivalent Level contours for the airport which does not take into account cumulative highway noise or single-event overflights, that noise reverberates under low cloud cover, and that late night and early morning flights would disturb future residents.

Refer to Topical Response 14, Location of Project Near the Half Moon Bay Airport.

Response to Comment 169-5

The commenter states that the California Public Utilities Code Section 21659 prohibits structural hazards, including construction cranes, which penetrate airport imaginary surfaces. The commenter recommends the following: 1) Federal Aviation Administration (FAA) Advisory Circular 150 /5370-2E “Operational Safety on Airports during Construction” should be incorporated into the project design/project specifications to ensure construction impacts would be insignificant, 2) in accordance with Federal Aviation Regulation, Part 77 “Objects Affecting Navigable Airspace” a Notice of Proposed Construction or Alteration (Form 7460-1) may be required by the FAA, and 3) the location and type of landscape trees should be selected carefully so they do not become a hazard to aircraft around the airport.

As stated in Section III (Corrections and Additions to the Draft EIR), page IV.I-36 of the DEIR has been revised to include Recommended Mitigation Measure LU-3 to include the above recommendations of the State Department of Transportation, Division of Aeronautics.

Response to Comment 169-6

The commenter states that pursuant to the Business and Professions Code and the Civil Code, there are requirements for land-use around airports – specifically, that any person intending to offer land for subdivision or residential use must disclose that it is within an airport influence area to the land buyer.

Comment is noted.*

Response to Comment 169-7

The commenter states that Mitigation Measure HAZ-3 in the DEIR provides for an aviation easement to be established on the project site to the satisfaction of the County Director of Public Works.

Comment is noted.

* The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.

Response to Comment 169-8

The commenter asserts that sound mitigation efforts are not a substitute for good land use planning. The commenter states that the proposal must still be submitted to the San Mateo County ALUC and be coordinated with the Half Moon Bay Airport.

The project has been submitted to the manager of the Half Moon Bay Airport and the San Mateo County ALUC and comments have been included in Comment Letter 192.

Response to Comment 169-9

The commenter states that the Half Moon Bay Airport should be protected from incompatible land use encroachment and makes concluding statements.

Comment is noted.*

MODIFICATION TO AIRPORT DESIGN STANDARDS TABLE				
DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	EXISTING	PROPOSED DISPOSITION	APPROVAL DATE
Obstructions	F.A.R. Part 77	See Sheet 4	See Sheet 4	

SUBMITTED BY:
Coffman Associates
FOR APPROVAL BY:

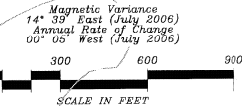
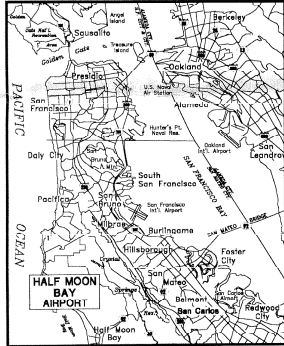
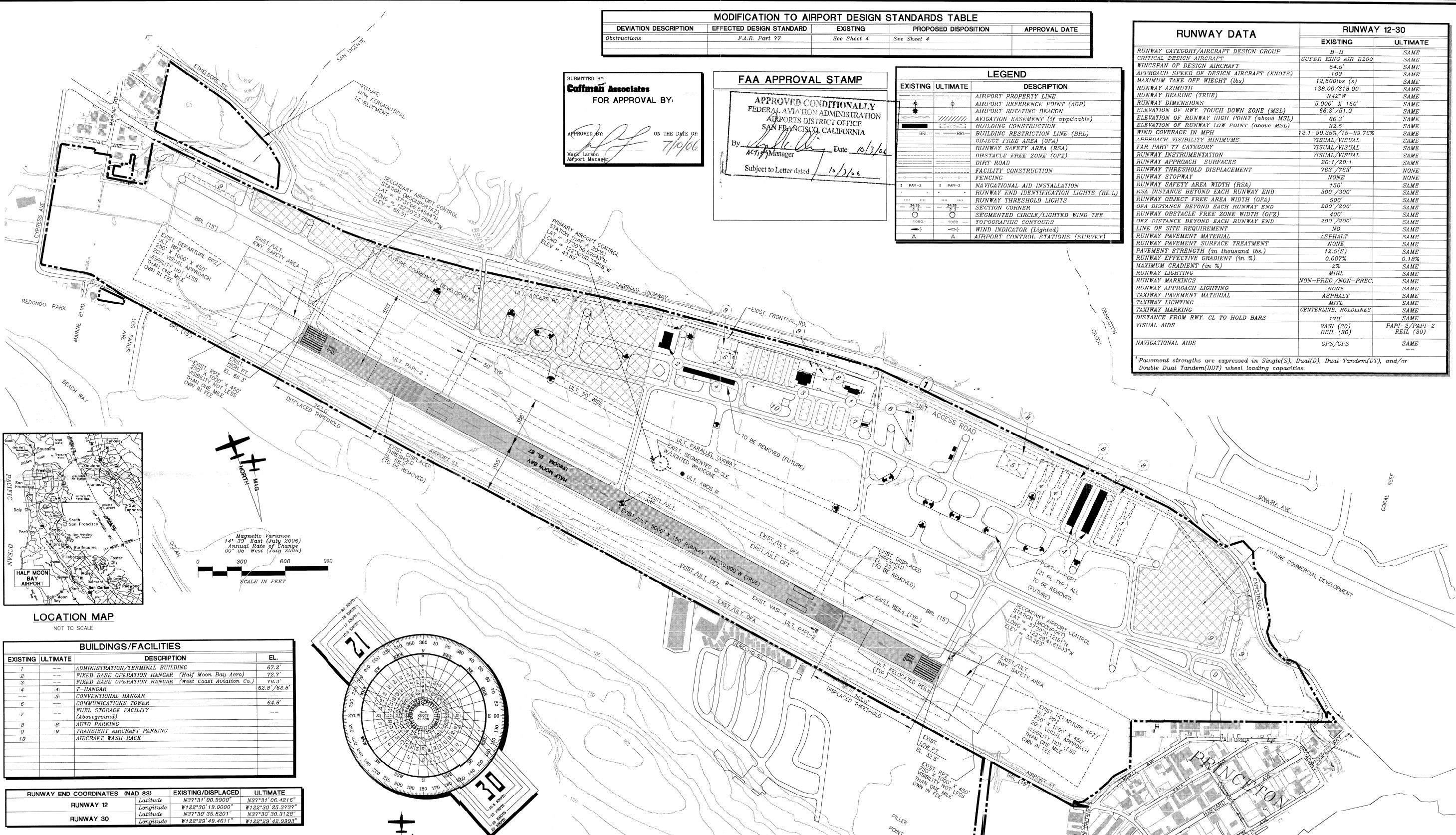
APPROVED BY: *[Signature]* ON THE DATE OF: *7/6/06*
Mark Larsen
Airport Manager

FAA APPROVAL STAMP
APPROVED CONDITIONALLY
FEDERAL AVIATION ADMINISTRATION
AIRPORTS DISTRICT OFFICE
SAN FRANCISCO, CALIFORNIA
By: *[Signature]* Date: *10/3/06*
ACT/AFM Manager
Subject to Letter dated *10/3/06*

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
+	+	AIRPORT REFERENCE POINT (ARP)
*	*	AIRPORT ROTATING BEACON
---	---	AVIATION EASEMENT (if applicable)
---	---	BUILDING CONSTRUCTION
---	---	BUILDING RESTRICTION LINE (BRL)
---	---	OBJECT FREE AREA (OFA)
---	---	RUNWAY SAFETY AREA (RSA)
---	---	OBSTACLE FREE ZONE (OFZ)
---	---	DIRT ROAD
---	---	FACILITY CONSTRUCTION
---	---	FENCING
---	---	NAVIGATIONAL AID INSTALLATION
---	---	RUNWAY END IDENTIFICATION LIGHTS (REIL)
---	---	RUNWAY THRESHOLD LIGHTS
---	---	TOPOGRAPHIC CONTOURS
---	---	SEGMENTED CIRCLE/LIGHTED WIND TEE
---	---	WIND INDICATOR (Lighted)
---	---	AIRPORT CONTROL STATIONS (SURVEY)

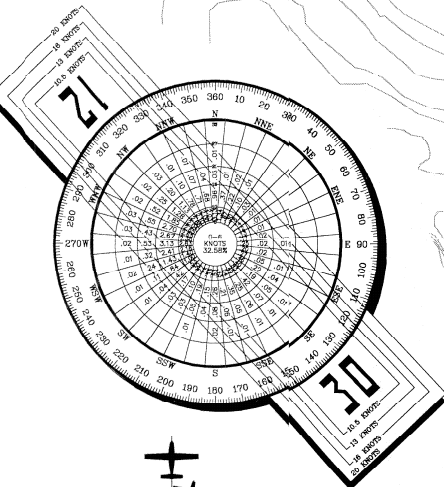
RUNWAY DATA	RUNWAY 12-30	
	EXISTING	ULTIMATE
RUNWAY CATEGORY/AIRCRAFT DESIGN GROUP	B-II	SAME
CRITICAL DESIGN AIRCRAFT	SUPER KING AIR B200	SAME
WINGSPAN OF DESIGN AIRCRAFT	54.5'	SAME
APPROACH SPEED OF DESIGN AIRCRAFT (KNOTS)	103	SAME
MAXIMUM TAKE OFF WEIGHT (lbs)	12,500lbs (s)	SAME
RUNWAY AZIMUTH	138.00/318.00	SAME
RUNWAY BEARING (TRUE)	N42°W	SAME
RUNWAY DIMENSIONS	5,000' X 150'	SAME
ELEVATION OF RWY TOUCH DOWN ZONE (MSL)	66.3'/51.0'	SAME
ELEVATION OF RUNWAY HIGH POINT (above MSL)	66.3'	SAME
ELEVATION OF RUNWAY LOW POINT (above MSL)	32.5'	SAME
WIND COVERAGE IN MPH	12.1-99.35%/15-99.76%	SAME
APPROACH VISIBILITY MINIMUMS	VISUAL/VISUAL	SAME
FAR PART 77 CATEGORY	VISUAL/VISUAL	SAME
RUNWAY INSTRUMENTATION	VISUAL/VISUAL	SAME
RUNWAY APPROACH SURFACES	20:1/20:1	SAME
RUNWAY THRESHOLD DISPLACEMENT	763'/763'	NONE
RUNWAY STOPWAY	NONE	SAME
RUNWAY SAFETY AREA WIDTH (RSA)	150'	SAME
RSA DISTANCE BEYOND EACH RUNWAY END	300'/300'	SAME
RUNWAY OBJECT FREE AREA WIDTH (OFA)	500'	SAME
OFA DISTANCE BEYOND EACH RUNWAY END	200'/200'	SAME
RUNWAY OBSTACLE FREE ZONE WIDTH (OFZ)	400'	SAME
OFZ DISTANCE BEYOND EACH RUNWAY END	200'/200'	SAME
LINE OF SITE REQUIREMENT	NONE	SAME
RUNWAY PAVEMENT MATERIAL	ASPHALT	SAME
RUNWAY PAVEMENT SURFACE TREATMENT	NONE	SAME
PAVEMENT STRENGTH (in thousand lbs.)	12.5(S)	SAME
RUNWAY EFFECTIVE GRADIENT (in %)	0.007%	0.18%
MAXIMUM GRADIENT (in %)	2%	SAME
RUNWAY LIGHTING	MIRL	SAME
RUNWAY MARKINGS	NON-PREC./NON-PREC.	SAME
RUNWAY APPROACH LIGHTING	NONE	SAME
TAXIWAY PAVEMENT MATERIAL	ASPHALT	SAME
TAXIWAY LIGHTING	MTL	SAME
TAXIWAY MARKING	CENTERLINE, HOLDLINES	SAME
DISTANCE FROM RWY CL TO HOLD BARS	170'	SAME
VISUAL AIDS	VASI (30) REIL (30)	PAPI-2/PAPI-2 REIL (30)
NAVIGATIONAL AIDS	GPS/GPS	SAME

1 Pavement strengths are expressed in Single(S), Dual(D), Dual Tandem(DT), and/or Double Dual Tandem(DDT) wheel loading capacities.



BUILDINGS/FACILITIES			
EXISTING	ULTIMATE	DESCRIPTION	EL.
1	---	ADMINISTRATION/TERMINAL BUILDING	67.2'
2	---	FIXED BASE OPERATION HANGAR (Half Moon Bay Aero)	72.7'
3	---	FIXED BASE OPERATION HANGAR (West Coast Aviation Co.)	78.3'
4	4	T-HANGAR	62.0'/62.0'
5	5	CONVENTIONAL HANGAR	---
6	---	COMMUNICATIONS TOWER	64.8'
7	---	FUEL STORAGE FACILITY (Aboveground)	---
8	8	AUTO PARKING	---
9	9	TRANSIENT AIRCRAFT PARKING	---
10	---	AIRCRAFT WASH RACK	---

RUNWAY END COORDINATES (NAD 83)	EXISTING/DISPLACED	ULTIMATE
RUNWAY 12	Latitude N37°31'00.9900" Longitude W122°30'19.0000"	N37°31'06.4216" W122°30'25.3797"
RUNWAY 30	Latitude N37°30'35.9201" Longitude W122°29'48.4611"	N37°30'30.3128" W122°29'48.9989"



ALL WEATHER WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 12-30	91.00%	96.13%	99.12%	99.96%

AIRPORT DATA			
HALF MOON BAY AIRPORT (HMB)			
CITY: HALF MOON BAY	COUNTY: SAN MATEO, CALIFORNIA	RANGE: R 6W TOWNSHIP: T 5S CIVIL TOWNSHIP: N/A	
AIRPORT SERVICE LEVEL	GENERAL AVIATION	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE	B-II	SAME	SAME
AIRPORT ELEVATION	66.3' MSL	SAME	SAME
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	62°F (July)	SAME	SAME
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude N37°30'48.4000" Longitude W122°30'04.2000"	SAME	SAME
AIRPORT and TERMINAL NAVIGATIONAL AIDS	ROTATING BEACON AROS III	---	---

- GENERAL NOTES:
- Base Map and Contours derived from April 14, 2005 aerial photography and planimetric mapping, surveyed by Towl Inc.
 - Source for existing runway end/displaced threshold coordinates, runway end/displaced threshold elevations: ASIS Dataseet Systems at www.wwww.jobi.gov/dataset.
 - All elevations are NAVD 83.
 - Airport has been surveyed in accordance with FAA standard 405.
 - Airport Property Line information provided by the San Mateo County (October 1999)
 - No threshold siting surface object penetrations.
 - Airport No OFZ object penetrations.
 - New security fencing and access gates will be installed at locations to be determined at a later date.
 - The Building Restriction Lines (BRL) are set for the ultimate runway conditions. The BRL's encompass the runway protection zones, the runway object free area, the runway visibility zone, No-void critical areas and areas required for terminal instrument procedures. The established BRL is an estimate of the minimum distance to the runway for an object for an object 15 feet in height. Prior to constructing any building or object on the airport, a F.A.R. Part 77 obstruction analysis should be conducted.

No.	REVISIONS	DATE	BY	APP'D.
1	FAA ALP APPROVED	12-19-2006	WH	KM

HALF MOON BAY AIRPORT
AIRPORT LAYOUT DRAWING
HALF MOON BAY, CALIFORNIA

PLANNED BY: James M. Harris P.E.
DETAILED BY: Maggie Beason
APPROVED BY: James M. Harris P.E.

July 7, 2006 SHEET 1 OF 8

Coffman Associates
Airport Consultants
www.coffmanassociates.com

Figure K of FEIR

"Gary Naman" <garynaman@gmail.com> 12/22/2009 9:29 AM >>>

Camille Leung, Planner
San Mateo County Planning Dept.
455 County Center, 2nd Floor
Redwood City, CA 94063
email: cleung@co.sanmateo.ca.us <<mailto:cleung@co.sanmateo.ca.us>>

Re: **Big Wave Project Draft Environmental Impact Report** (DEIR)

While I support the needs of the developmentally disabled, I have the following concerns about the adequacy of the DEIR for the Big Wave Project:

- **Visual Impacts:** Without story poles showing the potential visual impacts of the project, it is impossible to determine the project's impacts on scenic views. Four 50-foot tall office buildings would be grossly out of scale with the surrounding natural setting and nearby buildings. 170-1
- **Traffic:** The DEIR defers any traffic mitigations caused by the project's 2,123 daily trips to some time after full occupancy. 170-2
- **Water and Sewer:** There is no guaranteed source of water and no guaranteed disposal of sewage, even though the site is served by public water and sewer agencies. 170-3
- **Geology:** The DEIR defers analysis of potentially significant impacts of violent shaking during earthquakes, liquefaction, and differential settlement under the buildings until future studies. 170-4
- **Hazards:** The housing for developmentally disabled people would be located in a Marine Industrial zone, where all but the most hazardous chemicals are allowed. Additional hazards from flooding, tsunami inundation, and adjacent airport operations make this a problematic site for an at risk population. 170-5
- **Affordability and Economic Viability:** There are no enforceable income or affordability restrictions on purchase of housing co-op shares or condos. The project relies on shaky financial assumptions to support the "affordable" housing. 170-6
- **Phased Development:** The Office Park's estimated construction period of 30-36 months in the DEIR is not realistic, given the developer's intent to phase each building's construction after rental or sale of each previously constructed building. Wetlands restoration would not be done until after all construction is complete, which would allow stormwater runoff to carry sediment and other pollutants into the Pillar Point Marsh. 170-7
- **Isolation and Employment:** Wellness Center residents would be isolated from community resources with reduced opportunities to mingle with the community at large. Many of the Big Wave programs such as raising organic crops do not depend upon this site being developed. 170-8
- **Wetlands destruction:** The owners of the property have destroyed wetlands under the guise of agriculture. Over 90% of the State's wetlands have been lost. The wetlands at Big Wave should be restored. 170-9

As drafted, the DEIR is inadequate, has numerous errors, and is contradictory in some places, and leaves crucial mitigation measures to future studies, which is not permitted under CEQA. 170-10

Sign: Gary Naman
Print name: Gary Naman Date: 12/22/09
Address: 2120 Vallemar, Moss Beach, CA 94038

Response to Comment Letter 170
Gary Naman

This letter is virtually identical to Comment Letter 103. Please refer to Response to Comment Letter 103.

134 Codo
Moss Beach, CA 94038
December 21, 2009

San Mateo Co. Planning Dept.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063

Re: Big Wave Project DEIR

Dear Ms. Leung:

While the Project's intent is laudable to provide a facility to help the developmentally disabled, the size and impacts of the Office Park are hugely disproportionate to the unproven value of potential assistance to at most 50 individuals. The location of the Wellness Center among the hazards of industrial, airport, and tsunami zones cannot be justified simply because that is the piece of land the developer purchased.



171-1

The visual impacts of this monstrously-sized project are not adequately evaluated in the DEIR. We need to see story poles.



171-2

The DEIR has not fully evaluated the impacts of geology, soils, and groundwater at the site.



171-3

The DEIR does not consider the impacts of the big wave of cars flooding through the harbor area and our local back roads. A project of this scale should have direct access to major traffic arteries and convenient transit. Delaying traffic mitigation to some undetermined date in the distant future is unacceptable.



171-4

The project should be scaled back in size by 75%. Then perhaps it can safely co-exist within this fragile ecosystem. Big Wave will be a big disaster – better a small wave.



171-5

Thank you for the opportunity to comment.

Sincerely,

George Horbal

Response to Comment Letter 171
George Horbal

Response to Comment 171-1

Commenter states that the proposed Office Park is disproportionate in comparison to the number of individuals who would benefit from its presence.

Regarding project compliance with LCP policies regarding the design/scale of development, refer to Response to Comment 213-19.

Commenter states that the proposed location of the project is in an area with tsunami, industrial and airport hazards.

Regarding tsunami hazards, please refer to Topical Response 9, Tsunami Hazards of the FEIR. Regarding airport hazards, refer to Topical Response 14, Location of Project Near Half Moon Bay Airport. Potential project impacts associated with the location of the Wellness Center nearby sources of hazardous materials is analyzed in Sections IV.C (Air Quality) and IV.G (Hazards and Hazardous Materials) of the DEIR. Project impacts have been found to be less than significant, as mitigated.

Response to Comment 171-2

Commenter states that story poles need to be erected in order to accurately visualize the proposed project.

Regarding the commenter's concern about the proposed project's size, refer to Section IV.A, Aesthetics, of the DEIR, which indicates that the size of the buildings has no significant impacts on aesthetics. Refer to Topical Response 1: Story Poles, and Topical Response 3: Standards for Responses to Comments and Focus of Review of Commenters.

Response to Comment 171-3

Commenter states that the DEIR has not fully analyzed the impacts of geology, soils and groundwater at the site.

This comment asserts that project impacts on geology, soils, and groundwater at the project site have not been fully addressed in the DEIR, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the DEIR. Refer to Topical Response 10: Final Geotechnical Report, in addition to Section IV.F (Geology & Soils) and Section IV.H (Hydrology & Water Quality) of the DEIR.

Response to Comment 171-4

Commenter states the proposed Big Wave project has not considered the impact of the potential increase in traffic in the harbor area and states that traffic mitigation should not be delayed to a later date.

Regarding the consideration of traffic impacts, refer to Topical Response 8, Traffic and Parking Impacts, in the FEIR and Section IV.M (Transportation/Traffic) of the DEIR. Regarding deferred traffic mitigations, refer to Topical Response 4: Deferral of Mitigation Measures.

Response to Comment 171-5

Commenter suggest that the proposed Big Wave project be scaled back by 75% and gives his opinion regarding the entirety of the proposed Big Wave Project.

This comment is an expression of personal opinion.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

December 10, 2009

San Mateo Co.Planning Dept.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063
cleung@co.sanmateo.ca.us

Re: Big Wave Project DEIR, Aesthetics

The affordable housing community of Pillar Ridge was named for the salient geographic feature of its location, the ridge that rises up behind it. We have a sense of place. We can look around and see it is unique, with its landmark Point, its harbor, its bluffs and coastal scrub, its fields, marsh and willows.

Big Wave wants to build next door to our single story homes, a row of buildings so large that the ridge behind them will be hidden from view. They propose to plant a row of tall trees not seen around here to hide these buildings. The trees will not restore our sense of place. The proposed views along Airport St., with or without the trees, will look like they could be anywhere, lost in urban sprawl.

The Draft EIR states that "Landscaped and restored wetland areas would provide a buffer between the proposed project and the existing residential uses to the north." This is literally a buffer consisting of a large parking lot, 2 dumpsters, and a narrow row of trees between a single-story residential neighborhood and 50-foot tall buildings.

We need story poles so that the public and decision-makers can understand the visual impacts of this project.

Thank you for the opportunity to comment.



Iris Rogers
149 Barranca
Moss Beach, Ca 94038

172-1

172-2

Response to Comment Letter 172
Iris Rogers

Response to Comment 172-1

Commenter states that the sizes of the proposed project buildings are out of proportion with the surrounding area.

Regarding project landscaping, refer to subsection “Landscaping”, beginning on page III-47 of Section III, Project Description) of the DEIR. As noted on page III-47, all plantings would be climate and drought tolerant, native, and non-invasive. All planting to the west of the Wellness Center and southwest of the Office Park and surrounding the buildings would be designed and installed in accordance with the restoration plan (“90% Basis of Design- Riparian & Water/Wetlands Ecosystem Restoration” added to Appendix E of the DEIR).

Regarding views, refer to Response to Comment 185-22.

Response to Comment 172-2

Commenter states that office uses would be buffered from the mobile home park by a parking lot, dumpsters, and a narrow row of trees.

Proposed trees and large 200-foot setback between the mobile home park and the nearest Office Park building provide a visual and noise buffer. As stated in Section III of the FEIR, dumpsters would be relocated next to the commercial buildings.

Story poles need to be erected in order to properly evaluate the visual impacts of the proposed project.

Refer to Section IV.A (Aesthetics) of the DEIR and Topical Response 1, Story Poles, of the FEIR.

"James Keller" <jamesk628@yahoo.com> 12/22/2009 9:02 AM
I am a resident at 86 Madrone Avenue, Moss Beach, CA 94038.

I urge the County Planning Commission and the Supervisors to seriously consider the negative impact of the Big Wave project upon the coastside communities. In particular, I am gravely concerned about the impact of traffic upon the area. There are few ways to get to the project.

Both will impact the ability of our community to access our own homes. Either the users of the project must enter at the gateway to the Pilar Point or, more importantly, they will enter off of Cypress. Cypress is a narrow road that is already extremely difficult to enter and exit with the traffic on Highway 1. The traffic that will be generated by the project will make severely exacerbate the situation.

173-1

It is difficult to trust that the County of San Mateo will address problems that might arise due to the project once it is built. Almost no funds have been expended to improve the roadways on the coast. Ocean Blvd is destined to slide into the abyss, cross streets are not paved or even maintained in any reasonable manner. Should high winds or rain or earthquake further damage Ocean Blvd. or cause the power lines to block access, the cross streets that are passable are few.

The recent neighborhood concerns regarding the Del Mar ROW by the new development at 125 Precita have consistently gone unheaded. The roadways in New Princeton are horribly unfit for the current traffic. While the County spends millions on improving the unincorporated area roadway on Parot Drive the past two years, nearly nothing is spent on the coast.

173-2

It surprises me that the Coastal Commission considers halting all new wells on the coast and the County considers the Big Wave project as acceptable.

173-3

I urge you to halt the Big Wave project, and at a minimum give serious consideration to mitigating its impact by improving access to the area and the neighborhood streets.

173-4

Sincerely,

James W. Keller

Response to Comment Letter 173
James Keller

Response to Comment 173-1

Commenter expresses his concerns regarding traffic implications from both the Pillar Point entrance and the Cypress entrance.

Refer to Section IV.M (Transportation/Traffic) of the DEIR and Topical Response 8, Traffic and Parking Impacts, in Section III of this FEIR.

Response to Comment 173-2

Commenter states concerns regarding the upkeep of the roads by the County on the Coast once the project is completed and mentions examples of County roads.

The applicant would be responsible for implementing required traffic mitigations, as revised and discussed in Topical Response 8, Traffic and Parking Impacts, in Section III of this FEIR.

Response to Comment 173-3

Commenter gives a statement regarding new wells and the County's consideration of the proposed project.

This comment is an expression of personal opinion.*

Response to Comment 173-4

Commenter request that the proposed Big Wave Project be halted and asks the County to consider improving access to the area first.

Refer to Response to Comment 173-2 regarding revised traffic mitigations.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

San Mateo Co.Planning Dept.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063

12/5/2009

HYPERLINK "<mailto:cleung@co.sanmateo.ca.us>" cleung@co.sanmateo.ca.us

Re: **Big Wave Project Draft Environmental Impact Report (DEIR)**

Dear Camille,

I am in support for housing for developmentally disabled individuals as long as it is safe, responsible to the community and the environment, within the law, and in their best interest. The proposed Draft-EIR for the Big Wave project is not in line with these expectations. I have the following concerns about the adequacy of the DEIR for the Big Wave Project:

174-1

Safety: Listed are some of the potential hazards with this project: **Traffic:** The DEIR defers any traffic mitigations caused by the project's 2,123 daily trips to some time after full occupancy. **Chemical:** The housing for developmentally disabled people would be located in a Marine Industrial zone, where all but the most hazardous chemicals are allowed. **Flooding:** location is within the tsunami inundation zone. **Airport:** adjacent airport operations make this a problematic site for an at risk population. **Geology:** The DEIR defers analysis of potentially significant impacts of violent shaking during earthquakes, liquefaction, and differential settlement under the buildings until future studies.

174-2

Responsibility: Listed are some of the irresponsible aspects of the project: **Affordability and Economic Viability:** There are no enforceable income or affordability restrictions on purchase of housing co-op shares or condos. The project relies on shaky financial assumptions to support the "affordable" housing. **Isolation and Employment for the DD population:** Wellness Center residents would be isolated from community resources with reduced opportunities to mingle with the community at large. **Visual Impacts:** Without story poles showing the potential visual impacts of the project, it is impossible to determine the project's impacts on scenic views. Four 50-foot tall office buildings would be grossly out of scale with the surrounding natural setting and nearby buildings. **Water and Sewer:** There is no guaranteed source of water and no guaranteed disposal of sewage, even though the site is served by public water and sewer agencies. **Protection of Wetlands:** The wetlands at Big Wave should be restored to their original state. The owners of the property have destroyed wetlands under the guise of agriculture. Over 90% of the State's wetlands have been lost. **Phased Development:** The Office Park's estimated construction period of 30-36 months in the DEIR is not realistic, given the developer's intent to phase each building's construction after rental or sale of each previously constructed building. Wetlands restoration would not be done until after all construction is complete, which would allow storm water runoff to carry sediment and other pollutants into the Pillar Point Marsh.

174-3

174-4

174-5

174-6

174-7

Sign and date: *Jamie Russell* 12/08/09
Print name: Jamie Russell
Address: 323 Nevada ave Moss beach

Response to Comment Letter 174
Jamie Russell

This letter is virtually identical to Comment Letter 122. Please refer to Response to Comment Letter 122.

Camille Leung, Planner
San Mateo County Planning Dept.
455 County Center, 2nd Floor
Redwood City, CA 94063
email: cleung@co.sanmateo.ca.us

Re: **Big Wave Project Draft Environmental Impact Report** (DEIR)

While I support the needs of the developmentally disabled, I have the following concerns about the adequacy of the DEIR for the Big Wave Project:

- **Visual Impacts:** Without story poles showing the potential visual impacts of the project, it is impossible to determine the project's impacts on scenic views. Is it possible to erect story poles that will not be a danger to flying birds?
- **Traffic:** The DEIR defers any traffic mitigations caused by the project's 2,123 daily trips to some time after full occupancy. How about routing traffic through Princeton?
- **Phased Development:** The Office Park's estimated construction period of 30-36 months in the DEIR is not realistic, given the developer's intent to phase each building's construction after rental or sale of each previously constructed building. Wetlands restoration would not be done until after all construction is complete, which would allow stormwater runoff to carry sediment and other pollutants into the Pillar Point Marsh.
- **Wetlands destruction:** The owners of the property have destroyed wetlands under the guise of agriculture. Over 90% of the State's wetlands have been lost. The wetlands at Big Wave should be restored.

As drafted, the DEIR is inadequate, has numerous errors, and is contradictory in some places, and leaves crucial mitigation measures to future studies, which is not permitted under CEQA.

175-1

175-2

175-3

175-4

175-5

175-6

Sign: Janet Didur

Print name: _____

Date: 12/22/09

Address: 855 San Ramon, Moss Beach, 94038

Response to Comment Letter 175
Janet Didur

Response to Comment 175-1

Commenter states they have many concerns regarding the adequacy of the DEIR.

This statement is introductory. No response is required by CEQA.*

Response to Comment 175-2

The commenter states that without story poles, the true visual impacts of the proposed project cannot be assessed. Commenter asks if it is possible to erect story poles such that they will not be a danger to birds.

Refer to Response to Comment 103-2. Story poles will be erected consistent with County guidelines.

Response to Comment 175-3

Commenter states that the DEIR defers traffic mitigations and inquires about the potential traffic through Princeton.

Refer to Response to Comment 103-3. Modified Alternative C discusses routing traffic through Princeton and prohibiting Office Park traffic north on Airport Blvd. and on Cypress Avenue.

Response to Comment 175-4

Commenter states that the construction time of 30-36 months is inaccurate.

Refer to Response to Comment 103-8 and Topical Response 12, Construction Phasing for the Office Park, of the FEIR.

Response to Comment 175-5

This comment asserts that the property owners have destroyed wetlands on the property site, provides general information regarding the loss of State wetlands, and expresses an opinion regarding the restoration of wetlands on the project site.

Refer to Response to Comment 193-35 and Response to Comment 103-10.

Response to Comment 175-6

Commenter states that the DEIR is inadequate, contains numerous errors, is contradictory and leaves crucial mitigation measures to future studies.

* The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.

This comment asserts that the DEIR contains numerous errors, but does not provide any evidence, data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of these assertions. Regarding mitigation measures, refer to Topical Response 4, Deferral of Mitigation Measures, in the FEIR.

December 22, 2009

Camille Leung
Project Planner
County of San Mateo
455 County Center, 2nd Floor
Redwood City, CA 94063

Re: Draft Environmental Impact Report for Big Wave Wellness Center and Office Park

Dear Ms. Leung:

Please find attached our comments regarding the proposed Big Wave Wellness Center and Office Park. We are both water quality specialists at the San Francisco Estuary Institute. However, the views expressed in this letter are our personal opinions and do not represent the position of SFEI. As citizens of Moss Beach and the Coastside, we are submitting our technical concerns about the Draft Environmental Impact Report (DEIR) circulated by San Mateo County.

176-1

Sincerely,

Jay Davis, Ph.D., Senior Scientist, San Francisco Estuary Institute
Nicole David, Environmental Scientist, San Francisco Estuary Institute

Jay Davis and Nicole David
807 Tierra Alta Street
Moss Beach, CA 94038

Comments from Nicole David and Jay Davis on the Big Wave Draft EIR

While we applaud the Big Wave team's goal of promoting the well-being of the developmentally disabled, placing this project in the proposed location would be unwise due to unacceptable impacts on Fitzgerald Marine Reserve and unacceptable risks faced by the residents and owners of the proposed development. The land proposed for development should be receiving consideration as a valuable addition to the open space on Pillar Point Bluff and the Half Moon Bay Terrace, rather than a site for the region's largest office complex. The Marine Reserve (including Pillar Point Marsh) is an exceptionally valuable ecosystem that deserves the maximum amount of protection that can be provided. The residents and owners of the proposed development would also face a risk of flooding that is significant, that would increase over time due to sea level rise, and that is understated in the EIR. Other factors making this an inadvisable location for the proposed development are the presence of an earthquake fault 500 feet from the property, and the presence of a significant tribal archaeological site on the property. Major concerns also exist relating to the lack of infrastructure to support this community, and the associated impacts on traffic and concerns related to the capacity of the sewage collection and treatment system to accommodate flows during emergency situations. Our comments, however, focus on 1) the impacts of the proposed project on the Marine Reserve and 2) on the flooding risks that were understated in the EIR.

176-2

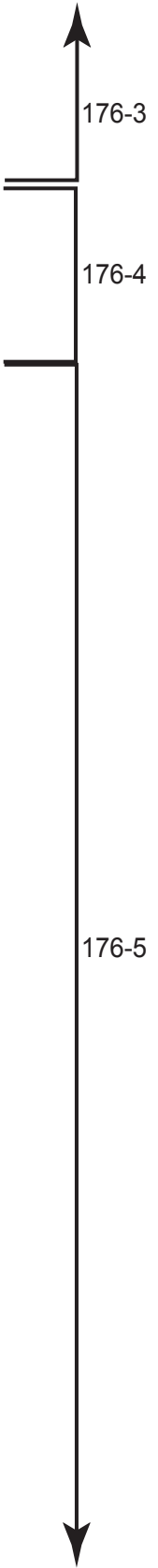
1. Building the largest mixed-use development ever proposed on the Coastside immediately adjacent to Fitzgerald Marine Reserve would constitute an unacceptable degree of risk and impact for an extremely valuable and already threatened ecosystem.

1. The Reserve is an extremely valuable ecosystem.
 - The Reserve supports extensive wildlife use, including a major seal haul-out close to the property on the west side of the bluff.
 - The Reserve includes most extensive and diverse tidepools in the County that are already suffering from excessive human use.
 - The Reserve is designated as an Area of Special Biological Significance and therefore receives special protection under the California Ocean Plan. Since 1983, the Ocean Plan has prohibited the discharge of both point and nonpoint source waste to ASBS, unless the State Water Board grants an exception. Exceptions can be granted if special protections are followed. The special protections require maintenance of natural water quality and monitoring to demonstrate this.
 - The Fitzgerald Reserve is considered one of the most threatened ASBS (<http://www.cacoastkeeper.org/document/aquagems-report.pdf>)
 - Pillar Point Marsh, which is part of the Reserve and directly adjacent to the proposed development, is a rare, ancient, and productive ecosystem that has been present at the site for at least 150 years (http://www.sfei.org/cca/Docs/phase2HE/Fitzgerald_MarineReserve_CCA_lowres_v3.pdf)
 - Protection of Pillar Point Marsh is one of the stated policies of San Mateo County's Local Coastal Program

176-3

http://www.co.sanmateo.ca.us/vgn/images/portal/cit_609/10073428lcp_1098.pdf

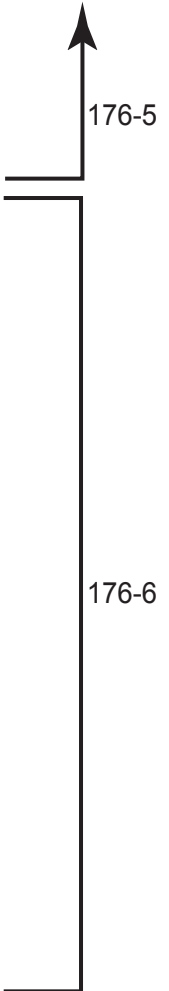
- Although not officially part of the Fitzgerald ASBS, Pillar Point Marsh is part of the Reserve and should receive a high level of protection from water quality impacts.
- 2. Placing half of the Coastside's office space adjacent to the Reserve would increase human use, pressure, and impacts on the Reserve.
 - A particular concern is increased foot traffic on the bluff and beach adjacent to the development – harbor seals frequently use this area.
- 3. The development would degrade water quality in Pillar Point Marsh.
 - Pillar Point Marsh is directly adjacent to the proposed development.
 - Beneficial uses of Pillar Point Harbor are already considered impaired due to coliform bacteria and mercury.
http://www.swrcb.ca.gov/rwqcb2/water_issues/programs/TMDLs/303dlis_t.shtml
 - Although 80% of stormwater is anticipated to be captured on site once the project and all of the stormwater mitigation measures are completed, this would leave 20% or perhaps more to flow directly into Pillar Point Marsh.
 - This runoff would contain a complex mixture of many contaminants, including coliform bacteria from pet waste; many pollutants emanating from vehicles, including heavy metals such as mercury and copper, polycyclic aromatic hydrocarbons, other petroleum hydrocarbons, pesticides, and many others.
 - Supplying more mercury, even small amounts, to the Marsh could increase mercury accumulation in the Marsh and Harbor food chain and exacerbate the existing beneficial use impairment due to mercury.
<http://escholarship.org/uc/item/9fm1z1zb>
 - Estimates of the amount of stormwater that would be captured may be overstated. The underlying soil type and size of rain gardens and swales would not be able to capture water from precipitation larger than 0.2 in/hr. During these frequent larger storms water and contaminants would run off the project site.
 - The stormwater mitigation measures are planned to be completed after construction is done, which may be as long as 15 years. Untreated runoff from the site during the construction phase could therefore impact the Marsh for an extended period of time.
 - Sludge and treated wastewater would be applied to agricultural areas on the property – the sludge and wastewater would contain contaminants that could be transported to the Marsh.
 - Accidental spills of fuel or other chemicals could occur on the property and represent another threat to water quality in Pillar Point Marsh.
 - Water quality monitoring is needed to determine whether the project degrades water quality in Pillar Point Marsh. No monitoring has been performed to date or is proposed in the EIR.



- Monitoring of current pre-project conditions is needed to establish a baseline. No monitoring has been done to determine the existing water and sediment quality in the Marsh.
- No water and sediment quality monitoring in the Marsh was proposed in the EIR.

2. Building this large development in a low-lying, flood prone area would not be wise planning

1. The lowest portion of the proposed project is just above the FEMA floodplain.
2. Sea level is expected to rise 3 to 4 feet by 2100, making this area even more flood prone as time passes – this needs to be factored in and was not discussed in the EIR.
3. El Niño conditions can combine with high tides to also cause flooding at higher elevations (“San Francisco Bay: The Coming Flood?” <http://www.sciencemag.org/cgi/content/full/325/5948/1637>). It is unclear whether this was considered in the decision to place the FEMA floodplain south of West Point Avenue.
4. The area could clearly be at risk in the event of a tsunami, as indicated in the EIR. The EIR states “... any development in this area would need to take into account the effects of tsunami action on structures and people.” The EIR does not indicate how the potential effects of tsunami action were taken into account in the project design.
5. As stated in the EIR, a combination of high groundwater and heavy rain could also cause local flooding onsite.
6. As stated in the EIR, other than onsite stormwater storage, the current project plans do not indicate any particular measures planned to mitigate for onsite flooding.



***Response to Comment Letter 176
Jay Davis and Nicole David***

Response to Comment 176-1

Commenter introduces concerns about the DEIR.

This statement is introductory. No response is required by CEQA.*

Response to Comment 176-2

Commenter states that the location is unwise because of impacts on Fitzgerald Marine Reserve (discussed in subsequent comments in this letter), hazards associated with flooding and sea level rise, the location near a fault line, potential traffic impacts, the location of the archaeological site on the property, and concerns relating to the sewage collection and treatment.

Regarding flooding and sea level rise, refer to Topical Response 9, Tsunami Hazards, of the FEIR. Regarding location of the project near a fault zone, refer to Response to Comment 100-2. Regarding the cultural site on the Wellness Center property, the site plan has been revised to avoid the cultural site in compliance with Mitigation Measure CULT-2a of the DEIR.

Regarding sewer collection and treatment, the FEIR clarifies wastewater systems options as: (1) use of an on-site wastewater treatment plant with disposal through a combination of municipal hook-up and on-site recycled water usage, and/or (2) municipal hook-ups. Regarding wastewater disposal, all sub-surface wastewater disposal has been eliminated from the project, including the three drainfields. Both properties would include drainage systems that collect water from rooftops and terminate in detention areas in pervious paved areas to allow for infiltration. All wastewater will be treated to level meeting Title 22 requirements. A majority of treated wastewater will be recycled through toilet flushing, below-ground irrigation of on-site landscaping, and surface and solar panel washing. Any untreated sewage or excess recycled water would be directed into the Granada Sanitary District (GSD) system.

The FEIR further clarifies that a connection for a total of eight EDUs will be purchased for emergency and excess discharge into the GSD system. 24-hour storage of influent and effluent will be provided on-site for flow equalization to insure that the GSD system capacity will not be exceeded during normal operation and peak wet weather flows.

Response to Comment 176-3

Commenter states that building near Fitzgerald Marine Reserve would constitute an unacceptable degree of risk and impact for an extremely valuable and already threatened ecosystem because it is an extremely valuable ecosystem. Commenter provides information regarding the Fitzgerald Marine Reserve.

* The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.

This statement is informational. No response is required by CEQA.*

Response to Comment 176-4

Commenter states that the project would increase foot and vehicle traffic in the area that would impact the Marine Reserve.

The project is required to comply with County Local Coastal Program Policy 10.1 (*Permit Conditions for Shoreline Access*), which requires some provision for shoreline access as a condition of granting development permits for any public or private development permits (except as exempted by Policy 10.2) between the sea and the nearest road. The Office Park Development would be located between the sea and the nearest road. The applicant proposes a Class 1, 10-foot wide multiple use trail (accommodates pedestrians and bicycles) within the front of the property that will run along the right-of-way to the southern edge of the Pillar Ridge Mobile Home Park, and provide a trail connection to the trailhead at the Peninsula Open Space Trust (POST) property located to the north of the project site. The Wellness Center is not located between the sea and the nearest road (West Point Avenue).

Response to Comment 176-5

Commenter states that the project would degrade water quality in Pillar Point Marsh with runoffs from metals, vehicles and pet waste. Commenter questions how the project would deal with the possibility of chemical or fuel spillage.

As stated in Response to Comment 176-2, the septic drainfields and rain gardens have been removed from the proposal. Regarding impacts from runoff into the marsh, please refer to Response to Comment 185-32. Stormwater mitigation measures, Mitigation Measures HYDRO-3 through 5, would be implemented throughout project construction. Permanent stormwater treatment features would be implemented in phases to treat runoff from each structure completed. Sludge is considered solid waste and would be disposed of by Seacoast Disposal. Treated wastewater would meet Title 22 requirements.

Regarding the accidental release of hazardous materials and chemicals, future businesses locating at the Office Park would be required by the County Environmental Health Division to complete and submit a Business Plan within 30 days of handling or storing a hazardous material equal to or greater than the minimum reportable quantities. If a Business Plan is required, Environmental Health Division staff will inspect the business at least once every two years to determine if the Business Plan is complete and accurate. The inspection will also include a review of emergency response procedures and employee training records. The Hazardous Materials Business Plan Program is also known as the Community Right to Know Program and any citizen has the right to review these plans upon request. Monitoring by the Environmental Health Division will ensure that project-generated hazardous waste is stored, treated, transported and disposed of in a legal and environmentally safe manner so as to prevent human health hazard and/or ecological disruption.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

Regarding pet waste, as described in Section III.A of the FEIR, the applicant has revised the project description to include posted signs throughout the Wellness Center and Office Park properties to remind cat and dog owners and caretakers to restrict animals to allowed areas per Mitigation Measure BIO-4a and to pick up any animal waste.

The commenter states that water quality monitoring is needed to determine whether the project degrades water quality of the marsh. No water quality monitoring is proposed in the DEIR.

Regarding impacts from runoff into the marsh, please refer to Response to Comment 185-32. Please refer to Mitigation Measure HYDRO-5 regarding required post-construction water quality Best Management Practices (BMPs). As mitigated, project hydrology and water quality impacts have been determined in the DEIR to be less than significant. Therefore, water quality monitoring is not required.

Response to Comment 176-6

Commenter states that the site is a flood prone area and questions how the project would deal with the flooding. Commenter states that “sea level is expected to rise 3 to 4 feet by 2100 making this area even more flood prone as time passes,” then proceeds to say that “this needs to be factored in and was not discussed in the DEIR.” Commenter states concern for project during a tsunami.

First floor elevations of Wellness Center Buildings were raised from 18 feet to 20 feet NGVD, which is above the estimated maximum elevations of a 100-year flood event, sea level rise and the peak tsunami inundation.¹ Office Park first floor elevations are at 21 and 22 feet NGVD. Please refer to Topical Response 9, Tsunami Hazards.

Commenter states that besides the on-site stormwater storage, the plan does not indicate any particular measures planned to mitigate for on-site flooding.

The project does not store stormwater. As stated in Response to Comment 176-2, the project infiltrates stormwater. As stated above, the project grading and the elevations of the first floor are the particular measures planned to mitigate on-site flooding.

¹ Project elevations are based on a Base Flood Elevation (BFE) of 8.5 feet NGVD, (refer to pages IV.H-17 and 18 and Figure IV.H-6 of the DEIR), a maximum recorded wave run-up elevation of 14.35 feet NGVD in 273 years, and a highest projected sea level rise over the next century of 5 feet from the current mean high tide. (Currently, mean high tide is at 3.49 feet NGVD). Project elevations are over 5 feet above the highest of these levels (tsunami at 14.35 feet NGVD).

<johnkresge08@comcast.net> 12/22/2009 9:16 AM

Dear Camille,

I am writing to express my concern over the proposed Big Wave development and it's impact to my community of Seal Cove in Moss Beach. In particular I am concerned about the traffic issues both during construction and post construction when there will be considerably more traffic in the area.

177-1

There is already a terrible traffic situation in this area. There are only two ways to get to my community, via Cypress Avenue from Highway 1, or by driving through Princeton Harbor and up Airport Street. It is very common to wait at Cypress Avenue for five or more minutes before being able to merge onto the highway. If you want to go North towards San Francisco the wait is often much longer. There is no traffic control in place. Personally, this has caused an accident; after waiting for a very long time at this intersection because the car in front of me wanted to go north, I decided to inch around and merge onto highway going south. I was not aware that the road was slipping due to recent rains, the road gave way and my car suddenly ended up in the ditch. A number of motorists passed by and told me the same thing had happened to them. Clearly there is an ongoing traffic problem here.

177-2

To put it in perspective, the entire population of Moss Beach is 400 people. The Big Wave development is planning parking for 640 cars. WITH APPARENTLY NO CHANGES TO TRAFFIC PLANNED! This is unacceptable. I strongly urge you to address this issue, either by providing access directly to the proposed site from Highway 1 or some other mitigation. I want my tax dollars to improve access to my property, not make an already bad situation much worse. I am very concerned about how this new heavy traffic will impact the livability of my home.

Sincerely,

John Kresge
20 Madrone Avenue
Moss Beach Ca 94038
650-863-3907

Response to Comment Letter 177
John Kresge

Response to Comment 177-1

Commenter introduces himself as a resident of Seal Cove and expresses concern for the construction and post construction traffic.

This statement is introductory. No response is required by CEQA.*

Response to Comment 177-2

Commenter states concern about the traffic impacts after the project is completed. Commenter states experiences about Coastside traffic and the dangers drivers face entering onto Highway 1 from the side streets.

Construction and operational project traffic impacts on local streets and intersections have been evaluated in Section IV.M (Transportation/Traffic) of the DEIR. As provided under subheading “Project Impacts and Mitigation Measures”, beginning on page IV.M-23 of Section IV.M of the DEIR, traffic impacts associated with the proposed project would be less than significant with mitigation. Regarding revised traffic mitigations, refer to Topical Response 8, Traffic and Parking Impacts, of the FEIR.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

Comment Letter No. 178

"Lauryn Agnew" <lauryn@coastside.net> 12/22/2009 3:11 PM
Camille Leung, Planner
San Mateo County Planning Dept.
455 County Center, 2nd Floor
Redwood City, CA 94063
email: cleung@co.sanmateo.ca.us <mailto:cleung@co.sanmateo.ca.us>

Re: **Big Wave Project Draft Environmental Impact Report (DEIR)**

Please do not move forward with the Big Wave Project.

While I support the needs of the **developmentally** disabled, I have the following concerns about the adequacy of the DEIR for the Big Wave Project:

- **Visual Impacts:** Without story poles showing the potential visual impacts of the project, it is impossible to determine the project's impacts on scenic views. Four 50-foot tall office buildings would be grossly out of scale with the surrounding natural setting and nearby buildings. 178-1
- **Traffic:** The DEIR defers any traffic mitigations caused by the project's 2,123 daily trips to some time after full occupancy. 178-2
- **Water and Sewer:** There is no guaranteed source of water and no guaranteed disposal of sewage, even though the site is served by public water and sewer agencies. 178-3
- **Geology:** The DEIR defers analysis of potentially significant impacts of violent shaking during earthquakes, liquefaction, and differential settlement under the buildings until future studies. 178-4
- **Hazards:** The housing for developmentally disabled people would be located in a Marine Industrial zone, where all but the most hazardous chemicals are allowed. Additional hazards from flooding, tsunami inundation, and adjacent airport operations make this a problematic site for an at risk population. 178-5
- **Affordability and Economic Viability:** There are no enforceable income or affordability restrictions on purchase of housing co-op shares or condos. The project relies on shaky financial assumptions to support the "affordable" housing. 178-6
- **Phased Development:** The Office Park's estimated construction period of 30-36 months in the DEIR is not realistic, given the developer's intent to phase each building's construction after rental or sale of each previously constructed building. Wetlands restoration would not be done until after all construction is complete, which would allow stormwater runoff to carry sediment and other pollutants into the Pillar Point Marsh. 178-7
- **Isolation and Employment:** Wellness Center residents would be isolated from community resources with reduced opportunities to mingle with the community at large. Many of the Big Wave programs such as raising organic crops do not depend upon this site being developed. 178-8
- **Wetlands destruction:** The owners of the property have destroyed wetlands under the guise of agriculture. Over 90% of the State's wetlands have been lost. The wetlands at Big Wave should be restored. 178-9

As drafted, the DEIR is inadequate, has numerous errors, and is contradictory in some places, and leaves crucial mitigation measures to future studies, which is not permitted under CEQA. 178-10

Sign: Lauryn Agnew
Print name: Lauryn Agnew Date: December 22, 2009
Address: 901 Ocean Blvd., Moss Beach, CA 94038

Response to Comment Letter 178
Lauryn Agnew

This letter is virtually identical to Comment Letter 103. Please refer to Response to Comment Letter 103.



lifehouse

serving people with
developmental disabilities

100 Smith Ranch Road, Suite 309
San Rafael, CA 94903
Phone 415 472 2373
Fax 415 472 5739
www.lifehouseagency.org

To: San Mateo Planning Commission

From: Nancy Dow Moody, President/CEO
Lifehouse, Inc.

Regarding: Big Wave Project

December 21, 2009

This letter is in support of the development on the Coastside known as "The Big Wave". Most of us working in the field of developmental disabilities are acutely aware of the shortage of affordable housing for those we serve. As we understand, both the Coastal Act and Local Coastal Plan call for affordable housing in this area. This will also help the meet the obligations of the Housing Element for the community.

Far too often, adults with developmental disabilities have to move away from their home communities because of a lack of appropriate housing to meet their needs. With the creation of The Big Wave, these individuals will have the unique opportunity to live more independently and still remain close to their families. Family involvement also goes a long way to ensuring success as adults with disabilities transition from their family home into their own place in the community.

The Wellness Center of the Big Wave project will provide the supportive environment that the residents of this community will need to live full, enriching, and integrative lives. The model provides for home ownership for those residing at the Big Wave which addresses the issue of parents who are typically interested in security and a long term living arrangement. There will be employment opportunities also for them at this location.

What is especially remarkable about The Big Wave is how it has been parent "driven" from inception. These parents know best the needs of their sons and daughters and have brought that to the planning process. We do hope that the Commission will assist in moving this exciting project through to completion so that many adults with developmental disabilities can move on with their lives in the same way that the rest of us do.

179-1

Response to Comment Letter 179
Lifehouse Inc

Response to Comment 179-1

Commenter supports the Big Wave project and explains the importance of independent living for adults with developmental disabilities, as well as how families and parent's support the project for the future of their children.

Please refer to Response to Comment 213-3 for a discussion of project compliance with the Local Coastal Program's policies regarding the provision of affordable and special needs housing.

Coastalcat <coastalcat3@yahoo.com> 12/21/2009 9:46 PM

Dear Ms. Leung,

I have been a Seal Cove resident for 18 years and the Big Wave project is wrong on so many levels. Here are four reasons.

180-1

1. The proposed site is in a tsunami zone and increasing the population density in an area that may require evacuation is not good planning, especially when many of the residents may be developmentally disabled.

180-2

2. The proposed site is a sensitive wetlands habitat and is close to the Fitzgerald Marine Reserve. All the building construction noise and air quality pollution will have an adverse effect on the Harbor Seal rookery, especially during pupping season.

180-3

3. Airport Street is a narrow rural road without sidewalks or improved shoulders making walking along the road a challenge, especially in rainy weather when the shoulders are muddy.

180-4

4. Currently, turning north (left) onto Highway 1 from Cypress is difficult during commute times. Adding several hundred cars from Big Wave will make it much worse and will cause impatient drivers to take chances that could jeopardize their safety and that of others on the road.

180-5

Please reconsider this very bad idea. Airport Street is the wrong location for this type of project.

180-6

Sincerely,

Linda Johnson
151 Alton Avenue
Moss Beach, CA

Response to Comment Letter 180
Linda Johnson

Response to Comment 180-1

Commenter introduces herself as a resident of Seal Cove and states personal disagreement with the Big Wave Project.

This statement is introductory. No response is required by CEQA.*

Response to Comment 180-2

Commenter states opinion that it would be difficult to evacuate the developmentally disabled residents in an emergency like a tsunami.

Refer to Topical Response 9, Tsunami Hazards, of the FEIR for a discussion of project design and evacuation planning to address tsunami hazards. Concerning emergency access and the emergency evacuation route, refer to Section IV.G (Hazards & Hazardous Materials) and Section IV.M (Transportation/Traffic) of the DEIR.

Response to Comment 180-3

Commenter states concern for the wetlands and especially for the harbor seals during pupping season.

In regards to protecting sensitive habitat and wetlands restoration, refer to Section IV.B (Biological Resources) of the DEIR. The commenter asserts “construction noise and air quality pollution will have an adverse effect on the Harbor Seal rookery, especially during pupping season,” but does not provide any evidence, data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of this assertion. Pursuant to CEQA Guidelines Section 15064, an effect is not considered significant in the absence of substantial evidence.

Response to Comment 180-4

Commenter states that Airport Street is narrow and has no sidewalks.

For information about Airport Street and the safety of pedestrians and bicyclists, please refer to Response to Comment 193-55.

Response to Comment 180-5

Commenter states that it is not safe to enter onto Highway 1 from Cypress Street already and when the project is being constructed, the roads will be even more crowded, making drivers even less safe when they attempt to enter on to the highway.

* The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.

Traffic impacts on local streets and intersections have been thoroughly evaluated in Section IV.M, Transportation/Traffic, of the DEIR. As provided under subheading “Project Impacts and Mitigation Measures”, beginning on page IV.M-23 of Section IV.M of the DEIR, traffic impacts associated with the proposed project would be less than significant with mitigation. Also, refer to Topical Response 8, Traffic and Parking Impacts, and Section IV.M (Transportation/Traffic) of the DEIR.

Response to Comment 180-6

Commenter states opinion that the project is planned for the wrong location.

The commenter provides closing statements. No response is required by CEQA.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

"mary hawkins" <momohawk54@yahoo.com> 12/22/2009 3:59 PM

My family, who live in Seal Cove and myself, own 3 future family homesites and 2 occupied homes. We are very concerned about the traffic flow regarding Cypress Ave. We feel the county has been negligent in okaying a 3-5 year study to see if there are any problems surrounding Seal Cove residents entering or exiting Hwy 1. Many times my family and visitors have waited a long period of time to especially enter the highway. I can't even imagine what is going to happen if the Big Wave Project goes through without a demand that the owners put in a traffic light at Cypress. Believe me, I am not a big advocate of lights on the freeway, because it slows down everything (such as Frenchmen's Creek light). I hate waiting a long time to get on the freeway and will put up with the light at Cypress!! If you have any questions regarding my comments, please feel free to email me or call me at 650 563 9141. Thank you for your time, Maureen Hawkins

181-1

Response to Comment Letter 181
Mary Hawkins

Response to Comment 181-1

Commenter states the problems of exiting Cypress Street to get onto Highway 1. Commenter states that because of the ordinary traffic flow, it takes a long wait to enter the highway. Commenter asks for a traffic light at Cypress and the highway to better regulate traffic and allow cars to enter highway safely.

Mitigation Measure TRANS-1 has been revised in the FEIR to address concerns expressed by the public regarding the congestion of the existing road network from project traffic and concerns regarding the timing of the installation of a traffic signal at Cypress Avenue and Highway 1. The revised mitigation measure requires a traffic report for potentially impacted intersections to be submitted to the Community Development Director, at occupancy of every 60,000 sq. ft. of office space, until full project occupancy, and to submit traffic reports bi-annually after full project occupancy. The revised mitigation measure addresses traffic conditions at the Highway 1 at Cypress Avenue intersection, along with the following additional intersections to evaluate if they maintain a LOS level “C” or better: Airport Street and Stanford/Cornell (Study Intersection 3 of DEIR), Broadway and Prospect Way (Study Intersection 2), Prospect Way and Capistrano (Study Intersection 1), and State Route 1 and Capistrano (Study Intersection 8). The revised mitigation measure shortens the timeframe for the implementation of the recommendations of the traffic report, including signal installation, from 5 years to 1-year of the date of the report. Please refer Topical Response 8, Traffic and Parking Impacts, of the FEIR for more information.

"michael antone" <mantone57@hotmail.com> 12/22/2009 1:31 PM

For some perspective, I am a 60 year old, recently retired local police officer and Viet Nam vet. I have lived on the Coast in Montara for 24 years. I have three children, and two grandchildren with another on the way. We all live on the Coast. The youngest of my three, my 18 year old daughter, is developmentally disabled. She's a high-functioning autistic who is a joy to be around. My wife and I wonder what the future holds for her. The concept of Big Wave is something that would significantly benefit someone like my daughter. The small scale of Big Wave is such that I don't know if we'd be able to take advantage of it, but the concept is something that is desperately needed on the Coast, and in the County. I have just a few points to make that I'm sure you've heard before, but I feel they are important.

182-1

- The proposed office park is commercial space that is sorely needed on the Coast. It gives locals the chance to possibly open businesses and/or work near home. It will also provide work opportunities for developmentally disabled people in the area that want and need to work.

182-2

- The general area of the project is already approved for the kinds of uses the project proposes. It is a responsible development that fits in with Coastal goals. Traffic, water, and infrastructure issues, to name a few, have been thoughtfully dealt with in responsible, practical, innovative ways.

182-3

- The benefit to the developmentally disabled community is immeasurable. If you've ever been to a function, activity or care program for the disabled, you know that there is a marked lack of services, housing, etc. for the disabled community. Big Wave addresses some of these needs. WHO ELSE IS STEPPING UP TO DO THIS? Big Wave Project is trying to address some of these needs. Please consider the people who would benefit from this project while you contemplate and make decisions on it's future. I sincerely appreciate you taking the time to listen.

182-4

Michael Antone

Response to Comment Letter 182
Michael Antone

Response to Comment 182-1

Commenter provides an introduction.

This statement is introductory. No response is required by CEQA.*

Response to Comment 182-2

Commenter states that commercial office space is needed on the Coast for existing businesses and for employment opportunities for the disabled adults.

Project benefits to the jobs housing balance is discussed on page IV.K-12 of the DEIR.

Response to Comment 182-3

Commenter discusses the suitability of the development to the area.

This comment is an expression of personal opinion.*

Response to Comment 182-4

Commenter offers a conclusion.

This comment is an expression of personal opinion.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

Neil Merrilees
215 Mirada Rd
Half Moon Bay, CA 94019

650 728 3813
mermade4@yahoo.com

December 21, 2009

Planning Commission
400 County Center
Redwood City, CA

Big Wave DEIR Comments

Dear, Planning Commissioners

The following are comments regarding the Big Wave Draft EIR

A Aesthetics

AES-1 Substantial Adverse Effect on Public View

The Site is directly between Highway 1 and Princeton Harbor. The proposed structures are substantially taller than any structures in the area, and would seriously impact the view of the harbor, and Ocean. This is a **significant impact** on the public view. Story poles would show this impact accurately, and should be installed as a part of the DEIR process.

183-1

AES-3 Significantly Degrade the Existing Visual Character of the Site

The zoning of the Office park is M-1DR. The DR means Design Review, which means that the aesthetic form of the structures **do** matter. Buildings in a DR zone cannot rely on mature trees as the sole mitigation for inappropriate forms. The DEIR characterizes the setting as "Rural" yet the three story block shaped structures cannot be characterized as rural forms. The structures are institutional, and urban, not rural. They do not have sloped roofs like nearby barns and warehouses, vernacular siding or window placement. For this highly visible **Design Review** zoned area, the proposed forms have a **highly significant** impact.

183-2

Section M Transportation / Traffic

Trans-3 Site access and Onsite Circulation, and Trans-13 Truck parking and unloading on Airport Rd

Traffic levels and Parking requirements are underestimated, because the EIR has overlooked the space required for materials handling and truck loading Light Manufacturing and R & D uses.

183-3

The Site plan and elevations in the DEIR show Office buildings. If the Building is to be used as Office, the number of Parking spaces would be 1100, not 650 as planned. If the Building is to be part Light Manufacturing, the plan would require large access doors (usually roll-up), paved areas to access those doors, areas for trucks to be unloaded, areas for trucks to turn around on-site, and general area for materials movement. This would require much more paving than is currently shown. If trucks are not allowed to unload on-site, and turn around

on-site, then the traffic studies need to take into consideration the effects of multiple parked trucks and forklifts being parked and unloaded on Airport Street. This situation would negatively impact the flow of traffic on Airport road. **This should be included in the DEIR**

↑
183-3

The B.W. plan currently takes the advantages of the Light Manufacturing use (Fewer trips generated, fewer parking spaces required) but does not take into consideration the site requirements of that use (large truck unloading, forklift access, materials movement), and the space that those uses require. The DEIR seems not to notice this

Trans-7 Pedestrian and Bicycle facilities

The Draft EIR (page IV.M-40) states; "Airport street has minimal fronting development, with no existing need for sidewalks" There have been several well publicized pedestrian accidents on Airport (at least one fatality) even at its current minimal traffic levels. A 300,000 sq ft development is not "minimal" fronting development, and the need for pedestrian walkways between Princeton-BigWave-Moss Beach will be greatly increased after completion. The addition of over 2000 trips/day to what is already one of our most dangerous pedestrian streets would be a **significant impact**.

183-4

The Draft EIR (page IV.M-41) states: "Within the vicinity of the project site there are designated bike routes." This is misleading. There are no paved bike routes in this area, until you get to the coastal trail which ends at the southern end of Princeton harbor, over a mile away. There are no striped bike lanes on the road, no separate paved bikeways, nor is there room for a bike lane on the current narrow, Airport Street. The placement of the "on-site" trail, which connects to nothing at each end, cannot be used for transportation for anything other than travel from one side of the site to the other, and should not be mentioned as a mitigation measure. A project of this size, which adds significant commuters to the site, can also be assumed to add significant bicycle commuters, and on this dangerous, narrow, and busy (2000 more trips/day) street. The danger of adding extra bike traffic to such a narrow street with no mitigation is a **significant impact**.

Trans-14 (left out) Emergency Egress

The site is in an Tsunami Evacuation Zone. In an emergency, all occupants of the Wellness center and Office park would have to evacuate north on Airport road. This would result in over 700 vehicles driving up airport, and crowding into the intersection of Cypress and Hwy 1. The traffic delays at that intersection alone, could be hours. This is a **significant impact** for all users of that emergency route, including the Pillar Ridge manufactured home park.

183-5

These issues among others, point out the lack of accurate evaluation of some of the most basic components of the B.W. project.

Sincerely

Neil Merrilees

Response to Comment Letter 183
Neil Merrilees

Response to Comment 183-1

The commenter asserts that the buildings would cause significant impacts on public views, and requests that story poles be installed.

A visual analysis of the proposed project was provided in Section IV.A (Aesthetics) of the DEIR, which determined that the proposed project (including building heights) would have a less than significant impact related to public views and scenic vistas, scenic resources, existing visual character or quality of the site and its surroundings, and temporary construction/grading, and a less than significant impact with mitigation related to a new source of substantial light or glare. Regarding story poles, refer to Topical Response 1, Story Poles, of the FEIR. Regarding project compliance with LCP policies regarding the design/scale of development, refer to Response to Comment 213-19.

Response to Comment 183-2

The commenter states that the aesthetic forms of the structures do matter and that relying on mature trees as the “sole mitigation” for “inappropriate forms” (institutional and urban, not rural) is not acceptable.

As stated in Section IV.I (Land Use and Planning) of the DEIR, the proposed project would be generally consistent with applicable land use plans, policies, and regulations, including the County LCP and Community Design Manual. However, as stated in Section III (Corrections and Additions to the Draft EIR) of the FEIR, recommended Mitigation Measure LU-4 has been added to require the applicant to comply with the recommendations of the County’s Coastside Design Review Officer to implement changes to the Office Park buildings to bring the buildings into closer conformance with applicable policies of the LCP and the Community Design Manual, prior to the project approval by the Planning Commission. For the purpose of CEQA, project design is in substantial conformance with the Community Design Manual.

Response to Comment 183-3

The commenter believes that traffic levels and parking requirements are underestimated (Impact TRANS-3 and TRANS-13). He asserts that if the building is to be used for office space it will require 1,100, not 650 parking places as planned. If the building is to be used for light industrial, large access doors, paved areas to access those doors, areas for trucks to be unloaded and turned around, and general area for materials movement would all be required (which would mean much more paving than is currently shown). If trucks are not allowed to unload and turn around on-site, traffic flow on Airport Street will be negatively impacted. In his opinion this should be included in the DEIR.

The request for a parking exception is discussed in Topical Response 8, Traffic and Parking Impacts. The Office Park buildings as presented in the DEIR are largely conceptual. Buildings will be built to suit the needs of future owners/tenants, including the construction of loading bays, etc., which will allow loading and turning around on-site.

Response to Comment 183-4

The commenter claims that project traffic will significantly impact the safety of pedestrians and that there is a need for sidewalks. He also states that there are no paved bike routes and no existing bike routes for the proposed onsite trail to provide a linkage. Commenter states that the project will ass considerable bike traffic to the area and does not propose any mitigation, which would result in a significant impact.

The project includes a 10-foot walkway/bikepath along Airport Street to accommodate walkers and riders as shown in Figures III-9 and III-16 of the DEIR and as modified in Section III of the FEIR from 8 feet wide to 10 feet wide. The traffic impacts for Airport Street were analyzed in Table IV.M-11 of the DEIR and, as the DEIR concludes on page IV.M-43, the impacts were less than significant for the project, as mitigated.

Response to Comment 183-5

The commenter believes that the site being in a Tsunami Evacuation Zone is a significant impact. In the event of a tsunami, the resulting 700 cars fleeing the area would have a significant impact on all users of Airport Street, Cypress and Hwy 1.

Refer to Topical Response 9, Tsunami Hazards, of the FEIR for the description of tsunami evacuation for the project. The type of tsunami evacuation will depend on the source event and includes both vertical evacuation and evacuation by foot to an evacuation location.

Dear Sirs/Madams:

I've lived on the Coastsides since 1989. It has grown and changed quite a bit. My daughter Ashley got involved with Special Olympics as she does have special needs. They are a wonderful group of caring individuals who actually helped my daughter develop a 'social life', helped her 'be normal' and have very good friends. There is a local group of coastsiders, though not affiliated with Special Olympics that cater and help with the same group of people C-PALS. The work these people do is outstanding and I have nothing but good things to say about them.

Then there is BIG WAVE. I first started out thinking this was wonderful how a 'parent' who is a 'developer' would try to help his child and other 'special needs' people get a place to live and call their own once they were grown and on their own. I let my daughter go to some of their 'fun'd raisers. But then I saw the wolf in the sheep's clothing...

BIG WAVE is nothing more than an oversized office/industrial park placed on the coastsides next to the airport and Pillar Point. From the highway 1 it would be an eyesore and definitely take from the charm of the area. More 'empty' office space is NOT WHAT THE COASTSIDE NEEDS OR WANTS. AND as far as the 'housing for special needs people' aspect of this mammoth (yeah should be extinct) is a very small percentage of the project, yet it is 'portrayed' as the main reason for its existence. The fact that this 'project' for handicapped people who cannot drive and some who cannot even walk should be placed so far away from any of the amenities of the town is ridiculous. AND I was told by a representative of the project that even though they needed my daughter as an example and public representative of the type of person this development would help, that she would not qualify to even live there when and if this project is finished. IF THE 'DEVELOPER' REALLY CARED FOR HIS CHILD'S AND OTHERS HOUSING NEEDS THEN A SMALL APARTMENT BUILDING SHOULD BE BUILT RIGHT IN DOWNTOWN HALF MOON BAY NEAR THE AMENITIES AND CLOSE TO MEDICAL AND EMERGENCY FACILITIES.

DO NOT ALLOW BIG WAVE TO BE BUILT... PLEASE IT IS REALLY NOT WHAT THIS COASTSIDER WANTS. DON'T LET THIS BIG WAVE (TSUNAMI) OVERRUN AND RUIN OUR COASTSIDE.

P.A. Chimienti
205 Garcia Avenue
Half Moon Bay CA 94019
650 726 5055

184-1

Response to Comment Letter 184
P.A. Chimienti

Response to Comment 184-1

Commenter describes the Office Park as oversized an “an eyesore” and states that disabled housing should be closer to amenities and medical facilities.

A visual analysis of the proposed project was provided in Section IV.A (Aesthetics) of the DEIR, which determined that the proposed project (including building heights) would have a less than significant impact related to public views and scenic vistas, scenic resources, existing visual character or quality of the site and its surroundings, and temporary construction/grading, and a less than significant impact with mitigation related to a new source of substantial light or glare. Regarding project compliance with LCP policies regarding the design/scale of development, refer to Response to Comment 213-19.

Regarding the location of the Wellness Center, refer to Response to Comment 21-1b.

December 21, 2009

San Mateo Co. Planning Dept.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063

Re: Big Wave Project DEIR

Dear Ms. Leung:

The LCP-designated affordable housing community of Pillar Ridge, with 227 single-story manufactured homes is immediately adjacent to the proposed Big Wave Office Park. Our population of approximately 800 residents depends on the same watershed drainage, groundwater aquifer, and limited access roads as the Project. We therefore have a vital interest in the potential adverse impacts that the Project could have on safe and convenient access to our community, the quiet enjoyment of our homes, and the environment of the surrounding land.

Throughout the DEIR, Pillar Ridge is incorrectly referred to as El Granada Mobilehome Park. The correct term for the majority of homes in our community is manufactured home. Only new homes are allowed to be installed and, once delivered and setup, are not mobile in any practical sense, and are bought and sold in place. All homes at Pillar Ridge are owner-occupied. The residents have worked successfully with the County to obtain space rent control and ownership of the community by the non-profit of our choice.

As the Pillar Ridge Homeowners Association has pointed out at each Big Wave public hearing, we support serving the needs of developmentally disabled Coastsiders, we already have some living in our community, and we would welcome more.

185-1

PROJECT DESCRIPTION

Office Park Facilities

Plans for the four office buildings have gone from 2-story, 156,000 sf, to 3-story with parking on first floor, to 3-story, 225,000 sf office or mixed-use. The office buildings and the site layout have not been redesigned for mixed use. There are no facilities or access for uses other than offices either in the buildings themselves or in the onsite parking and traffic flow. Only Bldg A has freight entrance (Bldg D has two but they are only accessed by roads placed in the buffer zone, not a permitted use.

185-2

Facilities Plan Draft #2, p. 116, Construction Schedule, itemizes converting first floor parking level to office space after all four 3-story buildings are constructed even though the site plan shows no vehicle access to park under the buildings. It seems logical that if the first floors are office space, then all floors will be office space. DEIR Fig. III-9 Site Plan shows 2-story office buildings, 39,000 sf each, totaling 156,000 sf, which is an earlier version of the Project. The arbitrary allotments of mixed-use are unenforceable and provide a loophole for demonstrating lowered traffic impacts and parking requirements which may therefore be drastically underestimated for the actual built-out Project.

185-3

Location of the two office park dumpsters in the parking lot along north property boundary directly behind homes at Pillar Ridge is an unnecessary and unacceptable nuisance (Figure III-25).

185-4

Communications Building is described in text as maximum height 32 ft, but Fig III-15 shows 36 ft height. Which is it, and why does it have to be so tall? The site plan shows plenty of room for more setback from the street. Though this building seems small in comparison with the office buildings, its height and close proximity to Airport St. are also significantly out of character with the neighborhood. Two 36-inch microwave dishes would extend up to five feet above the roofline at Airport St. DEIR does not explore the effects of electromagnetic exposure to people nearby.

185-5

185-6

Construction Schedule Phased Development Plan (Enright 6/29/09) proposes buildout in 2025. At what stage of construction would the project be halted to focus on one building at a time? After grading one pad? After all grading? After all trenched utilities and drainage? After all foundations? What will be the incremental stages of construction of the parking lot and landscaping over the 15-year period? Where will equipment be staged for the different development phases? Will the temporary sound curtain to reduce construction noise at Pillar Ridge be kept in place for 15 years, or removed and replaced with each stage? When will buffer landscaping be planted?

185-7

Associated Wellness Center Facilities

DEIR lacks analysis of any environmental impacts from proposed activities such as drop-off commercial laundry, dog walking/grooming service, on-going plant nursery to serve Coastside (impermissible use in buffer zone), commercial kitchen for processing dairy, poultry & farm produce, lunch deli, catering, sales of organic poultry and dairy products, grocery store, and community center facilities open to the public presumably on a fee basis (auditorium, pool, fitness center).

185-8

Wetland Restoration is not planned until construction is complete (3-year estimate in Project Description, 15-year estimate provided for economic analysis). Grading and erosion control site plans appear to show all grading done first, then covered with jute mesh, and no planned restoration until project complete, at which point the construction schedule (DEIR Table IV.J-11) says 6 months will be spent “restoring “ wetlands with 2 backhoes and 4 pickup trucks.

185-9

How long can temporary wildlife protection barriers to be expected to function? Revegetation is the best form of erosion control. The wetlands and buffer zone should be restored first, right after grading, then move wildlife protection barriers back to the development side of the buffer zone.

185-10

In Table III-6, total wetlands restoration area includes Wetlands Access Trails & North Trail (57,000 sf). These paved fire roads are not restored wetlands. Deducting this amount gives 338,787 sf (7.8 acres) total wetlands, or 40% of total land (not 47%). Paved fire roads should not be located in the wetland buffer zone. Bldg. D shows a driveway in the buffer zone and a second freight/auto entrance from the fire road in buffer zone.

185-11

Table III-6 states total Office Park wetlands restoration is 273,038 sf, whereas Table IV.H-4 states total Office Park wetlands restoration is 227,038 sf. Table IV.H-5 has wetlands restoration figures that agree with Table III-6, but both are incorrect because they include the paved fire road.

185-12

Landscaping

The tree species in the plan will not survive in the site conditions of high water table, poorly drained soil, heavy fog, and strong salt-laden winds. None of these trees are found growing locally. They naturally grow in more protected forest environments, not the very exposed marine influence of the site. If the alders or cottonwoods should survive, they would grow too tall, becoming view-blocking themselves. For the property line adjoining Pillar Ridge, consider the power lines to be compromised by tall trees and the single story homes that will be shaded out on the north side of those trees, or be endangered if they

185-13

should blow over. The main sewer line exiting Pillar Ridge runs along the property line with Big Wave Project and could be impacted by invasive tree roots for which alders are notorious. Available planting space is only 5 feet wide for a buffer between single-story residential Pillar Ridge and 50 ft tall buildings with acres of parking.

185-13

Onsite Trails

It should be pointed out that both the Wetlands and North Trails are paved fire access roads. The combination of the two for public access provides only a loop trail around the back of the Office Park buildings and parking lot. There is no open space or blufftop access from these roads.

185-14

Big Wave Facilities Plan Draft #2, p.2, Summary of Project Features lists “Extension of the Coastal Trail and trail to the Pillar Point bluffs.” DEIR Table III-5 includes “North Trail leading to Headlands.” Figure III-9 and all other site plans label this road as “Coastal Trail Extension to POST property”. This existing raised roadbed along the northern property line next to Pillar Ridge does NOT extend to POST property or the headlands. It extends only to the marsh.

185-15

POST wrote Big Wave Group and County Planning in Feb 2009 noting this inaccuracy and requesting the reference be “removed from this and future maps of your project so that this mischaracterization does not persist, or else it may be misleading to the public and to agencies that need to review and approve the plans.” Not only does the map label persist, but the false claim that Big Wave Project provides coastal trail access is repeated many times throughout the DEIR to make the Project seem more appealing and to support its consistency with government and agency plans and regulations.

185-16

On page III-42, “The North Trail would be 15,000 sf including the roughly 50 sf area located to the west of the Mobile Home Park...” What are they talking about? The property boundary is a straight line. All land west of Pillar Ridge belongs to Thompson.

AGRICULTURAL RESOURCES

Impact AG-1 Convert Prime Farmland to Non-Agricultural Use

The soils on site qualify as Prime Agricultural Lands, although the County LCP designates the use as General Industrial. The Montara-Moss Beach-El Granada Community Plan calls for protection of prime agricultural and open space lands within the community, and restriction of residential development in areas of prime agricultural soils. It calls for subleasing publicly owned lands at the HMB Airport for agriculture, which has been done. These airport fields are the same soil type and the same zoning as the Big Wave parcels. Agriculture is a compatible use for the airport overlay zone of the Project site.

185-17

A Big Wave Project objective is “To provide space for gardens to grow organic food for consumption.” Although the project highlights agriculture for sustainability and resident employment opportunities, all available agricultural land at the project is proposed for development. It would better serve project objectives to scale back the buildings and leave some land for farming.

The DEIR concludes that the proposed development would not completely preclude future agriculture since the project includes offsite Big Wave Farming and a 5-acre onsite plant nursery. The offsite farmland proposed to be leased is already in agricultural production and does not depend on Big Wave Project to continue in production. The onsite plant nursery would be temporary and located on the 100-ft wetland buffer, not a permitted use.

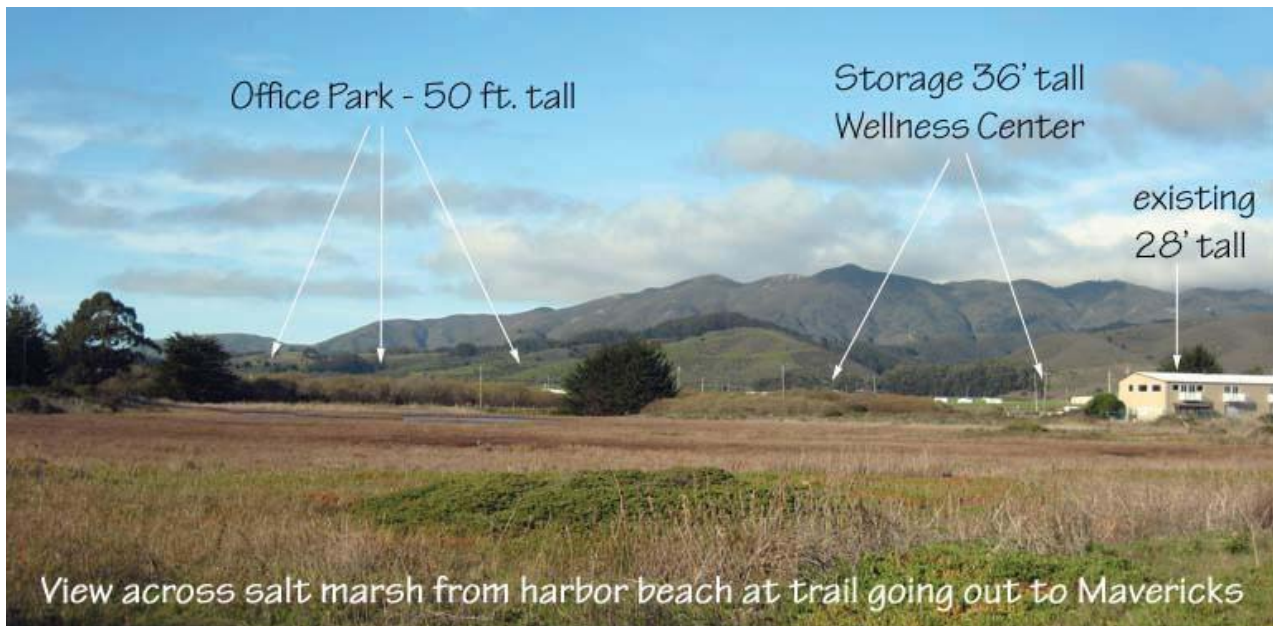
AESTHETICS

The visual simulations in the DEIR are inaccurate, misleading, and inadequate. In addition to the unprecedented size of the office buildings for this area, building pads will be raised 2 to 4 ft above existing grade. Most people are not aware of how visible this project will be from many viewpoints. Story poles are critical to public understanding and determination of the extent of the visual impacts of this project. Their height should include raised grade and 4-ft tall screening around the array of solar panels and wind turbines on the rooftops.

185-18

Impact AES-1 Adverse Effect on Public Views

West Point Ave. –This scenic coastal destination is not about the parking lot as shown. West Point Ave. is the route of the CA Coastal Trail. The West Shoreline Access Trail and harbor beach are Coastal Trail alternate routes. This is the famed Mavericks surf destination. The view north from trail and beach is of bluffs to the left, salt marsh in the foreground, marsh willows in the middle ground, with all the GGNRA lands and Montara Mountain rising in the distance. Princeton marine-related warehouse district frames the view on the right. The Big Wave project would fill the middle distance of this view with a wall of tall buildings rising above the willows (see below).



185-19

DEIR's North Trail (Fig. IV.A-3, View 4) – This location is NOT called North Trail, and should not be confused with the North Trail referred to on the northern boundary of the Office Park parcel. This trail is on POST Pillar Point Bluff open space preserve and leads from their Airport St. trailhead up to the Jean Lauer CA Coastal Trail, offering views across open fields and farmland towards Montara Mountain, Pillar Point Harbor, and Half Moon Bay. The photo shows a single vantage point on the trail from elevation high enough with building simulation short enough so it would appear that views of the ocean are not blocked.

185-20

POST Pillar Point Bluff South preserve, which adjoins the Air Force property and the marsh, looks down over the willows and the entire Big Wave site. From that vista, the manufactured home community is not visible, and the view is one of willows, fields, farms, and open space mountainside, with harbor and marine-related warehouse district to the right (see below).



185-21

Impact AES-2 Scenic Resources within a State Scenic Highway

The DEIR ignores the existence of POST Pillar Point Bluff open space preserve which now includes all but one parcel of the coastal bluff south of Seal Cove. Not only the marsh, but the wooded and coastal scrub covered hillside and blufftop seen from Highway 1, are preserved open space, views of which would be mostly blocked from Highway 1 by the tall office park buildings.

185-22

Impact AES-3 Degrade Existing Visual Character of Site/Surroundings

Offsite Visual Character:

DEIR: "The land to the north of the manufactured home park is currently undeveloped and in agricultural production. " Actually, this land belongs to POST and is part of Pillar Point Bluff open space preserve. It has not been in agricultural production for many decades.

DEIR: "Lands to the west of the project site are designated for open space use." This land is also part of POST's Pillar Point Bluff open space preserve.

185-23

LCP Special Design Guidelines for Coastal Communities (8.13b Princeton-by-the-Sea):

- (1) Commercial Development: Design buildings which reflect the nautical character of the harbor setting, are of wood or shingle siding, employ natural or sea colors, and use pitched roofs.
- (2) Industrial Development: Employ architectural detailing, subdued colors, textured building materials, and landscaping to add visual interest and soften the harsh lines of standard or stock building forms normally used in industrial districts.

185-24

DEIR ignores the fact that the Project consists of housing and commercial development in an industrial zone. In any case, the extensive orange and white exterior colors are inappropriate. "Earthtone colors are encouraged, along with darker colors used to reduce apparent mass." (Midcoast Design Review standards)

Design Review zoning requirements are not met by planting a row of trees in an effort to hide tall buildings out of scale and character with the surroundings (Fig. III-23). More appropriate would be tall dense shrubs to muffle and hide the parking lot. The Local Coastal Plan calls for tree & plant material native to the area, informal character, smooth transition (not a straight narrow row with abrupt transition). Why not smaller more attractive buildings that don't need to be hidden and can be more easily softened by landscaping appropriate to the area?

DEIR states, "Landscaped areas and restored wetlands areas would provide a buffer between the proposed project and the existing residential uses to the north." The planting strip between paved fire road and paved parking lot is only 5 ft wide. This is literally a buffer consisting of a large parking lot, two dumpsters, and a narrow row of trees between a single-story residential neighborhood and 50-ft tall buildings. Other comparisons of scale are the only other buildings on Airport St., otherwise surrounded by preserved open space and open airport fields:

- Warehouse, 850 Airport St.: 2 stories, 24 ft. tall
- Warehouse, 860 Airport St.: 2 stories, 23 ft. tall
- Warehouse, 333 Airport St. at Stanford Ave: 22 ft tall at Airport frontage with significant setback, 32 ft at back edge
- Pillar Ridge community center, next to the bluff: 17' on 6' elevated hillside, total 23'tall, natural stone façade.

Buildings over 28 ft tall would be out of scale and view-blocking at this site.

GEOLOGY & SOILS

Impact Geo-2 Strong Seismic Ground Shaking

Active earthquake faults in the immediate site area could cause violent shaking and heavy damage. DEIR says design and construction must conform to 2007 CMB design parameters. Will a long-term phased-development agreement excuse the developer from applying future updated design parameters?

Impact Geo-3 & 4 Seismic-Related Ground Failure/ Differential Settlement

DEIR defers determining mitigation measures until after further geotechnical investigation and evaluation. We are only told some possibilities as to what those might be, and cannot evaluate the impacts or effectiveness of those mitigations. It sounds like the mitigations would involve a huge amount of soil being hauled away and engineered fill brought it, and/or deep foundations of driven piles.

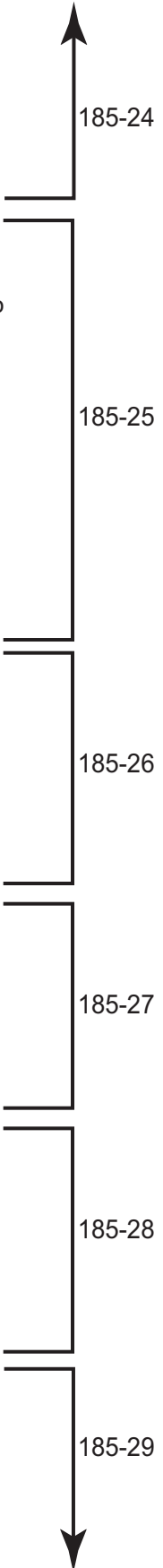
Impact Geo-5 Soil Erosion/ Loss of Topsoil

DEIR points out that erosion is of greatest potential concern during the construction phase. Erosion control plan sheets prepared by applicant only show short- or mid-term controls such as jute mesh or rolls. There is no drainage plan or completed erosion control plan. Wetland restoration is only proposed after Project completion. The extended open-ended construction period makes this a potentially significant impact. Revegetation is the best form of erosion control. The wetlands and buffer zone should be restored first, right after grading.

Impact Geo-6 Expansive Soil

DEIR again defers determining mitigation measures until after further geotechnical investigation.

The Project Description proposes balanced grading on site, with 2 to 4 ft raised grade for building pads, with no net soil import or export other than 4,100 cubic yards of gravel for the infiltration system.



Geotechnical reports describe the site as blanketed by 1-1/2 to 2-1/2 ft of potentially expansive clayey soil. They explain the need to remove near-surface medium to high plasticity clay from the permeable pavement areas and building pads (essentially the entire developed area). The Facilities Plan Jan/09: 6.0 Site Geology & Soil Investigation states, "Expansive soils will be removed from below parking lot substructure. This removal will guarantee good subdrainage and provide quality soil for the wetlands restoration."

185-29

Do they seriously think moving all this clay soil into the wetlands will restore it? Or will they pile it on the 100 ft wetlands buffer zone? What material will be used to bring the excavated building sites and parking lots up to finished grade without importing suitable fill? Or will they ignore the geotechnical recommendations regarding the expansive soils? Will they give up on the permeable paving idea as impractical in these conditions? Further studies may show that thousands of cubic yards of material have to be hauled away and brought in to engineer the site to accommodate the project, a potentially significant impact.

Impact Geo-7 Pervious Pavements/ Water Infiltration Systems

How will pervious pavement and water infiltration systems function with site conditions of high water table and impervious clay soil? Quite possibly they won't work at all. The DEIR defers mitigation decisions until after further investigations. The choices for possible mitigation sound like removing a whole lot of clay soil and replacing it with permeable base material, and/or installing subdrains to gather the building and parking lot runoff that can't percolate due to impervious clay and/or high water table and carry it to the marsh. Without leach lines would the wastewater treatment and recycling system be abandoned? How would that affect potable water demand estimates?

185-30

HYDROLOGY & WATER QUALITY

Impact Hydro-2 Ground Water Supplies & Recharge

Withdrawals from aquifer :

DEIR only discusses effects relative to CCWD which uses 6% or less of groundwater sources, and does not even mention the potential effects relative to the community of Pillar Ridge right next door, dependent on 3 wells, and MWSD which depends on 3 nearby airport wells for 60% of district water. CCWD's lack of dependency on ground water is used to justify groundwater use for this project, ignoring potential significant impacts on the main water users dependent on the airport aquifer.

Conversion of the agricultural well to domestic use requires assurance that aquifer withdrawals would not exceed groundwater recharge. How will winter well water use be recharged, when water table is high and soil is saturated and the project is connected to GSD? In drought years, the applicant claims they won't use well water either. How is that possible and can it be enforced?

185-31

Existing site demands are only estimates, and without metering of the well, cannot be relied upon. The agricultural well did not come into use until 2005.

DEIR Hydro-2 uses applicant's estimate of 10,000 gpd net potable water demand and concludes project groundwater demands are not significant. However, DEIR UTIL-8 re-evaluates the estimate to 17,000 gpd net potable water demand (26,000 less revised recycled toilet flushing). Applicant additionally estimates 10,000 gpd agricultural demand for 9 acres wetlands, and 12 acres offsite high-yield farming across Airport St. on county airport land. No estimate is provided for landscape demand.

The Project water use number is based on the arbitrary and unenforceable allocation of mixed-use at the Office Park, a shift in Project plan which dramatically reduced traffic counts and parking requirements, and also water needs.

There is no assurance that well water use for this large development will not impact other wells in the aquifer during drought years. The Midcoast Groundwater Study is ongoing and so far inconclusive.

Ground Water Recharge:

DEIR notes Project Facilities Plan recommends that “groundwater utilized domestically and groundwater to be used for irrigation will not exceed designed infiltration amount for project infiltration systems.” Project groundwater recharge system is theoretically designed to infiltrate 12,000 gpd stormwater & 20,000 gpd recycled wastewater, but winter water table determination and percolation tests have not yet been performed.

Schaaf & Wheeler, 9/07, Wetland Hydrology Indicators for Big Wave: “It appears most likely that ... site soils remained saturated for more than a week after the cessation of rainfall due to the inability of surface water to percolate through the thick clay “hardpan” that underlies the site.”

Note that in Figure III-6 (2007), View 4 & 6: standing water is clearly visible in plowed field. Residents at Pillar Ridge next door, at slightly higher elevation, can report that after heavy rains the ground water comes up out of yards and flows over the curb into the street for days or weeks after the rain has stopped. How can winter well pumping percolate to recharge the aquifer?

DEIR states, “Projected recharge should be similar to the existing recharge since even the impervious areas of the site will be drained to pervious swales or detention areas that percolate to the groundwater basin.” This wildly optimistic assumption depends on the infiltration ponds being very permeable indeed, which wet weather photos and soils reports tell us is highly unlikely. The small detention ponds will fill, then overflow into the marsh. Because soils at the site have impaired drainage, reducing the area available for percolation will increase runoff and reduce groundwater recharge.

Schaaf & Wheeler, 5/15/09, Hydrologic Analysis of Big Wave Project: “The project information indicates that the permeable concrete setup has a 3 inch per hour permeability at the surface and a ½ to 1 inch per hour permeability at the bottom. For purposes of hydrologic estimates, then, these surfaces will be considered pervious.” Where do they get this permeability number when the report acknowledges the tests have not yet been performed? It cannot be assumed that these surfaces will be pervious.

DEIR: “...excess water would still eventually percolate into the same aquifer in the downstream marsh area.” Excess stormwater runoff would flow through the marsh, and the culverts under West Point Ave. to the harbor.

Impact Hydro-3, 4, 5 Drainage, Erosion/Siltation, Runoff

The drainage report and erosion control plans need to be included and analyzed in the DEIR, not just supplied as mitigation. Data is missing for winter ground water levels, soil percolation tests for underlying pervious paving and for infiltrations ponds and drainfields. The open-ended phased construction schedule could take decades. What will happen with the exposed graded incomplete construction site with landscaping and wetlands restoration the last on the list?

Project site plan shows “rainwater garden” (aka stormwater detention pond) in parking lot north of office buildings that has no overflow but instead looks like an ornamental fountain.

185-31

185-32

185-33

Impact Hydro-4 Drainage/Flooding

Project Preliminary Grading Plan shows parking lot grade is to be raised level with the “North Trail” access road along the boundary with Pillar Ridge. Years ago, construction of the access road already altered the natural southward drainage by being higher than the land to the north. Will this new grading cause additional risk of flooding for the community of Pillar Ridge?

DEIR states that “Placing fill or other structures in such a way as to block existing drainage paths could result in increased onsite or offsite flooding, particularly if there is significant offsite drainage that flows through the site. However, since no drainage report was provided by the applicant, it is unknown if there are substantial stormwater discharges that would travel onto the site from neighboring areas, particularly the residential development to the northwest.”

DEIR never mentions the significant portion of the watershed drainage west of Airport St. and north of Big Wave which includes the community of Pillar Ridge, the open fields to the north and the hillside to the west. The drainage follows a creekbed through the fields and then along the base of the bluff behind the Pillar Ridge community. All this drainage enters the marsh at one point, through a badly corroded 36” culvert under the west end of the access road at the northern perimeter of the Big Wave Office Park parcel. This culvert is not mentioned in the DEIR nor shown on any Project site plan even though our 11/20/08 EIR Scoping comments asked for assessment of its condition.

In December 2005, a Big Wave contractor, clearing vegetation from this long-overgrown access road with bobcat or similar equipment packed mud and vegetation into the marsh, totally blocking the culvert outfall. Several blocks of our community were flooded. We were luckily able to locate the contractor on our own to resolve this emergency situation but the mud and debris were just moved to an adjacent area of the marsh (Wetland A). Big Wave never replied to our letter and pictures concerning this event.

DEIR includes Source Control “Best Management Practice” of regular maintenance of the storm drain system. Given our past experience with the applicant’s maintenance of their storm drain system, the flooding it caused in our community, the lack of any drainage report in the DEIR, and the complete oversight in the report that this drainage even exists, we do not agree that there are no significant impacts regarding drainage at this project.

Impact Hydro-9 Tsunami

Wellness Center building pads are planned at 18 ft elevation, approximately half the height of the tsunami inundation zone. What design features will be mandated to protect these buildings? How will the residents be evacuated or protected in place? How will sewage treatment facility located at 13 ft elevation closest to harbor be secured for tsunami?

185-34

185-35

NOISE

DEIR does not address potential for aircraft noise reflecting off tall Office Buildings toward the residences at Pillar Ridge. “Due to its proximity to the beginning of the runway, the project area is subject to extended single event engine noise impacts as aircraft apply full take-off power...” (County Airport Manager letter 12/5/08)

185-36

Impact NOISE-1 & 2 Construction

DEIR states Pillar Ridge residences are 20 feet north of the Project site, whereas they are more like 8 feet from property line, with back yards immediately adjoining the Project site.

185-37

What are the wildlife impacts of pile driving noise on the sensitive marsh environment? Are there seasonal restrictions that might help mitigate those impacts?

185-38

Construction Schedule Table IV.J-11 states 2 months for foundations, whereas text p. IV.J-17 says 3 months. Geotechnical studies are not complete and foundation design requirements are not known. What is the construction schedule for the Phased Development Plan (Enright 6/29/09) which proposes buildout in 2025?

185-39

Mitigation NOISE-1 states, “Drilled piles or sonic or vibratory pile drivers shall be used instead of impact pile drivers”, whereas NOISE-2 refers to NOISE-1 as requiring piles other than impact driven “if at all feasible based on geological conditions (as yet unknown).

Are the following mitigations feasible, technologically possible, and how will they be enforced?

Acoustic blankets on all sides of pile drivers capable of reducing noise levels by at least 15dBA.

Temporary sound control curtains to reduce construction-related noise levels at Pillar Ridge to less than 80 dBA L_{eq}

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What will this temporary structure look like and will it remain in place for the entire term of the phased construction, or be removed and replaced with each phase?

NOISE-3 Operational Noise: Noise from wind turbines proposed for the Project is not discussed.

185-41

TRANSPORTATION & TRAFFIC

It is quite possible that the number of daily trips for the Project will turn out to be greatly underestimated due to the arbitrary and unenforceable assignment of mixed-use for the Office Park (see TRANS-5 Parking comments).

185-42

One of the major problems with the Project is its lack of direct access to major roads which should be a main ingredient for a project of this scale and use. DEIR glosses over this, “Access to the project site is provided via Route 1, Capistrano Rd., and Airport St.” ignoring that Capistrano doesn’t come anywhere near Airport St. DEIR goes on to state, “Other local roadways in the project vicinity include: Cypress, Prospect ... Broadway ... and Cornell, which are two-lane residential roadways.” These roads are not just incidental, but are a necessary part of the tortuously indirect route to the project site – winding through the marine industrial maze of Princeton, or in the case of Cypress, a narrow rural lane without signal, leading to residential neighborhoods and coastal visitor destinations. The Project proposes to flood these narrow secondary marine- and visitor-serving streets with through traffic totally unrelated to Coastal Act priority uses.

185-43

A key point not mentioned in the DEIR is that two narrow street segments and potential bottlenecks, Cypress in the north and Prospect in the south, provide the only access to all the area between San Vicente and Denniston Creeks, namely Princeton, Coastal Trail and Mavericks beach parking, the Pillar Ridge and Seal Cove residential neighborhoods, and the Big Wave site. Also not discussed in the DEIR is that Airport/Cypress and Prospect/Capistrano are tsunami evacuation routes. How will the Wellness Center residents be evacuated in an emergency? How will the 800 Big Wave Project employees and cars affect these emergency routes at critical times?

Prospect/Capistrano is a narrow, often congested bottleneck, a visitor destination, and the route of the CA Coastal Trail where bikes must share the road. If and when the economy improves, the large new hotel and shopping mall on Capistrano will add significantly to this congestion. The Capistrano/Hwy 1 intersection has been enlarged, but 2-lane Capistrano is no wider than it ever was. Should the narrow winding scenic Capistrano harbor route and a tangle of marine industrial Princeton streets be the through route to a huge commercial complex having no relation to coastal use?

The intersection at the west end of Prospect (at Broadway) can be confusing because the through route to Harvard is offset. Most people use Harvard in their route through Princeton (which the traffic counts bear out indirectly) but Project traffic analysis maps erroneously show Harvard does not connect to Airport St. and none of the traffic projections include it. This lack of local knowledge puts into doubt the projections of the traffic analysis.

The Cypress/Hwy 1 intersection is covered in the Traffic Analysis, but Cypress itself is a very narrow rural street with no sidewalks and a steep crown dropping off to deep roadside ditches forcing pedestrians and bicyclists to share the narrow road. Dramatically increasing traffic here will increase danger.

The community of Pillar Ridge has only one road entering Airport St. The tsunami escape route is to turn left onto Airport St. How will the many cars with 5 exits from the Big Wave Project affect our safety and ability to turn left onto Airport St.?

DEIR Impact HAZ-4 does not adequately weigh the Project impacts on the narrow congested road segments as safe emergency routes, for fire, police, ambulance, and disaster evacuation.

There will be significant construction traffic which should be analyzed, particularly the route for large trucks. Geotechnical studies may yet determine that significantly more removal and replacement of soil may be necessary to engineer the Project building pads and parking lots.

The traffic analysis does not include traffic generated by public use of the 5,326 sf Community center, pool, fitness center, commercial laundry, various Big Wave commercial/retail businesses in the Wellness Center, and special events. Proposed parking exception and charging for parking in Big Wave lots will impacts streets with more on-street parking.

Impact Trans-1 Intersection LOS

DEIR states project would add approximately 2,123 daily trips to roads in the vicinity. This figure has been reduced from the 3,787 daily trips predicted in the June 2008 Traffic Report, and is based on a new arbitrary and unenforceable allocation of mixed uses in the Office Park. Nevertheless, Cypress/Hwy 1 east-bound left turn LOS "F" is still predicted, with no improvements possible other than signalization.

When Hwy 1 is busy, local drivers know they can give up trying to turn left onto Hwy 1 at Cypress, and turn right instead, then get in left turn lane at Marine, circle around on Etheldore, re-entering Hwy 1 with a right turn. Because of the narrowness of Cypress St., this option is not possible if two cars are

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already waiting and blocking the road. Dramatically increasing traffic exiting Cypress will leave everybody waiting. As people wait, looking for an opening, they can get frustrated and take risks. The local practice of turning left by turning right may have skewed traffic counts during peak hours.

Mitigation Measure Trans -1:

Traffic roundabout should be considered as well as signalization at Cypress. Consider the significant impact on Hwy 1 traffic flow caused by another signal. Consider that safe crossings would be more useful in the commercial section of Moss Beach instead of this outlying intersection.

Traffic mitigation should be implemented before construction beings. Proposed signalization could take 10 years even with the shortest construction estimate, or be put off indefinitely:

- following project occupancy (3 – 15 years or more),
- applicant submit bi-annual report re need for signal (min 2 yrs),
- pay fair share for signal within 5 yrs of date of report

Impact Trans-2 Hazards

Airport St. should rightly be considered a bicycle thread of the CA Coastal Trail, as it provides access to coastal trailheads, and a connection from Princeton waterfront to the north portion of the Fitzgerald Marine Reserve while avoiding Hwy 1. The Project would significantly increase bike hazards on this route and offers no mitigation.

Airport St. is a narrow rural road with unimproved shoulders and open roadside drainage, except for the widened portion with sidewalk in front of Pillar Ridge and other development to the north of the Project site. Residents of Pillar Ridge walk and bike along this road to jobs and school. Mothers with children in strollers use the edge of the pavement. There is no room to safely pass bikes in the road without pulling into the opposite traffic lane. This situation has only been tolerable due to the relatively light traffic and lack of obstructions along the shoulder.

To this already potentially hazardous route the Project would add many more cars, 8 driveway/fireroad connections and probably lots of overflow on-street parking. The proposed walking trail along Airport St. would be an improvement for pedestrians (in that limited area only) but is marred by the many driveways to be crossed and the meager road-encroaching creek crossing. Bicyclists will naturally want to retreat from the increased road hazards to the safety of the walking trail, making it a 2-way multi-use trail. What will happen at the bottleneck at the creek crossing and at the many driveways to the Project? Although the Airport St. designated bike route is touted as a transportation asset, the DEIR states, “No bicycle lanes are located adjacent to the project ...” like that’s a good thing they don’t have to worry about. What about the safety impacts on the whole north end of Airport St., Cypress, and Princeton streets, with all the same increased traffic but no pedestrian/bike improvements?

During the lengthy construction period, pedestrian and bike safety conditions on Airport St. would be much worse. The walking trail should be constructed first. Better yet, would be a multi-use trail on the east side of Airport St., or a widened road with dedicated bike lanes.

There is no provision for turnouts for the proposed new bus stop to serve the Project.

Are all 5 driveways plus 3 fire roads really necessary or advisable for this Project? Pillar Ridge has only one road out, LaGranada. It’s easy to imagine how difficult it might be to turn left onto Airport from LaGranada if lots of cars are leaving the Office Park and driving north at the same time, as would happen on a daily basis, and most importantly, in an emergency situation.

185-47

185-48

185-49

Impact Trans-5 Parking

June 2008 Traffic Report (Jan. '09 Facilities Plan Draft 2):

Alternative 1: 156,000 sf Class A office space: 3,028 daily trips

Alternative 2: 225,000 sf Class A office space: 3,787 daily trips

June 2009 Traffic Report (Oct. '09 DEIR) uses same traffic counts from Jan '07 but calculates daily trips from new chart of arbitrary and unenforceable mix of uses (office, R&D, mfg, storage)

“Mixed use” office park 225,000 sf: 2,123 daily trips

By applying sq.ft. use allotment (90,000 general office, 56,250 R&D, 33,750 storage, 45,000 light mfg), 225,000 office space becomes 158,513 equivalent office space for purposes of specifying daily trips and parking requirements.

County Parking Ordinance:

225,000 sf office space requires	1125 parking spaces
158,513 sf <u>equivalent</u> office space requires	737 parking spaces
Parking exception request results in	635 parking spaces

185-50

Any attempt to reduce impacts from proposed parking exception by restricting use of the lot will put parked cars along the street, contributing to unsafe conditions for bicyclists and pedestrians on narrow road. SamTrans has repeatedly tried to discontinue existing limited bus service and will certainly not be increasing it. School hour buses are overloaded with school children. Section Impact Trans-6 says the project would not generate a need for additional transit service.

The Project has conveniently and dramatically reduced its parking requirement by calling office buildings mixed use. There has been no change in building design to accommodate the mixed use. The County acknowledges they don't have the resources to monitor the proportion of uses. No further reduction in parking requirements should be allowed. Consider the situation around the Ritz-Carlton in HMB which didn't plan for enough employee parking.

Impact Trans-6 Transit service

Project Objective: “To take advantage of existing public transportation routes to provide ... access to and from the project site ...” The DEIR states transit service is minimal, but the project would not generate a need for additional service. Project assumes 5% transit mode share, and adding 15 new AM/PM riders. Project proposes to develop bus stops but provides no turnout.

The project site is in a remote area with bare bones bus route with small size shuttle type buses packed with school kids due to no school bus. SamTrans recently was on the verge of eliminating the route altogether, not for the first time. It is unlikely that highly paid employees would want to accommodate their schedules to the widely spaced and limited hours of available transit. It is unlikely that employees would drive crowded Hwy 1 and then park at the harbor to take a shuttle bus the last mile of their commute just because the Project doesn't provide enough parking.

185-51

ALTERNATIVES

The Big Wave Project, presented in 2006 as financially viable, had four 2-story office buildings (156,000 sf) and Wellness Center consisting of 36 one- and two-story apartment and condominium housing units (SM Co. Planning memo to Board of Supervisors 11/20/06). Why isn't that project considered among the DEIR Project alternatives? Why does Alternative B need to increase each building footprint for greater square footage when smaller prior project plan was deemed financially viable?

The 20,000 sf storage building in front of the Wellness Center was also a late addition to the project. Deletion of that building would eliminate the need for subdivision on the southern parcel. It would provide space for onsite gardening, or native plant nursery, an overlooked project goal. Wellness Center would have a view of Montara Mountain without the storage building in the way. Views of the Wellness Center property from Airport St. would be much more inviting.

185-52

IN CONCLUSION, we feel that the DEIR is inadequate, has many errors and contradictions, reaches conclusions not supported by the facts, and leaves crucial mitigation measures to future studies, which is not permitted under CEQA. The DEIR should be revised and recirculated once all necessary investigations are completed, and comments to date addressed, so the public and decision-makers can completely understand all the impacts and mitigations proposed. Hopefully the applicant will take this opportunity to redesign a smaller scale project better fitting the conditions of the site.

185-53

Thank you for the opportunity to comment.

Sincerely,

Lisa Ketcham, President
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175 Culebra Ln.
Moss Beach, CA 94038
email: Lisa.Ketcham@comcast.net

***Response to Comment Letter 185
Pillar Ridge Homeowners Association***

Response to Comment 185-1

The commenter provides description of the interests of Pillar Ridge and requests that the community should be referred to as a manufactured home community, as opposed to El Granada Mobile Home Park.

Comment is noted.*

Response to Comment 185-2

The commenter states that although the plans for the office buildings have changed from office space to office and mixed use, the site layout and access has been designed for anything other than office use. The commenter also states that access to the freight entrances of Building D is from a road that is not allowed in the buffer zone.

While Office Park Buildings A through D would include 40% general office space, 25% research and development space, 20% light manufacturing space, and 15% storage space, specific tenants have not been secured at this time. The design and layout of the parking lot and on-site traffic circulation can be modified as tenants are secured and buildings are customized according to the needs of the specific tenants. The Office Park site plan shown in Figure III-9 of the DEIR illustrates opportunities for truck loading access to all buildings, with some adjustment to the parking and on-site circulation layout. In any case, at full project build out, the parking lot would provide 640 parking spaces. All paved roads and driveways will be removed from the wetland buffer zones.

Response to Comment 185-3

Commenter states that Figure III-9 (Office Park Property Site Plan) of the DEIR shows two-story buildings, whereas the project includes three-story buildings. The arbitrary allotments of mixed use are unenforceable and provide a loophole for demonstrating lowered traffic impacts and parking requirements when concerning mixed use.

As discussed in Section III (Corrections and Additions to the Draft EIR) of the FEIR, Figure III-9 (Office Park Property Site Plan) is corrected to show three-story Office Park Buildings, consistent with the description and analysis of the DEIR. The County's approval of this project or project alternative would require that the project remain as approved, including retaining the percentages of each use. The approval will require regular review and monitoring of the project by the County, at the owner's expense, to ensure that the project is operated in a manner that is consistent with the County's approval.

Response to Comment 185-4

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

Commenter states that the Office Park dumpsters placed directly behind Pillar Ridge are unnecessary and an unacceptable nuisance.

As discussed in Section III (Corrections and Additions to the Draft EIR) of the FEIR regarding Figure III-25 (Office Park Property Site Plan) of the DEIR, dumpsters are to be placed next to the commercial buildings.

Response to Comment 185-5

Commenter states that the DEIR provides inconsistent numbers for the height of the communications building and states that the building is out of character with the neighborhood.

As discussed in Section III (Corrections and Additions to the Draft EIR) of the FEIR, the Communications Building was relocated to the Wellness Center site and combined with Building A. Figure III-15 of the DEIR has been deleted.

As stated in Section IV.I (Land Use and Planning) of the DEIR, the proposed project would be generally consistent with applicable land use plans, policies, and regulations, including the County LCP and Community Design Manual. However, as stated in Section III (Corrections and Additions to the Draft EIR) of the FEIR, recommended Mitigation Measure LU-4 has been added to require the applicant to comply with the recommendations of the County's Coastside Design Review Officer to implement changes to the Office Park buildings to improve project conformance with applicable policies of the LCP and the Community Design Manual, prior to the project approval by the Planning Commission. For the purpose of CEQA, project design is in substantial conformance with the Community Design Manual.

New Recommended Mitigation Measure LU-4

The applicant shall comply with the recommendations of the County's Coastside Design Review Officer to implement changes to the Office Park buildings to improve project conformance with applicable policies of the LCP and the Community Design Manual, prior to the project approval by the Planning Commission.

Response to Comment 185-6

Commenter states that the DEIR does not explore the effects of electromagnetic exposure to people nearby.

Page III-58 of the DEIR identifies two 36-inch focused transmitting dishes that are located over 1,000 feet away from the Pillar Ridge homes. Based on a recent in-depth review of the scientific literature by the World Health Organization (WHO), current evidence does not confirm the existence of any health consequences from exposure to low level electromagnetic fields. Therefore, health impacts related to the use of electromagnetic fields associated with microwave dishes are anticipated to be less than significant.

Response to Comment 185-7

Commenter asks about the incremental stages of construction and questions when the project would be halted to focus on one building at a time. Commenter further questions the timing for the incremental

staging of the parking lot and landscaping and asks where the equipment will be staged. Finally, commenter asks when the temporary sound curtain will be used during the stages.

Refer to Topical Response 12, Construction Phasing for Wellness Center and Office Park and Appendix H (Additional Applicant-Provided Information Regarding Construction Phasing and Schedule) of the FEIR. As stated in these sections, construction will be halted after rough grading for the entire site, installation of main utilities for the entire site, construction of visual and sound barriers for the entire site (sound barriers will be installed during each Office Park building permit), construction of the Wellness Center, and construction of site access and encroachments to Airport Street. The foundations will be poured at the start of the construction of each Office Park building. Parking lot construction will be phased to meet the parking requirements of each building. The wetlands restoration will be phased. Construction staging would occur exclusively on the project site and would be screened from view by the use of construction fencing. See Impact AES-5 on page IV.A-29 of the DEIR for further discussion about construction staging.

Response to Comment 185-8

Commenter states that DEIR lacks analysis of any environmental impacts from proposed activities such as drop-off commercial laundry, dog walking/grooming service, on-going plant nursery, commercial kitchen for processing dairy, poultry and farm produce, lunch deli, catering, sales or organic poultry and dairy products, grocery store, and community center facilities open to the public presumably on a fee basis (auditorium, pool, fitness center).

The Wellness Center component of the project would provide retail services. However, retail services provided would only be available to occupants/tenants of the project, specifically Office Park employees and Wellness Center residents. Therefore, as the Office Park and Wellness Center are within walking distance of each other, the limited retail component of the Wellness Center would not generate any additional traffic flows onto the site. As described in Section III (Corrections and Additions to the Draft EIR) of the FEIR, the pool, fitness center, and locker facilities are for the use of Wellness Center residents, guests, and staff and Office Park employees only. Also, as described in Section III of the FEIR, the nursery would only supply plants for the Wellness Center and Office Park sites (not to off-site projects as stated in the DEIR). Also, during the week, all farm and processed products, including poultry, eggs, organic milk, yogurt, ice cream, vegetable crops, will be used on-site or sold to Office Park employees only. Sales of farm and processed products to members of the public will be restricted to farmer's markets on the weekends.

The activities listed by commenter are included in the DEIR and are analyzed for their environmental impacts in the DEIR. Some specific examples of the DEIR's and FEIR's analysis of the environmental impacts of commenter's listed activities include the following: (1) the listed activities' impacts to traffic are analyzed in Table IV.M-6 and IV.M-10, and covered in Response to Comment 206-2; (2) the pool's effect on ground settlement is analyzed in Section III of the FEIR, particularly its relation to Impact and Mitigation Measure GEO-4; (3) several of the activities' impact on water consumption is set forth in Section III of the FEIR, where it is estimated that the kitchen will use 700 gallons per day, the laundry – 800 gallons per day, and the showers and the pool's showers – 1,000 gallons per day. The plant nursery is described on pages III-41 and III-43; the commercial kitchen (for processing dairy, and farm produce) is described on page III-39; the dog walking/grooming service is on page III-39; and the lunch/deli

service on page III-39. As demonstrated in the DEIR, the impacts of the Wellness Center businesses and the fitness center activities (as revised to eliminate community center) are less than significant.

Response to Comment 185-9

Commenter summarizes that the planned wetland restoration will happen after the project is completed. The commenter states that only jute mesh will be used to stabilize the site after grading until buildings are constructed.

As described in the phasing discussion in Section III of the FEIR, each phase of the construction will include a phase of the wetlands restoration. Mitigation Measures HYDRO-3 and HYDRO-5 require the preparation and submittal of a Stormwater Pollution Prevention Plan (SWPPP) and erosion control plan, in accordance with the NPDES permitting requirements enforced by San Mateo County Water Pollution Prevention Program (SMCWPPP) and the San Francisco Bay Regional Water Quality Control Board (RWQCB), which shall address construction erosion control, including provision for revegetation or mulching of the site.

Response to Comment 185-10

The commenter asks how long temporary wildlife construction barriers are expected to function. Commenter advocates that the wetlands and buffer zone should be restored first, right after grading, and then move wildlife protection barriers back to the development side of the buffer zone.

Per Mitigation Measure BIO-1a (Special-Status Species) of the DEIR, the biological monitor shall complete daily monitoring reports for each day present, to be maintained in a monitoring logbook kept on-site. Reports must contain, among other information, any measures taken to repair and or maintain fencing and any construction modifications required to protect habitat. Regarding revegetation and phasing of wetlands restoration, refer to Response to Comment 185-9.

Response to Comment 185-11

Commenter suggests that the paved fire roads and driveways should not be located in the wetland buffer zone and that there is actually 40% restored wetlands over the site, not 47%.

As shown in Section III (Corrections and Additions to the Draft EIR) of the FEIR, Table III-6 of the DEIR has been revised to remove the area of the North Trail from the restored wetlands calculation. Also, note that the wetlands trail on the Wellness Center site has been eliminated. LCP Policy 7.19 (*Permitted Uses in Buffer Zones*) limits uses within buffer zones to uses allowed within wetlands, as well as public trails, scenic overlooks, and agricultural uses that produce no impact on the adjacent wetlands. No significant grading is required to construct this trail. There will be no driveways allowed in the buffer zone.

Response to Comment 185-12

Commenter states that in Table III-6, the wetlands restoration figures are incorrect because they include the paved fire road.

The portion of the fire road/driveway that is located in the wetland buffer shall be removed, as stated in the response to Comment 185-11. Updated wetland restoration figures are provided in Section _____ of the FEIR.

Response to Comment 185-13

Commenter states that the tree species in the plan will not survive on the site due to its conditions of a high water table, poorly drained soil, heavy fog and strong salt-laden winds. If they do grow, they could compromise the view, endanger the power lines, choke the sewer line pipes and shade and become a hazard to the single-story homes on the northern side of the project.

The primary species of trees shown in the “90% Basis of Design - Riparian & Water/Wetlands Ecosystem Restoration” report (an addition to Appendix E of the DEIR included in this Final EIR) are wetlands trees that thrive in high water table conditions. Upland trees will only be planted in areas where the roots will be above the ground water. Section III of the FEIR, under revision to page III-47 of the DEIR, shows the project will include trees that will block the views of the buildings but will be maintained so as to not block the sun to the single-story homes on the northern side. The sewer pipeline serving the mobile home park is polyvinyl chloride pipe (PVC), which is much less likely to crack and invite an invasion of tree roots than are older forms of pipeline.

Response to Comment 185-14

Commenter summarizes that the on-site trails are paved fire access roads and there is no open space or blufftop access from these roads.

Refer to Response to Comment 185-11.

Response to Comment 185-15

Commenter states that the DEIR’s reference to the “Extension of the Coastal Trail and trail to the Pillar Point bluffs,” is inaccurate and should be removed.

As stated in Section III (Corrections and Additions to the Draft EIR) of the FEIR, this statement is removed from the modified drawings and will not be on the final map.

Response to Comment 185-16

Commenter expresses confusion over a statement contained on page III-42 of the DEIR, which reads: “The North Trail would be 15,000 sq. ft. including the roughly 50 sq. ft. area located to the west...” the commenter believes that the property boundary is a straight line.

Page III-42 of the DEIR states that the area of the trail is approximately 15,000 sq. ft., with the dimensions of 750 feet by 20 feet. References regarding the “50 sq. ft. area located to the west of the Mobile Home Park” have been deleted. The trail is completely within the project site.

Response to Comment 185-17

Commenter summarizes the agricultural resources of the site. Commenter suggests that it would better serve project objectives to scale back the buildings and leave some land for farming. The Commenter adds that a native plant nursery within the buffer zone is not a permitted use.

Both project sites contain prime soils. However, the parcels are designated for urban land uses. Therefore, as discussed under LCP Policy 5.2, lands have not been designated as “Prime Agricultural Lands” and are designated for General Industrial Use by the County’s General Plan and Local Coastal Program (LCP). Therefore, conversion of these lands already designated for non-agricultural uses are not considered a significant impact.

LCP Policy 7.19 (*Permitted Uses in Buffer Zones*) limits uses within buffer zones to uses allowed within wetlands, as well as public trails, scenic overlooks, and agricultural uses that produce no impact on the adjacent wetlands. The proposed location of the native plant nursery, which is a type of agricultural use, was considered in the analysis of the biological impact of this project, which was considered less than significant with the implementation of mitigation measures.

Response to Comment 185-18

Commenter states that the visual simulations are inaccurate, misleading and inadequate because of the raised building pads and the screening for the wind turbines and solar panels.

Section III of the FEIR includes a note for Figures III-10 through III-13, III-15, and III-19 which states that raised grades, wind turbines, and/or solar panels will be included in the height of the proposed structures, as measured from natural grade. Heights of structures will be reduced such that these features can be accommodated within the proposed maximum heights. Also, refer to Topical Response 7, Visual Simulations of the Proposed Project.

Response to Comment 185-19

Commenter summarizes her opinions of how the Big Wave Project would affect public views from West Point Avenue.

The DEIR contains adequate visual and narrative description of post-construction views of the site from West Point Avenue. View III of Figure IV.A-2 of Section IV.A of the DEIR contains a present view of the site from West Point Avenue. View 3.A of Figure IV.A-6 of the DEIR shows how the view will appear after construction but before landscaping have matured; the landscaping, when matured, will serve to block most views of the completed project buildings, and will thus reduce the aesthetic impact. Even under the immature landscaping scenario, page IV.A-30 of the DEIR states that the impact will be less than significant. It should be noted that the landscaping proposed for the wetlands restoration was not included in the visual simulations. Consideration of this landscaping would further reduce project visual impacts from this location. A description of the landscaping and view issue is presented in the “90% Basis of Design - Riparian & Water/Wetlands Ecosystem Restoration” report (an addition to Appendix E of the DEIR included in this Final EIR).

Response to Comment 185-20

Commenter states that the DEIR's northern trail is not called "North Trail" and should not be confused with the "North Trail" referred to on the northern boundary of the Office Park parcel. Commenter summarizes her opinions of how the Big Wave Project would affect public views from this location.

Commenter is correct regarding the naming of this trail. The North Trail should be distinguished from the trail on the Big Wave property and the trail north of the Pillar Ridge homes on the POST property. Regarding the vantage point of the property, the DEIR contains adequate visual and narrative description of post-construction views of the site from this viewpoint. Please refer to Topical Response 7, Visual Simulations of the Proposed Project, regarding the methodology used to create the visual simulations.

Response to Comment 185-21

Commenter summarizes her view regarding how the Big Wave Project would affect public views from POST's Pillar Point Bluff property.

The viewing location described by the commenter is located northeast of the location of View 3 (West Point Avenue) of the DEIR. This viewpoint is within close proximity to View 3 in Figure IV.A-2 of the DEIR and offers similar views of the project site. Views 3A and 3B in Figure IV.A-6 of the DEIR illustrate the views from West Point Avenue after construction. Page IV.A-30 of the DEIR states that the project's impact on visual character and scenic resources would be less than significant. Also, refer to Response to Comment 185-22, below.

Response to Comment 185-22

Commenter voices concerns that the DEIR ignores the existence of POST Pillar Point Bluff preserve. She maintains that views of the marsh and wooded and coastal scrub-covered hillsides and blufftop would be mostly blocked from Highway 1 by the tall Office Park buildings.

The DEIR does not ignore the existence of POST Pillar Point Bluff preserve. Page IV.A-4 of the DEIR, in describing existing views from West Point Avenue, states that the project site is generally visible from the Fitzgerald Marine Reserve and Pillar Point Marsh (County-designated Open Space), which runs along the coastal bluffs (POST Pillar Point Bluff preserve) and beaches directly to the west. Page IV.A-21 of the DEIR states that implementation of the project would not obstruct views of the Pillar Point Marsh and the Montara Mountains from the West Point Avenue vantage, and therefore impacts fifteen years following construction with full tree growth would be less than significant.

Regarding impacts from Highway 1, page IV.A-21 of the DEIR states that, as shown in Figure IV.A-8 (View 5.A), immediately following construction, the views of the Pillar Point, the forested hills, and the skyline would not be obstructed for motorist traveling north and southbound on Highway 1. However, existing views of spare development in the background would be replaced with views of an intervening right-of-way of buildings in the background. In fifteen years (View 5.B), views would remain substantially unchanged due to the elevation and distance from the project site at this location. Views of the project site from this roadway segment constitutes a small portion of the field of view, and while development on the project would be noticeable, the project would not affect the overall value or quality of the views from this roadway. Implementation of the project would not obstruct views of Pillar Point and the skyline, and therefore impacts would be less than significant.

Response to Comment 185-23

Commenter states that while the DEIR says that land to the north of the manufactured home park is currently undeveloped and in agricultural production, it really belongs to POST and is part of the preserve. Commenter states that DEIR refers to land to the West of the project site as being for open for space use, but the land is also part of POST's preserve.

The comments are noted. The last sentence of the Offsite Visual Character paragraph on page IV.A-3, (Aesthetics) of the DEIR is changed in this FEIR to read "The land to the north of the manufactured home park is currently undeveloped."

Response to Comment 185-24

Commenter states that DEIR ignores the fact that the Big Wave Project consists of housing and commercial development in an industrial zone. Commenter states that the colors and rows of trees are out of scale and out of character with the surroundings. The commenter suggests dense shrubs to muffle and hide the parking lot as well as a common use of native plants with informal character that can create a smooth transition over the landscape. The commenter asks for smaller, more attractive buildings that don't need to be hidden and can easily be softened by landscaping appropriate to the area.

As stated in Section IV.I (Land Use and Planning) of the DEIR, the proposed project would be generally consistent with applicable land use plans, policies, and regulations, including the County LCP and Community Design Manual. However, as stated in Section III (Corrections and Additions to the Draft EIR) of the FEIR, recommended Mitigation Measure LU-4 has been added to require the applicant to comply with the recommendations of the County's Coastside Design Review Officer to implement changes to the Office Park buildings to improve project conformance with applicable policies of the LCP and the Community Design Manual, prior to the project approval by the Planning Commission. For the purpose of CEQA, the project is in substantial conformance with the Community Design Manual and LCP policies.

Response to Comment 185-25

Commenter states that the buffer between the proposed project and the existing residential uses to the north is five feet wide. Commenter asserts that the buildings that are over 28 feet tall would be out of scale and block views at this site when in relation to the area and the buffer.

Figure III-9 of the DEIR shows a 25-foot buffer between the Pillar Ridge property and the Office Park parking lot, with the nearest building being 200 feet away. While buildings in the immediate vicinity are generally one- and two-stories in height, including the warehouse buildings in Princeton and the homes in the Pillar Ridge Mobile Home Park, several buildings in the project vicinity are three-stories in height.¹ These three-story buildings contribute to the existing visual character of the neighborhood. Per recommended Mitigation Measure LU-4, the applicant shall comply with the recommendations of the County's Coastside Design Review Officer to implement changes to the Office Park buildings to improve project conformance with applicable policies of the LCP and the Community Design Manual, prior to the

¹ There are at least three (3) three-story buildings, including two along the Princeton waterfront, as well as a warehouse on Yale Avenue.

project approval by the Planning Commission. For the purpose of CEQA, the project is in substantial conformance with the Community Design Manual and LCP policies.

Response to Comment 185-26

Commenter questions whether the long term phased development agreement will serve to excuse the developer from applying future updated construction design parameters.

Regarding project phasing, refer to Topical Response 12, Construction Phasing for Wellness Center and Office Park. It should be noted that each building will receive its own building permit, requiring it be in compliance with applicable codes and regulations, and the latest earthquake codes will apply at the time that the building permit is issued. Also, refer to Topical Response 10, Final Geotechnical Report.

Response to Comment 185-27

Commenter states that the DEIR defers determining mitigation measures until after geotechnical investigation and evaluation regarding seismic-related ground failure. Commenter is concerned that mitigations would result in a huge amount of soil being hauled away, engineered fill being brought in, and the use of pile driving.

The site is relatively flat and the project will use only balanced cut and fill and will only import gravel. Revisions included in Section III of the FEIR (shown on page III-59 of the DEIR), show that no soil would be imported or exported, and that the grading would be balanced on-site. In compliance with Mitigation Measure NOISE-1, the applicant proposes to use drilled piers instead of impact pile drivers in order to reduce noise impacts. Please refer to Topical Response 4, Deferral of Mitigation Measures and Topical Response 10, Final Geotechnical Report.

Response to Comment 185-28

Commenter voices concern that the control plan sheets prepared by applicant only show short or mid-term control for soil erosion. The commenter states that there is no drainage plan or completed erosion control plan. Because of the open-ended construction period, the commenter believes that this is a potentially significant impact and states that re-vegetation is the best form of erosion control. The commenter states that the wetlands and buffer zone should be restored first, right after grading.

Regarding potential erosion, refer to Response to Comment 185-9. Proposed drainage is described by narrative on Page III-58 of the DEIR and illustrated in Figures III-25 and 26. The current drainage proposal is described in Section III of the FEIR. All subsurface wastewater disposal has been eliminated from the project, including the three drainfields. Both properties would include drainage systems that collect water from rooftops and terminate in detention areas in pervious paved areas to allow for infiltration.

Response to Comment 185-29

Commenter questions whether the removal of expansive soil is the best solution. She questions where the clay would be moved to, what materials will be used to bring the excavated sites up to finished grade, and whether the project has rejected permeable paving as impractical in these conditions. The commenter states that these issues can potentially create a significant impact.

Figures III-25 and III-26 of the DEIR and the grading discussion on page III-59 and III-60 illustrate and describe that the soils that are removed from the area of the proposed parking lots are used for the micro topography in the wetlands as required by the “90% Basis of Design - Riparian & Water/Wetlands Ecosystem Restoration” report (an addition to Appendix E of the DEIR included in this Final EIR). Per the 90% Basis of Design report, mass grading can restore landscape hydrologic connectivity, creating smooth transitions within and between wetland and upland habitat. Earthwork decreases competition from weeds and, with standard grading techniques such as ripping and/or disking, helps lift soil, blend top and sub-soil horizons, and prepare a successful planting environment.

As stated in Section III of the FEIR, the project will comply with Mitigation Measure GEO-7 by removing impermeable soils below the pavement when practical and replacing them with gravel. All permeable pavements will be supported by gravel and will be constructed with concrete pavers with adequate gravel separation to insure infiltration. All drainage will be diverted away from the structures. Subdrains will be installed to divert water away from the structures.

Response to Comment 185-30

Commenter states that the choice for possible mitigation sounds like removing a lot of clay soil and replacing it with permeable base material and/or installing sub-drains to gather the runoff that cannot percolate due to impervious clay and/or high water table and carry it to the marsh. Because of this, the commenter is concerned that the wastewater treatment and recycling system could be abandoned. Commenter questions how would this affect potable water demand estimates.

The commenter is referring to the removal of impermeable soils and incorrectly states that sub-drains are being installed to gather runoff that cannot percolate. The water recycling/wastewater system is not dependant on percolation. Treated wastewater will be used for toilet flushing, solar panel and surface washing and landscape irrigation. Any excess wastewater will be discharged into the GSD sanitary system. The septic drainfields proposal described in the DEIR has been eliminated. Regarding how the use of recycled water affects potable water demand, refer to Topical Response 15, Project Potable and Recycled Water Demand.

Response to Comment 185-31

Concerning the withdrawals from aquifers, the commenter states that the DEIR does not include the potential effects relative to the community of Pillar Ridge. The commenter asserts that the ground water feeds three pillar Ridge wells as well as three airport wells.

The DEIR states on page IV.N-33 that the potable water demand is 10,000 gallons per day (11-acre feet per year). The pump test data provided in Appendix H of the DEIR states that the well can deliver up to 45,000 gallons per day on page IV.N-36 with a drawdown of 18 feet. Page IV.H-23 references ground

water reports that indicate excess ground water leaving the basin near the project and Pillar Ridge generally averages 430-acre feet per year. Page IV.N-37 of the DEIR concludes that the impacts to the water supply created by the proposed project would be less than significant after mitigation. Similarly, the DEIR concludes on page IV.H-62 that the project impacts to hydrology and water quality will be less than significant after mitigation.

The commenter asks what assurance exists that the aquifer withdrawals would not exceed ground water recharge. The commenter also questions, in relation to drought years, how the project will be enforced to not use well water.

Page IV.H-42 and 43 state that total potable water demands have been estimated by the applicant as 10,000 gallons per day (gpd) during normal rainfall years and 5,000 gpd for drought years. During drought years, the proposed project would decrease agricultural irrigation to minimize water usage. Project potable (well) water usage is described in Topical Response 15, Project Potable and Recycled Water Demand.

As stated in the Technical Memorandum #1 (TM #1), dated May 15, 2009, prepared by Schaaf and Wheeler (included in Appendix H of the DEIR), the groundwater withdrawals for the project will be less than existing withdrawals for agricultural production, reducing the amount of net groundwater withdrawals. Also, projected ground water pumpage volumes are expected to fall well below the threshold of significance for either normal or drought-year conditions. Therefore, impacts to the local and regional aquifers would be less than significant. In summary, TM#1 states that hydrologic impacts to the Pillar Point Marsh based on conditions in the entire marsh watershed appear to be minor.

As discussed in Section III of the FEIR, Mitigation Measure HYDRO-5 (Surface Water Runoff Quality) of the DEIR has been revised to add an additional paragraph, per the Schaaf and Wheeler TM #1 (included in Appendix H of the DEIR):

Per Technical Memorandum #1 (TM #1), dated May 15, 2009, prepared by Schaaf and Wheeler (included in Appendix H of the DEIR), stormwater Best Management Practices should serve several hydrologic and water quality functions, including maximizing groundwater recharge, minimizing quantities of stormwater runoff, and reducing pollutant loadings in stormwater runoff.

The commenter requests clarification of water demand based on DEIR analysis in Impact UTIL-8 and states that no estimate is provided for landscape watering uses.

Water demand for irrigation, including farming and wetlands restoration, is discussed in Topical Response 12, Project Potable and Recycled Water Demand.

Response to Comment 185-32

Commenter expresses concern for the ground water recharge, especially since the winter water table determination and percolation tests have not yet been performed. Commenter questions how the winter well pumping can percolate to recharge the aquifer. She believes that because the soils at the site have impaired drainage, reducing the area available for percolation will increase runoff and reduce groundwater recharge. She states that excess runoff would flow through the marsh and into the harbor.

The DEIR states that the increase in imperviousness serves to increase runoff amounts by 80%. As revised, the ground water infiltration system, which consists of the Wellness Center and Office Park pervious surface parking lots, is designed to infiltrate between 14 and 20 acre-feet of rainwater per year from the roof and parking systems. The system is designed to store storm water runoff with gradual infiltration providing biological treatment. The infiltration system will be subject to the approval of the County Department of Public Works and must comply the County NPDES storm water permit.

NPDES Provision C.3 requires regulated projects, such as this one, to meet the following hydromodification sizing requirements:

1. **Range of Flows to Control:** HM controls shall be designed such that post-project stormwater discharge rates and durations match pre-project discharge rates and durations from 10% of the pre-project 2-year peak flow up to the pre-project 10-year peak flow. These Integrated Management Practices (IMPs) are designed to control 20% of the 2-year peak flow.
2. **Goodness of Fit Criteria:** The post-project flow duration curve shall not deviate above the pre-project flow duration curve by more than 10% over more than 10% of the length of the curve corresponding to the range of flows to control.
3. **Precipitation Data:** Precipitation data used in the modeling of HM controls shall, at a minimum, be 30 years of hourly rainfall data representative of the area being modeled. Where a longer rainfall record is available, the longer record shall be used.
4. **Calculating Post-Project Runoff:** Retention and detention basins shall be considered impervious surfaces for purposes of calculating post-project runoff. Pre- and post-project runoff shall be calculated and compared for the entire site, without separating or excluding areas that may be considered self-retaining.

The project would have to comply with these generally applicable requirements during the building permit process. The property owner is required to execute an operation and maintenance agreement with the County to ensure that these systems remain operational and adequately maintained throughout the life of the project.

Response to Comment 185-33

Commenter maintains that the drainage report and erosion control plans need to be included and analyzed in the DEIR, not just required as mitigation. Commenter states that data is missing for winter ground water levels, soil percolation tests for underlying pervious paving and for infiltrations ponds and drain fields. She questions, "What will happen with the exposed graded incomplete construction site with landscaping and wetlands restoration the last on the list?"

The drainage plan is provided in the DEIR in Figures III-9 and III-16. As discussed in Section III of the FEIR, drainfields have been eliminated from the proposal. Mitigation Measure HYDRO-4 requires the applicant to submit a drainage report and plans to the County that identify the drainage pathways and the extent of any off-site drainage that flows on-site. The drainage report and plans are required to comply with the County Drainage Policy and NPDES requirements. Therefore, the mitigation measure applies performance standards (required drainage plan compliance with County Drainage Policy and NPDES

requirements) that would mitigate any potential significant effect of the project. The adequacy of the proposed drainage system to meet these requirements will be verified in the permit process. Regarding erosion, refer to Response to Comment 185-9.

Response to Comment 185-34

Commenter questions whether the new plan to raise the parking lot to be level with the North Trail access road would cause additional risk of flooding for the community of Pillar Ridge. Commenter asserts that applicant provided no drainage report and therefore claims it remains unknown if there are substantial stormwater discharges that would travel onto the site from neighboring areas, particularly Pillar Ridge.

The elevations are raised on the Wellness Center to bring the floor elevations to 20 feet, as shown in the revised drawings in Section III of the FEIR. The grades for the Office Park will remain as those shown Figure III-25 of the DEIR at 21 and 22 feet. Impact HYDRO-4 of the DEIR evaluates project drainage patterns to determine whether there would be increased flooding impacts and concludes that, with the implementation of Mitigation Measure HYDRO-4 (submittal of a drainage report to the County that meets the performance standards stated in that measure) project impacts on flooding would be less than significant. The project drainage plan will be required to comply with the County's Drainage Policy, which prohibits additional runoff, caused by development, to cross property lines.

Commenter states that the 36" culvert under the west end of the access road at the northern perimeter of the Big Wave Office Park parcel is corroded and in bad shape; commenter questions why the pipeline was neither mentioned in the DEIR nor shown on any Project site plans, given that the commenter requested the EIR assess the pipeline's condition in commenter's November 20, 2008 EIR Scoping comments.

Because the project neither affects the culvert's drainage, nor is it impacted thereby, the pipeline was not discussed in the DEIR.

The commenter describes actions she attributes to the property owner involving the clearance of vegetation and deposition of the vegetation into the marsh, which resulted in a blockage of the culvert outfall and subsequently flooding in Pillar Ridge. The commenter states that based on her past experience, the drainage at the project will result in significant impacts.

The actions described by the commenter and attributed to the property owner are outside the purview of this CEQA document. As stated in Response to Comment 185-32, the property owner is required to execute an operation and maintenance agreement with the County to ensure that the stormwater treatment systems remain operational and adequately maintained throughout the life of the project.

Response to Comment 185-35

Commenter questions, "What design features will be mandated to protect these buildings? How will the residents be evacuated or protected in place?" and "How will sewage treatment facility located at 13-foot elevation closest to harbor be secured for tsunami?"

The elevations are raised on the Wellness Center to bring the floor elevations to 20 feet as shown in the revised drawings in Section III of the FEIR.¹ Regarding building and sewage treatment facility design and evacuation in the event of a tsunami, refer to Topical Response 9, Tsunami Hazards.

Response to Comment 185-36

Commenter states that the DEIR does not address potential for aircraft noise reflecting off tall Office Buildings toward the residences at Pillar Ridge.

As shown in the Office Park site plan of the DEIR, the nearest office building is located over 200 feet from the to the Pillar Ridge property. Based on the placement and angle of Office Building A, if noise is reflected from the airport off of the office buildings, the noise would primarily travel to the property owned by Buck's Butane-Propane Services, Inc. (located along Airport Street and east of the Pillar Ridge Property) and to Airport Street. Also, intervening trees on the Big Wave site and fencing along the property line would also act as a noise buffer. Noise reflected from the other office buildings would not travel to the Pillar Ridge property but to another office building or into space.

As discussed in Topical Response 14, Location of Project Near Half Moon Bay Airport, the Half Moon Bay Airport currently implements noise abatement procedures to reduce noise impacts to neighbors.²

Based on the foregoing, the reflection of noise from the airport off of the office building to the Pillar Ridge Property is anticipated to be less than significant. Additional information and analysis regarding airport noise is provided in the DEIR on pages IV.I-21 and IV.J-21, respectively.

Response to Comment 185-37

Commenter states that the DEIR states Pillar Ridge residences are 20 feet north of the Project site, whereas they are more like 8 feet from the property line, with back yards immediately adjoining the Project site.

As shown in Figure III-9 of the DEIR, the northern edge of the Office Park parking lot is 25 feet from the fence of the Pillar Point homes, separated by a 5-foot strip/parking curb and a 20-foot wide roadway easement. Based on the foregoing, the DEIR is accurate with respect to the location of Pillar Ridge residences relative to the project site.

Response to Comment 185-38

Comment questions "What are the wildlife impacts of pile driving noise on the sensitive marsh environment? Are there seasonal restrictions that might help mitigate those impacts?"

The project will not utilize pile driving, but drilled piers, in order to comply with Mitigation Measure NOISE-1, as discussed in Section III of the FEIR. No further response to this comment is required.

¹ Project elevations are based on a Base Flood Elevation (BFE) of 8.5 feet NGVD, (refer to pages IV.H-17 and 18 and Figure IV.H-6 of the DEIR), a maximum recorded wave run-up elevation of 14.35 feet NGVD in 273 years, and a highest projected sea level rise over the next century of 5 feet from the current mean high tide. (Currently, mean high tide is at 3.49 feet NGVD.) Project elevations are over 5 feet above the highest of these levels (tsunami at 14.35 feet NGVD).

² Half Moon Bay Noise Abatement Procedures, San Mateo County Airports.

Response to Comment 185-39

Commenter states that the DEIR is confusing in that the Construction Schedule provided in Table IV.J-11 states 2 months for foundations whereas text on page IV.J-17 says 3 months. Commenter also questions what is the construction schedule for the Phased Development Plan (Enright 6/29/09) that proposes buildout in 2025.

Please refer to Topical Response 12, Construction Phasing for Wellness Center and Office Park. Construction schedules are approximate.

Response to Comment 185-40

Commenter references a statement regarding the analysis in Impact NOISE-2 which references unknown geological conditions. Commenter questions whether the requirement for acoustic blankets and temporary sound control curtains is feasible and technologically possible, and questions how they will they be enforced. Commenter questions “what will this temporary structure look like and will it remain in place for the entire term of phased construction, or be removed and replaced with each phase.”

Acoustic blankets are required by Mitigation Measure NOISE-1 for pile driving. The project will not utilize pile driving, but drilled piers. Therefore, acoustic blankets are not required. Sound control curtains or other temporary sound barriers are required during construction phases that generate substantial amounts of noise and would not be necessary during the interior finish phases of building construction. Also, refer to Topical Response 12, Construction Phasing for Wellness Center and Office Park.

Response to Comment 185-41

Commenter states that the noise from the wind turbines proposed for the Project is not discussed.

As described on page III-58 of the DEIR, the turbines would be medium/low speed and generate minimal noise. Section III.B of the FEIR, under the noise section, provides additional detail regarding the proposed wind turbines. The project will utilize slow speed turbines that are enclosed within a housing. Turbine housing will provide noise insulation as well as reduce hazards to birds. It is estimated that, with housing, the wind turbines would produce noise levels of approximately 35 dB at 50 feet from the turbines. This noise level falls within the noise level range for mechanical equipment described, estimated at approximately 35 to 50 dBA (after noise reduction from building parapets) on page IV.J-21 of the DEIR. The noise level from mechanical equipment was determined to have a less than significant impact to residents of the Wellness Center and manufactured home community. It should be noted that, as the project would utilize solar power for heating and geothermal cooling, no HVAC units would be utilized for this project.

Response to Comment 185-42

Commenter states that in relation to transportation and traffic, “it is quite possible that the number of daily trips for the Project will turn out to be greatly underestimated due to the arbitrary and unenforceable assignment of mixed-use for the Office Park.”

Please refer to Response to Comment 185-3.

Response to Comment 185-43

Commenter states that one of the major problems with the Project is its lack of direct access the major roads which should be a main ingredient for a project of this scale and use. She says that the “Project proposes to flood these narrow secondary marine-serving and visitor-serving streets (aforementioned as Prospect, Broadway, Cornell and Cypress,” with through traffic totally unrelated to Coastal Act priority uses.

As discussed in Section III (Corrections and Additions to the Draft EIR) of the FEIR, Mitigation Measure TRANS-1 has been revised to require the property owner to submit a traffic report to the County at full occupancy of every 60,000 sq. ft. of office space up until full project occupancy and bi-annually after full project occupancy. In addition to monitoring project traffic at Cypress Avenue and SR 1 for signal warrants, the report would also evaluate intersections at Airport Street and Stanford/Cornell (Study Intersection 3 of DEIR), Broadway and Prospect Way (Study Intersection 2), Prospect Way and Capistrano (Study Intersection 1) and State Route 1 and Capistrano (Study Intersection 8) to evaluate if they maintain a LOS level “C” or better. If traffic reports reveal that the LOS of any of these intersections exceeds level “C,” the applicant shall implement recommendations, as required by County, such that LOS levels are maintained at level “C” or better. Approved recommendations shall be completed within 1 year of the date of that report.

Commenter states that “a key point not mentioned in the DEIR is that two narrow street segments and potential bottlenecks, Cypress in the north and Prospect in the south, provide the only access to all the area between San Vicente and Denniston Creeks, namely Princeton, Coastal Trail and Mavericks beach parking, the Pillar Ridge and Seal Cove residential neighborhoods, and the Big Wave site. The commenter questions “How will the 800 Big Wave Project employees and cars affect these emergency routes at critical times?”

Regarding potential traffic impacts to Cypress Avenue and Prospect Way, refer to the response to comment above (within this Response to Comment). For a discussion on emergency evacuation of the Wellness Center and Office Park, refer to Topical Response 9, Tsunami Hazards. For a discussion of project impacts to evacuation routes, refer to Response to Comment 56-7.

Commenter questions “Should the narrow winding scenic Capistrano harbor route and a tangle of marine industrial Princeton streets be the through route to a huge commercial complex having no relational to coastal use?”

See response to comments above (within this Response to Comment).

Commenter states that “the project traffic analysis maps erroneously show Harvard does not connect to Airport Street and none of the traffic projections include it. This lack of local knowledge puts into doubt the projections of the traffic analysis.”

Figure III-1 of the DEIR shows the connection of Harvard Avenue to Airport Street. Regarding Figures IV.M-7 through 14, the line showing the road is just interrupted by the labeling on the Map for Harvard Avenue. This is noted in Section III (Corrections and Additions to the Draft EIR) of the FEIR.

Commenter believes that dramatically increasing traffic at the Cypress/Highway 1 intersection, where there is only a very narrow, rural street with no sidewalks and a steep crown dropping off to deep roadside ditches forcing pedestrians and bicyclists to share the road, will increase danger.

Refer to Response to Comment 185-49.

Commenter questions “How will the many cars with 5 exits from the Big Wave Project affect the safety and ability to turn left onto Airport Street?”

For a discussion of project impacts to evacuation routes, refer to Response to Comment 56-7.

Response to Comment 185-44

Commenter states that “DEIR Impact HAZ-4 does not adequately weigh the Project impacts on the narrow congested road segments as safe emergency routes, for fire, police, ambulance, and disaster evacuation.”

On page IV.G-26, Impact HAZ-4 concludes that the project does not generate severe traffic congestion nor would it interfere with emergency access to the site; therefore, impacts associated with an emergency response or evacuation plant would be less than significant. As discussed in Response to Comment 185-43, Mitigation Measure TRANS-1 would require improvements to the roadways in order to maintain intersection LOS at level “C” or better for Airport Street and Stanford/Cornell (Study Intersection 3 of DEIR), Broadway and Prospect Way (Study Intersection 2), Prospect Way and Capistrano (Study Intersection 1) and State Route 1 and Capistrano (Study Intersection 8).

Response to Comment 185-45

Commenter states that there will be significant construction traffic which should be analyzed, particularly the route for large trucks because of the possible removal and replacement of soil.

Refer to page IV.M-41 of the DEIR for an analysis of potential impacts of project construction-related traffic, which concludes that impacts of construction traffic would be less than significant. As stated in Section III of the FEIR, all grading would be balanced on-site. Therefore, there will be no project-related truck haul trips on area streets.

Response to Comment 185-46

Commenter states that the traffic analysis does not include traffic generated by public use of the community center, pool, fitness center, commercial laundry, various Big Wave commercial/retail businesses in the Wellness Center, and special events.

The Wellness Center component of the project would provide retail; however, the only retail provided would be services available to project occupants/tenants, specifically Office Park employees and Wellness Center residents, guests and staff. Therefore, as the Office Park and Wellness Center are within walking distance of each other, the limited retail component of the Wellness Center would not generate any additional traffic flow to the site. As described in Section III (Corrections and Additions to the Draft EIR) of the FEIR, the Community Center aspect of the Wellness Center has been removed, thereby

restricting pool, fitness center, and locker facilities for use by Wellness Center and Office Park employees only. Initially, these facilities were available to the Coastside public.

Commenter states that the proposed parking exception and charging for parking in Big Wave lots will impact streets with more on-street parking.

Regarding potential impacts of the parking exception, please refer to Topical Response 8, Traffic and Parking Impacts. Commenter does not explain how making the Office Park available for parking on the weekends would generate more on-street parking. CEQA encourages reviewers to submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

Response to Comment 185-47

Commenter states that there are no improvements possible at Cypress Avenue and Highway 1 except for signalization.

The comment is consistent with the analysis in the DEIR.

Commenter states that dramatically increasing traffic exiting Cypress will leave everybody waiting. As people wait, looking for an opening, they can get frustrated and take risks.

Please refer to the comment 185-43 regarding Mitigation Measure TRANS-1 and Topical Response 8, Traffic and Parking Impacts.

Response to Comment 185-48

Commenter recommends that a traffic roundabout should be considered as well as signalization at Cypress, especially considering that the signal could have impacts and safe crossing would be more useful in the commercial section of Moss Beach instead of this outlying intersection.

Hexagon Transportation Consultants, Inc., in its June 2009 report, addresses the impact of the signal on intersection LOS at Cypress Avenue and Highway 1: “With this improvement (signal), the Highway 1/Cypress Avenue intersection would operate at LOS A during both the AM and PM peak hours. Under signalized conditions, the existing roadway geometry would be adequate to handle the anticipated traffic demand.”

Commenter suggests that traffic mitigation should be implemented before construction begins because the proposed signalization could take 10 years even with the shortest constructed estimate.

Mitigation Measure TRANS-1 has been revised to require a traffic report every 60,000 sq. ft. of office space up until full project occupancy and bi-annually after full project occupancy.

Response to Comment 185-49

Commenter recommends that Airport Street should rightly be considered a bicycle thread of the CA Coastal Trail because it provides access to coastal trailheads and a connection from Princeton

waterfront to the North portion of the Fitzgerald Marine Reserve while avoiding Highway 1. Commenter states that “the project would significantly increase bike hazards on this route and offers no mitigation.” The commenter states that the project would add many more cars, 8 driveway/fire road connections and probably lots of overflow on-street parking. She also questions, “What will happen at the bottleneck at the creek crossing and at the many driveways to the Project.”

The applicant will provide a sidewalk meeting the requirements of a Class 1 multiple use (pedestrians and bicyclists) trail along the frontage of both properties connecting to the POST Trailhead property north of the site. As shown on Figures III-9 and III-16 of the DEIR, the sidewalk would be an extension of the Coastal Trail along Airport Street in compliance with the County recommendations for the Coastal Trail. Regarding the narrowing of Airport Street over the creek crossing, the narrow width of this area may serve as a traffic-calming device that should cause drivers to be more cautious in this area. As stated in Impact TRANS-7 of the DEIR, overall impacts related to pedestrian and bicycle facilities would be less than significant and no mitigation measures are required. It should be noted that the County Parks Department plans to address bicycle and pedestrian safety in the area at a regional level.

Commenter states that the walking trail should be constructed first to reduce conflicts between construction traffic and pedestrians and bicyclists. She also recommends a multi-use trail on the east side of Airport Street and a widened road with dedicated bike lanes.

The walking trail is in the first phase of the construction of the Wellness Center and of the Office Park, as described in Appendix H of the FEIR.

Commenter states that “there is no provision for turnouts for the proposed new bus stops to serve the Project.”

The bus turnouts are intended to be routed through the parking lots so as not to generate delay on Airport Street. SamTrans will provide final comments during the design phase for bus stops.

Commenter questions if all 5 driveways, plus 3 fire roads are really necessary or advisable for the Project. She continues to assert that it may be difficult to turn left onto Airport Street from La Granada if lots of cars are leaving the Office Park and driving north at the same time, especially in an emergency situation.

Traffic patterns for the residential Pillar Ridge property is likely to be opposite those of the Office Park. Using the example provided by the commenter, Pillar Ridge residents would likely be leaving their homes in the morning, not at night during the evening commute of the Office Park employees. Therefore, traffic impacts of Office Park cars making a left turn to travel north on Airport Street is anticipated to be less than significant. Also, please refer to Topical Response 9, Tsunami Hazards, for tsunami and earthquake evacuation. It should be noted that all vehicles are required to pull over for emergency vehicles with lights flashing, and thus not impact the access and egress of emergency vehicles.

Response to Comment 185-50

Commenter implies that the mixed-use proposal attempts to reduce impacts from the proposed parking exception but would put additional parked cars on the street. Bus service would likely not be expanded. Commenter states that “no further reduction in parking requirements should be allowed,” then asks us to,

“consider the situation around the Ritz-Carlton in HMB which didn’t plan for enough employee parking.”

Please refer to Topical Response 8, Traffic and Parking Impacts. Regarding enforcement of the proposed mix of uses for the Office Park, refer to Response to Comment 185-3.

Response to Comment 185-51

Commenter summarizes that the Project proposes to develop bus stops but provides no turnout. Commenter continues to suggest that employees would not want to accommodate the bus schedule (widely spread schedule and limited hours of available transit) or shuttle bus for their last mile of commute.

The bus turnouts are intended to be routed through the parking lots so as not to generate delay on Airport Street. Regarding employees not wanting to accommodate the bus schedules or shuttle service, the comment is the opinion of the commenter and does not consider commute programs that may be implemented by an employer to create incentives to increase the use of alternative modes of transportation by employees.

Response to Comment 185-52

Commenter questions why the 2006 version of the project is not considered among the DEIR Project alternatives? Commenter asks why Alternative B needs to increase each building footprint for greater square footage when the smaller prior project plan (the 2006 versions) was deemed financially viable.

The earlier proposal of 156,000 sq. ft. was determined to be infeasible to meet the affordable housing goals of the Wellness Center. Refer to Topical Response 5, Alternatives to the Proposed Project.

Commenter states that the deletion of the 20,000 sq. ft. storage building would eliminate the need for subdivision on the southern parcel. She continues to say that it would provide space for on-site gardening, or native plant nursery, an overlooked project goal. The Wellness Center would have a view of Montara Mountain without the storage building in the way. The commenter advocates that the views of the Wellness Center property from Airport Street would be much more inviting.

Refer to the revised Wellness Center description in Section III of the DEIR. The storage building has been reduced from 20,000 sq. ft. to 10,000 sq. ft.

Response to Comment 185-53

Commenter concludes letter by stating that the DEIR should be revised and re-circulated because she feels that it is inadequate, has many errors and contradictions, reaches conclusions not supported by facts and leaves crucial mitigation measures to future studies which is not permitted under CEQA. Commenter looks forward to a new report where all investigations are complete and all comments are addressed and includes a smaller scale project that better fits the conditions of the site.

This comment serves as a closing statement. Regarding recirculation of the DEIR, refer to Topical Response 6, Recirculation of the DEIR. Regarding the scale of the project and compatibility with the surrounding area, please refer to Response to Comment 185-5.

December 22, 2009

Planning Commission
455 County Center, Second Floor
Redwood City, CA 94063

Dear Commissioners,

I write to you today to urge your support of the Big Wave Project. The Draft Environmental Impact Report was recently released and proves that this project will have no significant negative impact on the environment. It will, however, have a positive impact on our family. My niece, whose family has resided in Half Moon Bay for over 20 years, is developmentally disabled. She could have a very productive and active life, on her own, in a community with support that the Big Wave Project offers. I strongly feel that we all have a special obligation to those who cannot advocate for themselves.

The Big Wave Project has met all the environmental requirements and is exactly the type of project the area was zoned for. The combination of small office space, residential offerings, and open space provides a balanced response to several issues in the coastal communities, such as local job availability, affordable housing for those who need it, and environmental enhancement of the local marsh and wetlands. What more could the county ask for, when all these needs can be met with this one project? A great deal of thought and planning has gone into how Big Wave will offer a synergistic, effective way for people who normally sit on the sidelines of society to take their part by being employed and productive while living in safety. Since the EIR proved there is no detrimental environmental consequence to this development, what more could the county need to approve this project?

186-1

The County has not fulfilled its obligation to provide sufficient housing for the developmentally disabled. This project helps the County meet its obligation without using the taxpayers' money. The Wellness Center is a unique opportunity for the developmentally disabled community to own a home, something unheard of for most of these folks. The Wellness Center will serve as community hub with recreation space and vocational opportunities for its residents. Because the residents will be employed, housed and healthy, less public money will be needed for their ongoing support.

Big Wave makes sense for my niece. Through Big Wave she will be able to live independently and contribute to her community. The Big Wave makes sense for the coast. Through Big Wave, there will be more local jobs, less traffic congestion and better quality of life for all coastal residents. The Big Wave makes sense for the wildlife of the marsh and wetlands, because there is habitat preserved through careful stewardship of the property's acres which are not being used for the project. Please approve the project and let it become a shining example of progressive, thoughtful human endeavor.

Thank you for your consideration and for all the good work you do.

Sincerely,

Sandy Gainza
1614 Amaral Court
Fairfield, CA 94534
707-864-0330

CC: San Mateo County Board of Supervisors

Response to Comment Letter 186
Sandy Gainza

Response to Comment 186-1

Commenter states that she supports the project because it will provide independent living for people with developmental disabilities, where the residences will have vocational opportunities and recreational space. She states that the project will also provide local jobs and wetland restoration.

The commenter praises various aspects of the project described in the Project Description of the DEIR and expresses personal support of the project. This comment is an expression of personal opinion.*

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

December 22, 2009

Ms. Camille Leung, Planner
 San Mateo County Planning Dept.
 455 County Center, 2nd Floor
 Redwood City, CA 94063
 email: cleung@co.sanmateo.ca.us

Re: Big Wave Project Draft Environmental Impact Report (DEIR)

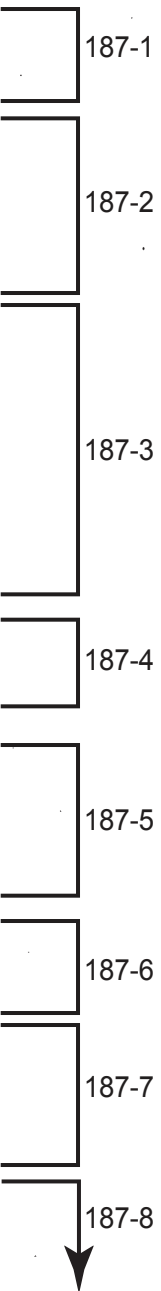
Dear Ms. Leung,

As Moss Beach home owning residents, we would like to voice our opposition to the "Big Wave" development project on two primary grounds:

1. The project is poorly sited with respect to traffic flow. The development would add thousands of cars per day to the narrow side streets of Cypress Boulevard and the Princeton Harbor which were never designed to accommodate this type of volume. Pulling out onto Highway 1, already difficult with existing traffic volume, will be rendered impossible.
2. The project is poorly sited with respect to the water supply. I (Stacy Sabol) have been employed as an environmental consultant for over 20 years, and I am concerned that the increased traffic will cause polluted surface water runoff contaminated with gasoline, oil, and grease, to infiltrate into the aquifer beneath the airport and be drawn into the existing municipal supply wells installed there during their active pumping cycles. The possibility of contaminating the water supply, which could require a costly shut down and replacement of the wells, is an environmental health risk to the local residents.

While we support the needs of the developmentally disabled, we have the following concerns about the inadequacy of the DEIR for the Big Wave Project:

- **Visual Impacts:** Without story poles showing the potential visual impacts of the project, it is impossible to determine the project's impacts on scenic views. Four 50-foot tall office buildings would be grossly out of scale with the surrounding natural setting and nearby buildings.
- **Traffic:** The DEIR defers any traffic mitigations caused by the project's 2,123 daily trips to some time after full occupancy.
- **Water and Sewer:** There is no guaranteed source of water and no guaranteed disposal of sewage, even though the site is served by public water and sewer agencies.
- **Geology:** The DEIR defers analysis of potentially significant impacts of violent shaking during earthquakes, liquefaction, and differential settlement under the



buildings until future studies, despite the fact that the project is sited directly in the San Gregorio fault zone.

- **Hazards:** The housing for developmentally disabled people would be located in a Marine Industrial zone, where all but the most hazardous chemicals are allowed. Additional hazards from flooding, tsunami inundation, and adjacent airport operations make this a problematic site for an at risk population.
- **Affordability and Economic Viability:** There are no enforceable income or affordability restrictions on purchase of housing co-op shares or condos. The project relies on shaky financial assumptions to support the "affordable" housing.
- **Phased Development:** The Office Park's estimated construction period of 30-36 months in the DEIR is not realistic, given the developer's intent to phase each building's construction after rental or sale of each previously constructed building. Wetlands restoration would not be done until after all construction is complete, which would allow storm water runoff to carry sediment and other pollutants into the Pillar Point Marsh.
- **Isolation and Employment:** Wellness Center residents would be isolated from community resources with reduced opportunities to mingle with the community at large. Many of the Big Wave programs such as raising organic crops do not depend upon this site being developed.
- **Wetlands destruction:** The owners of the property have destroyed wetlands under the guise of agriculture. Over 90% of the State's wetlands have been lost. The wetlands at Big Wave should be restored.

As drafted, the DEIR is inadequate, has numerous errors, and is contradictory in some places, and leaves crucial mitigation measures to future studies, which is not permitted under CEQA.

Sign:

Sonya Jason

Print name: Sonya Jason

Date: 12-22-09

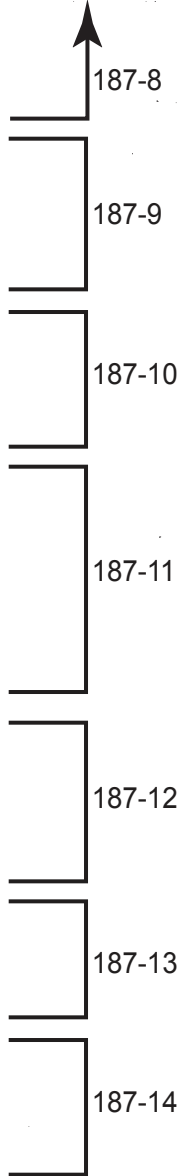
Sign:

Stacy Sabol

Print name: Stacy Sabol

Date: 12/22/09

Address for both: 121 Bernal Ave., Moss Beach, CA 94037



Response to Comment Letter 187
Sonya Jason & Stacy Sabol

Response to Comment 187-1

The commenter provides an introduction.

This statement is introductory. No response is required by CEQA.*

Response to Comment 187-2

The commenter states that the project will generate serious traffic impacts.

For further information regarding traffic at Cypress Avenue and Highway 1 and revised mitigations, refer to Topical Response 8, Traffic and Parking Impacts, of the FEIR. Also, refer to Section IV.M of the DEIR.

Response to Comment 187-3

The commenter states her worries that increased traffic will result in increased polluted surface water run-off that will contaminate the water supply.

As stated in Section III of the FEIR, to comply with County Environmental Health requirements, the clay cap within a 100-foot radius of the well will be retained, such that no pervious pavement system would be located within 100-feet of the well. Also, refer to Response to Comment 51-2.

Response to Comment 187-4

The commenter states that the DEIR has inadequacies.

This statement is introductory. No response is required by CEQA.*

Response to Comment 187-5

The commenter states that story poles are needed to understand the visual impact of the project.

Regarding the installation of story poles and visual impacts of the proposed project, refer to Topical Response 1, Story Poles, and Section IV.A (Aesthetics) of the DEIR, respectively, in addition to Response to Comment 103-2.

* *The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.*

Response to Comment 187-6

The commenter states that the DEIR defers traffic mitigation to sometime after full occupancy.

Refer to Response to Comment 103-3.

Response to Comment 187-7

The commenter states there is no guarantee source of water or sewage disposal, even though the project is served by public water and sewage agencies.

Regarding water, refer to Response to Comment 193-11. Regarding sewer disposal, refer to Response to Comment 193-12. Additionally, refer to Response to Comment 103-4.

Response to Comment 187-8

This comment asserts that the DEIR defers analysis of potentially significant impacts associated with violent shaking during earthquakes, liquefaction, and differential settlement.

Refer to Topical Response 11, Final Geotechnical Report, and Response to Comment 103-5.

Response to Comment 187-9

The commenter expresses an opinion regarding the location of the proposed project due to potential hazards, and asserts the proposed project would be located within a Marine Industrial Zone.

Refer to Response to Comment 203-6 and Response to Comment 103-6.

Response to Comment 187-10

The commenter states that there are no enforceable income or affordability restrictions.

Refer to Response to Comment 193-24 and Response to Comment 103-7.

Response to Comment 187-11

The commenter states that the estimated construction timeframe is unrealistic and states that, since wetland restoration would not be performed until project completion, the project would result in runoff to the marsh.

Refer to Response to Comment 193-16 and Response to Comment 103-8.

Response to Comment 187-12

The commenter states an opinion that the residents of the Wellness Center would be isolated from the community and resources.

Regarding the location of the Wellness Center, refer to Response to Comment 21-1b.

San Mateo Co.Planning Dept.
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063
HYPERLINK "<mailto:cleung@co.sanmateo.ca.us>" cleung@co.sanmateo.ca.us

12/5/2009

Re: **Big Wave Project Draft Environmental Impact Report (DEIR)**

Dear Camille,

I have the following concerns about the adequacy of the DEIR for the Big Wave Project:

Affordability and Economic Viability: There are no enforceable income or affordability restrictions on purchase of housing co-op shares or condos. The project relies on shaky financial assumptions to support the "affordable" housing. We need to support responsible, safe housing for the developmentally disabled.

Isolation and Employment: Wellness Center residents would be isolated from community resources with reduced opportunities to mingle with the community at large. Many of the Big Wave programs such as raising organic crops do not depend upon this site being developed.

Visual Impacts: Without story poles showing the potential visual impacts of the project, it is impossible to determine the project's impacts on scenic views. Four 50-foot tall office buildings would be grossly out of scale with the surrounding natural setting and nearby buildings.

Water and Sewer: There is no guaranteed source of water and no guaranteed disposal of sewage, even though the site is served by public water and sewer agencies.

Hazards: Traffic: The DEIR defers any traffic mitigations caused by the project's 2,123 daily trips to some time after full occupancy. **Chemical:** The housing for developmentally disabled people would be located in a Marine Industrial zone, where all but the most hazardous chemicals are allowed. **Flooding:** location is within the tsunami inundation zone. **Airport:** adjacent airport operations make this a problematic site for an at risk population.

Geology: The DEIR defers analysis of potentially significant impacts of violent shaking during earthquakes, liquefaction, and differential settlement under the buildings until future studies.

Phased Development: The Office Park's estimated construction period of 30-36 months in the DEIR is not realistic, given the developer's intent to phase each building's construction after rental or sale of each previously constructed building. Wetlands restoration would not be done until after all construction is complete, which would allow storm water runoff to carry sediment and other pollutants into the Pillar Point Marsh.

Protection of Wetlands: The wetlands at Big Wave should be restored to their original state. The owners of the property have destroyed wetlands under the guise of agriculture. Over 90% of the State's wetlands have been lost.

Sign and print name:

Thijs Kaper
Thijs Kaper

Address:

670 Myrtle Street, Half Moon Bay, CA
670 Myrtle Street, Half Moon Bay, CA

94040
94040

188-1
188-2
188-3
188-4
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188-9

Response to Comment Letter 188
Thijis Kaper

This letter is identical to Comment Letter 132. Please refer to Response to Comment Letter 132.

Camille Leung, Planner
San Mateo County Planning Dept.
455 County Center, 2nd Floor
Redwood City, CA 94063
email: cleung@co.sanmateo.ca.us


Re: **Big Wave Project Draft Environmental Impact Report (DEIR)**

While I support the needs of the developmentally disabled, I have the following concerns about the adequacy of the DEIR for the Big Wave Project:

- ❖ **Visual Impacts:** Without story poles showing the potential visual impacts of the project, it is impossible to determine the project's impacts on scenic views. Four 50-foot tall office buildings would be grossly out of scale with the surrounding natural setting and nearby buildings.
- ❖ **Traffic:** The DEIR defers any traffic mitigations caused by the project's 2,123 daily trips to some time after full occupancy.
- ❖ **Water and Sewer:** There is no guaranteed source of water and no guaranteed disposal of sewage, even though the site is served by public water and sewer agencies.
- ❖ **Geology:** The DEIR defers analysis of potentially significant impacts of violent shaking during earthquakes, liquefaction, and differential settlement under the buildings until future studies.
- ❖ **Hazards:** The housing for developmentally disabled people would be located in a Marine Industrial zone, where all but the most hazardous chemicals are allowed. Additional hazards from flooding, tsunami inundation, and adjacent airport operations make this a problematic site for an at risk population.
- ❖ **Affordability and Economic Viability:** There are no enforceable income or affordability restrictions on purchase of housing co-op shares or condos. The project relies on shaky financial assumptions to support the "affordable" housing.
- ❖ **Phased Development:** The Office Park's estimated construction period of 30-36 months in the DEIR is not realistic, given the developer's intent to phase each building's construction after rental or sale of each previously constructed building. Wetlands restoration would not be done until after all construction is complete, which would allow stormwater runoff to carry sediment and other pollutants into the Pillar Point Marsh.
- ❖ **Isolation and Employment:** Wellness Center residents would be isolated from community resources with reduced opportunities to mingle with the community at large. Many of the Big Wave programs such as raising organic crops do not depend upon this site being developed.
- ❖ **Wetlands destruction:** The owners of the property have destroyed wetlands under the guise of agriculture. Over 90% of the State's wetlands have been lost. The wetlands at Big Wave should be restored.

As drafted, the DEIR is inadequate, has numerous errors, and is contradictory in some places, and leaves crucial mitigation measures to future studies, which is not permitted under CEQA.

Sincerely,


Aimee Luthringer
165 La Grande Ave
Moss Beach, CA 94038

12.22.09

	189-1
	189-2
	189-3
	189-4
	189-5
	189-6
	189-7
	189-8
	189-9
	189-10
	189-11

Response to Comment Letter 189
Aimee Luthringer

This letter is identical to Comment Letter 103. Please refer to Response to Comment Letter 103.

BARRY <exstanford.micro@yahoo.com> 12/23/2009 4:01 PM
12/22/2009

Attn: Camille Leung, Project Planner
San Mateo County Planning Commission
San Mateo Co. Planning Dept.
455 County Center, 2nd Floor
Redwood City, CA 94063

Greetings Camille Leung;

I am registering my opposition to the "Big Wave Project" as currently specified in the DIER because:

190-1

-- the probable very large cost to San Mateo County in services required (but not limited to): road maintenance and liability due to marginal and inadequate roads and streets to carry the specified traffic; police, fire, and other emergency services.

190-2

-- water and sewage needs and their mitigation as specified (in DEIR) are overly optimistic and not demonstrated in real terms.

190-3

-- traffic mitigation is obscure as stated and appear to be unrealistic - in my common sense point-of-view.

190-4

-- the 3 story height of the proposed project is disproportionate for the area.

190-5

-- there is no demonstrated need or demand for an office park on the San Mateo Coast and it would also be out of current zoning compliance.

190-6

-- possible displacement of low and moderate income housing in the mobile home park adjacent to the project.

190-7

Thank you for any consideration,

Barry Lifland
750 First Avenue
Half Moon Bay, CA 94019

***Response to Comment Letter 190
Barry Lifland***

Response to Comment 190-1

Commenter introduces reasons for why he opposes the Big Wave project.

This statement is introductory. No response is required by CEQA.*

Response to Comment 190-2

Commenter states that the roads are not adequate to support project traffic and emergency service vehicles and that the project will cost the County in terms of road maintenance.

As with every project in unincorporated San Mateo County, the applicant will be required to pay roadway mitigation fees, based on project square footage, at the building permit application stage, that will be maintained in a County account to provide for roadway maintenance.

Response to Comment 190-3

Commenter states that the water and sewage need further clarification.

Water and wastewater options are clarified in Section III.A of the FEIR. Also, refer to Response to Comments 193-6, 193-10, 193-12, and 193-13.

Response to Comment 190-4

Commenter states his opinion that the traffic mitigation needs to be examined.

Refer to Topical Response 8, Traffic and Parking Impacts, regarding revised traffic mitigations.

Response to Comment 190-5

Commenter states that a three-story building would be out of scale for the area.

Refer to Response to Comment 21-1a.

Response to Comment 190-6

Commenter states opinion that there is no demand for the Office Park.

As proposed, the Office Park would be built on demand, in that mixed office space would only be constructed once the space is sold or entered into a long-term lease. Also, refer to Response to Comment 72-1.

* The comment does not identify a significant environmental issue for which CEQA requires a response by the Lead Agency. Refer to Topical Response 3, Standards for Responses to Comments and Focus of Review of Commenters. The comment is noted for the record and is included in the FEIR for the consideration of decision-making bodies in reviewing the project.

Commenter states that the Office Park would be out of current zoning compliance.

The commenter's statement provides no details regarding how the Office Park is out of zoning compliance. Regarding compliance with current zoning regulations, Section IV.I (Land Use and Planning) of the DEIR found that the proposed project would have a less than significant impact regarding compatibility with all applicable land use plans, policies, and regulations, including: the California Building Standards Commission - Green Building Standards, Bay Area Clean Air Plan, San Francisco Bay Water Quality Control Plan, City/County Association of Governments of San Mateo County Congestion Management Plan, County of San Mateo General Plan, County of San Mateo Zoning Regulations, Montara-Moss Beach-El Granada Community Plan, County of San Mateo Local Coastal Program, Half Moon Bay Airport Land Use Plan, County of San Mateo Community Design Manual, County of San Mateo Green Building Ordinance, and the San Mateo Local Agency Formation Commission. Refer to Impact LU-2 (Conflict with Applicable Land Use Plans, Policies, or Regulations) beginning on page IV.I-32 of the DEIR and Table IV.I-1 (County of San Mateo Regional and Local Requirements Consistency Analysis) at the end of Section IV.I of the DEIR.

Response to Comment 190-7

Commenter states that the project would potentially displace low and moderate-income housing in the area.

This comment expresses an opinion regarding the potential displacement of low and moderate income housing in the surrounding area, but does not provide supporting evidence or discussion. Pursuant to Section 15064 of the CEQA Guidelines, an effect shall not be considered significant in the absence of substantial evidence.