

# SEAL COVE/MOSS BEACH AREA ROADS IMPROVEMENT PROJECT

Response to Comments  
State Clearinghouse #2014022038

Prepared for  
County of San Mateo Department of  
Public Works

April 2014



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Public Works

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# SECTION 1

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## Introduction

### 1.1 Background

This document has been prepared to respond to comments received by San Mateo County (County) on the Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) for the Seal Cove/Moss Beach Area Roads Improvement Project (proposed project). Included in this document are an introduction, comment letters received during the 30-day public review period, responses to comments, and revisions to the Draft IS/MND, if deemed applicable. This document, together with the Draft IS/MND, constitutes the Final Initial Study/Mitigated Negative Declaration (“Final IS/MND”) for the Seal Cove/Moss Beach Area Roads Improvement Project. The Draft IS/MND, dated February 2014, is hereby incorporated by reference as part of this Final IS/MND.

The San Mateo County Department of Public Works (“the Department” or “the County”) is acting as the Lead Agency pursuant to CEQA Guidelines §15050(a). As the Lead Agency, the Department prepared an Initial Study pursuant to CEQA Guidelines §15063 and §15070 and circulated the Draft IS/MND for agency and public review during a 30-day public review period pursuant to CEQA Guidelines §15073. The County prepared the Draft IS/MND to inform the public of the potential environmental effects of the proposed roads improvement project and identify possible ways to minimize impacts. This Final IS/MND evaluates and responds to comments received on the Draft IS/MND in accordance with CEQA Guidelines §15074.

### 1.2 Project Summary

The County proposes to implement the Seal Cove/Moss Beach Area Roads Improvement Project. The project is proposed for two locations, both of which occur in the area of Moss Beach, San Mateo County, California. The first is located within the community of Seal Cove/Moss Beach, approximately one-half mile west of Highway 1, between the Half Moon Bay Airport and the Pacific Ocean. The second is located on Carlos Street, at its intersection with California Avenue, approximately one-half mile north of the Half Moon Bay Airport, and east of Highway 1.

At the Seal Cove site, the County proposes approximately 1,500 linear feet of roadway improvements within the County’s right-of-way (ROW). Specific road segments to be improved include: (1) San Ramon Avenue, between San Lucas Road and Bernal Avenue; (2) Del Mar Avenue, between Madrone Avenue and Bernal Avenue; and (3) Madrone Avenue, between Decota Avenue and Del Mar Avenue. The above described road segments would be improved by

construction of 16-foot-wide paved road sections comprised of approximately three inches of asphalt concrete and nine inches of cement-treated base. Surface drainage features, consisting of biotreatment facilities separated by check dams, would be constructed on either side of the roadway to capture and treat stormwater runoff. The biotreatment areas would measure approximately five feet wide and approximately six inches deep.

At the Carlos Street site, the County proposes to replace an approximately 1,100-square-foot paved area of County ROW with a combination of vegetated biotreatment facility (60 square feet) and pervious paving (1,040 square feet).

## **1.3 Public Participation**

In accordance with §15073 of the CEQA Guidelines, the County submitted the Draft IS/MND to the State Clearinghouse for a 30-day public review period starting on February 25, 2014. Legal notices announcing availability of the Draft IS/MND for public review and comment were published in the Redwood Examiner, San Mateo County Times, and Half Moon Bay Review newspapers. In addition, the County circulated a Notice of Intent to Adopt the Draft IS/MND to interested agencies and individuals. The public review period ended on March 27, 2014. During the public review period, the County received 13 comment letters on the Draft IS/MND.

# SECTION 2

## Response to Comments

### 2.1 Introduction

This section includes a summary of entities who submitted comments on the Draft IS/MND, presents the text of the comments submitted, and provides the County’s responses to comments raising substantive issues or questions related to the project or the Draft IS/MND.

### 2.2 List of Comment Letters

The following is a list of public agencies and individuals who submitted comments on the Draft IS/MND during the public review period. No comments were received after the close of the comment period.

State Agencies		Date Received
A.	State of California Coastal Commission	March 27, 2014
B.	State of California Office of Planning and Research	March 25, 2014
Individuals		
C.	Sabrina Brennan	February 26, 2014
D.	Diane Brosin and Tim McDonald	March 22, 2014
E.	Kathryn Slater-Carter	February 26, 2014
F.	Pete and Eileen Fingerhut	March 21, 2014
G.	TJ Glauthier and M. Brigid O’Farrell	March 9, 2014
H.	Barry Lifland	March 26, 2014
I.	Leslie O’Brien	March 25, 2014
J.	Susan Royer	March 25, 2014
K.	David Vespremi, Peter Fingerhut, and Steve Beardsley	March 26, 2014
L.	David Vespremi	March 3, 2014
M.	David Vespremi [2012 Neighborhood Petition]	March 3, 2014

Many of the comments received on the Draft IS/MND were submitted via email. In addition, many of these emails included strings of conversation between commenters. Where this is the case, only the specific comments submitted from a commenter to the County are addressed in each response.

## 2.3 Comment Letters and Responses

The full text of each comment letter is included below, followed by the County's response. Substantive comments raised in these letters have been delineated on the letter and assigned an alpha-numeric comment code (e.g., A-3, E-5), corresponding to the letter and comment. Responses to concerns raised in these comments are presented in the pages immediately following the comment letter.

In accordance with CEQA Guidelines §15074(b), the County Planning Commission considers the Draft IS/MND together with comments received during the public review process prior to adopting the Final IS/MND and approving the project. The CEQA Guidelines do not require the preparation of a response to comments document. In addition, many of the comments received during the public comment period do not pertain to substantive environmental issues related to the project or CEQA. Nevertheless, the County has prepared the following responses for the benefit of the Planning Commission, the public, and as a courtesy to the commenters.

Based on the review of the comments received, no new, potentially significant impacts beyond those identified in the Draft IS/MND would occur. All potential impacts identified in the Draft IS/MND were determined to be either less-than-significant or less-than-significant with mitigation.



**CALIFORNIA COASTAL COMMISSION**

45 FREMONT, SUITE 2000  
 SAN FRANCISCO, CA 94105-2 219  
 VOICE (415) 904-5 260  
 FAX (4 15) 904-5 400  
 TDD (415) 597-5885



March 27, 2014

Zack Azzari  
 San Mateo County Public Works  
 555 County Center, 5<sup>th</sup> Floor  
 Redwood City, CA 94063-1665

Re: Initial Study/Mitigated Negative Declaration Seal Cove/Moss Beach Area Roads  
 Improvement Project (State Clearinghouse No. 2014022038)

Dear Mr. Azzari,

Thank you for the opportunity to comment on the *Seal Cove/Moss Beach Area Roads Draft Initial Study/Mitigated Negative Declaration* (“IS/MND”), February 2014 that was received in our office on February 28, 2014. The IS/MND was prepared by ESA for the County of San Mateo Department of Public Works (“County”). The County proposes to develop three existing unpaved roads at two locations in Moss Beach, San Mateo County. The proposed project comprises the construction of approximately 1,500 linear feet of 16-foot-wide road/travel way. The road would be paved with three inches of asphalt-concrete and underlain with nine inches of cement. The proposed project also includes the construction of 0.30 acre of storm water treatment facilities (bio-retention measures and check-dams).

### **Traffic**

San Mateo County’s certified Local Coastal Program (LCP) Public Works Policy 2.57 protects the public’s ability to access the coast but the extreme traffic congestion on Highways 1 and 92 significantly interferes with the public’s ability to access the area’s substantial public beaches and other visitor-serving coastal resources. The primary access to Moss Beach, San Mateo County is via Highway 1. The IS/MND analysis indicates that traffic volumes on Highway 1 would temporarily be increased during construction activities by an estimate of 0.1 percent in daily traffic. The conclusion presented in the IS/MND is that the project would not result in a substantial increase in traffic during construction and operational activities and it would not cause any Level-of-Service (LOS) to exceed the standard. Staff suggests that measures be identified to reduce the potential for impacts to traffic on Highway 1. These measures could include conducting construction outside of commute travel peak hours and during recreational travel off-season, i.e. outside of the months of July/August which are typically the busiest months for traffic from seasonal recreation and visitor travel in the area.

A-1

### **Land Use**

The IS/MND provides that the purpose of the proposed project is to give residents alternative, paved access routes between San Lucas, Madrone, and Precita Avenues, and Bernal Avenue. This would then provide paved road connections to Ocean Blvd. The construction of pavement

**LETTER A (cont.)**

**Zack Azzari, San Mateo County (Seal Cove/Moss Beach Area Roads)**

**March 27, 2014**

**Page 2**

on San Ramon Avenue could lead to in an increase in development in the area. As you know, should development plans be contemplated in the future for those properties, the County must assure consistency with the certified LCP policies for Land Use and New Development as provided in the *Locating and Planning New Development Component*.

A-2

Please feel free to contact me at (415) 904-5260 if you have any questions concerning these comments.

Sincerely,



Renée Ananda

Coastal Program Analyst

North Central Coast District

## Response to Letter A

### State of California Coastal Commission, Renee Ananda

#### Response to Comment A-1

Commenter suggests the inclusion of measures to reduce the potential for traffic impacts on Highway 1, such as scheduling construction outside of commute travel peak hours and outside of recreational travel periods (i.e., outside of the months of July/August).

The Draft IS/MND notes on pages 2-61 and 2-62 that Annual Average Daily Traffic (AADT) on Highway 1 in the project vicinity is about 15,100 vehicles. Project construction would temporarily increase traffic in the area by 20 round-trips per day for approximately 45 days. As noted in Comment A-1, this volume represents approximately 0.1 percent of the Highway 1 AADT. This increase would be minor and not be expected to have a substantial adverse effect under CEQA on traffic conditions in the region, and therefore does not constitute a significant impact warranting mitigation. However, regarding the commenter's request to conduct construction activities outside of the commute travel peak hours, it is expected that truck trips associated with construction workers may occur before or during the start of the commute travel peak hours while other trips associated with materials hauling would occur throughout the day. Thus, only a portion of the 20 round-trips per day would occur during peak commute hours. Regarding the commenter's request that construction occur outside the months of July and August; construction is expected to occur during summer/fall months and may coincide with the months of July and August. However, it is expected that recreational travel trips would occur throughout the day, and with higher use occurring on weekends. The effect of 20 additional round-trips per day for approximately 45 days would not likely be noticeable during either commute peak hour or by recreation travelers.

#### Response to Comment A-2

Commenter states the County must assure any future development plans proposed for the Seal Cove are consistent with the certified Local Coastal Program (LCP) policies for Land Use and New Development, as provided in the LCP's Locating and Planning New Development Component. This comment is noted. The Draft IS/MND (page 2-49) acknowledges that development within the Seal Cove area is regulated by the LCP. The County will assure that any future development approved for the area is consistent with all applicable plans, policies, and regulations, including those of the San Mateo County LCP.



Edmund G. Brown Jr.  
Governor

**LETTER B**

STATE OF CALIFORNIA

Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

March 25, 2014

Zack Azzari  
San Mateo County, Dept. of Public Works  
555 County center, 5th Floor  
Redwood City, CA 94063

Subject: Seal Cove/Moss Beach Area Roads Improvement Project  
SCH#: 2014022038

Dear Zack Azzari:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on March 24, 2014, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

B-1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

**SCH#** 2014022038  
**Project Title** Seal Cove/Moss Beach Area Roads Improvement Project  
**Lead Agency** San Mateo County

**Type** MND Mitigated Negative Declaration  
**Description** Improvements to approximately 1,500 linear feet of existing dirt roads within San Mateo County's roadway right-of-way, and construction of approximately 0.30 acres of bioretention facilities and previous paving to capture and treat stormwater. The project would occur in two locations, both of which occur within the community of Moss Beach, between Montara and Princeton by the Sea.

**Lead Agency Contact**

**Name** Zack Azzari  
**Agency** San Mateo County, Dept. of Public Works  
**Phone** 650 363 4100 **Fax**  
**email**  
**Address** 555 County center, 5th Floor  
**City** Redwood City **State** CA **Zip** 94063

**Project Location**

**County** San Mateo  
**City**  
**Region**  
**Lat / Long** 37° 30' 54" N / 122° 30' 38" W  
**Cross Streets** California Avenue / Carlos Street and Del Mar Avenue / Madrone Avenue  
**Parcel No.**  
**Township** **Range** **Section** **Base**

**Proximity to:**

**Highways** Hwy 1  
**Airports** Half Moon Bay  
**Railways**  
**Waterways** Dean Creek, Denniston Creek, Pacific Ocean  
**Schools**  
**Land Use** Adjacent to properties designated for residential and neighborhood commercial uses.

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Coastal Zone; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

**Reviewing Agencies** Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 3; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 4; Air Resources Board; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 2; Native American Heritage Commission

**Date Received** 02/21/2014 **Start of Review** 02/21/2014 **End of Review** 03/24/2014

## **Response to Letter B State of California, The Governor's Office of Planning and Research, Scott Morgan**

### **Response to Comment B-1**

Commenter notes that the County has complied with applicable State Clearinghouse review requirements for environmental document pursuant to the California Environmental Quality Act.

This comment is noted. No response is required.

## LETTER C

SABRINA BRENNAN

Email dated 02/26/2014

(In Response to TJ Glauthier Seal Cove Update Email dated 02/25/2014)

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**From:** Sabrina Brennan <sabrina@dfm.com>  
**To:** TJ Glauthier <tjglauthier@gmail.com>  
**CC:** Lisa Ketcham <lisa.ketcham@comcast.net>, <daveolsonmcc@gmail.com>, <chrisjohnson\_mcc@yahoo.com>, Laura Stein <laura.stein@comcast.net>, <joeljanoe@gmail.com>, <erin.deinzer@gmail.com>, <SealCoveISMND@smcgov.org>, <ISMND@smcgov.org>, Aimee Luthringer <ltl\_greenheron@yahoo.com>  
**Date:** 2/26/2014 9:51 AM  
**Subject:** Re: Seal Cove Roads Update  
**Attachments:** Seal Cove NOI\_Final 2014-02-20.pdf

Hello TJ,

Thanks for letting me know about the plans for new roads in Seal Cove.

I would like a presentation by the County and an opportunity to ask questions in advance of the public comment period. | C-1

Also, I think the email address "SealCoveISMND@smcgov.org" on the attachment might not work. Please provide an email address for the planner responsible for receiving public comments. | C-2

Sabrina

On Feb 25, 2014, at 10:49 PM, TJ Glauthier wrote:

Dear Seal Cove Neighbors and Friends,

We have an update on the status of the road improvements that we've been working on for several years. This information has been conveyed to us by Ann Stillman, the San Mateo County Deputy Director of the Public Works Department and the head of their Engineering and Resource Protection section. She and Zack Azzari, the Civil Engineer responsible for our project, have prepared a full assessment of the project and posted it for review and public comment for the next 30 days.

Ann tells us that if everything goes smoothly, then the project construction should begin approximately August 1st. Supervisor Don Horsley has been very helpful, including getting the \$400,000 funding for the project, and intends to see that this is completed this year if at all possible -- during his first term in office.

As you will recall, the project will include paving the current unimproved sections of San Ramon St., Del Mar St., and Madrone St. In addition, the Country will do some work on Carlos St., near the Moss Beach Post Office, to mitigate or offset some of the environmental impacts of the road work here.

I am attaching two documents here. One is the official notice of public comment for the next 30 days on the project. It is officially described as an "Intent to Adopt a Mitigated Negative Declaration" for the project. What that means, I am told, is that the County is declaring that there is no significant environmental impact from the project, after considering actions that they are taking to mitigate any impact.

The other document is the 228 page report that they have prepared on our project. That includes the detailed description of the project, pictures, environmental assessment, etc. I expect this is more than most of us ever really wanted the Country to have to go through, but here it is, to meet all the requirements of both the County's rules and those needed for the Coastal Development Permit that is also required. This report is a large file, so if it does not

## LETTER C (cont.)

come through to you, you can access it on the SM County website at the following link:  
<http://www.co.sanmateo.ca.us/portal/site/publicworks/>

Lisa Ketchum, as the Chair of the Midcoast Community Council, has also received these documents and has posted them on the MCC website and in some other public locations and online sites. Thanks Lisa.

Ann has asked if the community would like to have another meeting of the type that we have had before to discuss these plans further. I think most of us feel we've discussed it enough, but please let me know if you would like to ask for another meeting.

I'm sure you join me in looking forward to our new and improved access to Seal Cove coming soon.

All the best,

TJ

TJ Glauthier



## Response to Letter C Sabrina Brennan

### Response to Comment C-1

Commenter requests a presentation by the County and an opportunity to ask questions in advance of the public comment period.

The comment was received on February 26, 2014, one day after the start of the comment period; therefore, there was not opportunity to discuss the project with the commenter prior to the comment period. However, it is noted that the County held a public meeting on September 24, 2012 at Cypress Meadows Wedding, Conference and Event Center, 343 Cypress Avenue, Moss Beach, CA 94038. In addition, the public will have another opportunity to hear presentations and comment on the project when the Final IS/MND and coastal development permit application appear before the Planning Commission, tentatively scheduled for April 23, 2014. Public notification will be provided in advance of the Planning Commission meeting. If commenter has additional questions, they may be submitted via the project's email address: SealCoveISMND@smcgov.org.

### Response to Comment C-2

Commenter suggests the IS/MND email address "SealCoveISMND@smcgov.org" might not be functional. As evidenced by receipt of this comment, which was delivered via the above referenced email address; the project's email address (SealCoveISMND@smcgov.org) was functional throughout the duration of the public comment period. No other comments on the functionality of the email address were received.

## LETTER D

DIANE BROSIN & TIM MACHOLD

Email dated 03/22/2014

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**From:** "Diane Brosin/Tim Machold" <macbro@pacbell.net>  
**To:** <sealcoveismnd@smcgov.org>  
**Date:** 3/22/2014 6:31 PM  
**Subject:** FW: Public Comment on Seal Cove/Moss Beach Area Roads Improvement Project - project update

From: Diane Brosin/Tim Machold [mailto:macbro@pacbell.net]  
Sent: Saturday, March 22, 2014 6:28 PM  
To: 'zazzari@smcgov.org'; 'sealcovismnd@smcgov.org'  
Cc: 'tjglauthier@gmail.com'; dhorsley@smcgov.org  
Subject: Public Comment on Seal Cove/Moss Beach Area Roads Improvement Project - project update

Mr. Azzari, Acting Principal Civil Engineer  
San Mateo County Public Works

Dear Mr. Azzari,

Our family has lived on Bernal Avenue for almost 30 years. We've watched with concern the dramatic deterioration that has taken place in our roadsthroutout that time. Although it's been a long and tortuous process, including lots of meetings, discussions, research, etc. to come to this point, we are delighted that appropriate improvements are now on the calendar. We appreciate the diligent efforts by the Public Works Department, along with our neighbor, T.J. Glauthier and others in organizing discussions that have resulted in what looks like a well-conceived plan which will ensure greater safety, passable roadways and necessary egress in times of peril. We are in support of creating uniformity in dimensions and surfaces, as well as use of vegetated swales to mitigate storm runoff.

It was no small fete to gain consensus amongst the majority of neighbors, and I commend all involved in persevering to that end. I'm sure there have been those who've suggested modifications which satisfy their individual preferences, but after all the gatherings in which so many options were explored, we think it is both appropriate and fair that the roadway has been designed by professionals who have kept in mind the best solution for the community as a whole. We are pleased that Supervisor Horsley secured funding and that the work is now scheduled for completion by fall, 2014. We look forward to a smoother, safer ride come October. Feel free to contact us if we can contribute to the success of this project.

D-1

Sincerely,

Diane Brosin and Tim Machold  
65 Bernal Avenue  
Moss Beach, CA 94038  
650.728.7768  
macbro@pacbell.net

## **Response to Letter D Diane Brosin and Tim Machold**

### **Response to Comment D-1**

Commenters express support for the project's creation of uniformity in dimensions and surfaces, as well as use of vegetated swales to mitigate storm runoff.

This comment is noted. No response is required.

## LETTER E

### Reference TJ Glauthier Response Email dated 02/28/2014

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**From:** Kathryn Slater-Carter <kathryn0@sonic.net>  
**To:** <SealCoveISMND@smcgov.org>, Lisa Ketcham <lisa.ketcham@comcast.net>  
**CC:** TJ Glauthier <tjglauthier@gmail.com>, <daveolsonmcc@gmail.com>, <chrisjohnson\_mcc@yahoo.com>, Laura Stein <laura.stein@comcast.net>, <joeljanoe@gmail.com>, <erin.deinzer@gmail.com>, <ISMND@smcgov.org>, Aimee Luthringer <ltl\_greenheron@yahoo.com>, sabrina brennan <sabrina@dfm.com>  
**Date:** 2/26/2014 12:04 PM  
**Subject:** Re: Seal Cove Roads Update

Hi all, I think this should be at the MCC ASAP. This could be change in County policy and all who live on 'privately maintained' roads may have in interest in the possible change. Perhaps it is just a case of long deferred maintenance, I do not know. But the difference should be explained. for instance, Alta Vista Road in Montara is used by many homes, but privately maintained, It appears to be a public road. Perhaps the County can bring a map of publicly and privately maintained roads. ] E-1

Thanks, I look forward to the your reply.

Kathryn

On Feb 26, 2014, at 9:51 AM, Sabrina Brennan wrote:

> SealCoveISMND@smcgov.org

## LETTER E (cont).

**KATHRYN SLATER-CARTER**

**Email dated 02/26/2014**

**And**

**TJ GLAUTHIER**

**Response Email dated 02/28/2014**

---

**From:** tjglauthier <tjglauthier@gmail.com>  
**To:** Kathryn Slater-Carter <kathryn0@sonic.net>  
**CC:** "SealCoveISMND@smcgov.org" <SealCoveISMND@smcgov.org>, Lisa Ketcham <lisa.ketcham@comcast.net>, "daveolsonmcc@gmail.com" <daveolsonmcc@gmail.com>, "chrisjohnson\_mcc@yahoo.com" <chrisjohnson\_mcc@yahoo.com>, Laura Stein <laura.stein@comcast.net>, "joeljano@gmail.com" <joeljano@gmail.com>, "erin.deinzer@gmail.com" <erin.deinzer@gmail.com>, "ISMND@smcgov.org" <ISMND@smcgov.org>, Aimee Luthringer <ltl\_greenheron@yahoo.com>, sabrina brennan <sabrina@dfm.com>  
**Date:** 2/28/2014 9:51 AM  
**Subject:** Re: Seal Cove Roads Update

Kathryn,

It's a good discussion to have with Don Horsley and others at the County, and the MCC is probably the right place to start it. However, I would caution you about being too optimistic that this represents a major policy change.

The Seal Cove roads action has been taken in large part to offset the loss of Ocean Blvd, which was the primary access for many of us. Further erosion has been a problem at the southern end of the current closure, at the intersection of San Lucas and Ocean. If (or when) that intersection is closed, many of us will have no access to our homes via county roads.

The cost of the road improvements is also significant. Fortunately, Don has been able to secure that for us. Finally, as you will see in the 228 page report that the County prepared, there are a lot of requirements that the County must meet in order to take new roads into the County system. This had taken years and a lot of technical and expert work.

Happy to discuss this if you'd like. I'm over at Jury duty again today - I got onto the "one trial" process that's taken all week.

TJ

> On Feb 26, 2014, at 12:03 PM, Kathryn Slater-Carter <kathryn0@sonic.net> wrote:

>

> Hi all, I think this should be at the MCC ASAP. This could be change in County policy and all who live on 'privately maintained' roads may have in interest in the possible change. Perhaps it is just a case of long deferred maintenance, I do not know. But the difference should be explained. for instance, Alta Vista Road in Montara is used by many homes, but privately maintained, It appears to be a public road. Perhaps the County can bring a map of publicly and privately maintained roads.

>

> Thanks, I look forward to the your reply.

>

> Kathryn

>

>

>

>> On Feb 26, 2014, at 9:51 AM, Sabrina Brennan wrote:

>>

>> SealCoveISMND@smcgov.org

## **Response to Letter E Kathryn Slater-Carter**

### **Response to Comment E-1**

Commenter expresses concern that the proposed project may represent a change in County policy.

As discussed on page 1-3 of the Draft IS/MND, the project is necessary to provide community residents with an access alternative to Ocean Boulevard, which is presently the only paved road connecting San Lucas Avenue with Madrone, Precita, and Bernal Avenues, in Seal Cove. Ocean Boulevard, which runs adjacent to coastal bluffs south and west of the project area, is closed in some areas west of San Lucas Avenue due to bluff erosion. As bluff erosion and retreat continues, additional portions of Ocean Boulevard may become impassible, thereby eliminating paved access for area residents. The existing alternative access routes, which include the road segments to be improved, are not designed to County road standards and therefore are not maintained by the County. The project is, therefore, necessary to provide long-term, safe, all-weather vehicular access to community residents. This is consistent with County policy set forth in the Montara-Moss Beach-El Granada Community Plan (1985), which has been incorporated by reference into the County's Local Coastal Program (2013). The Community Plan states: "The narrow, unimproved streets of Montara, Moss Beach, and El Granada contribute to the small town character of the community, but they need to be paved in order to control drainage and provide an adequate all weather travel surface." Therefore, the project does not represent a change in County policy.

The commenter also requests a map of County and non-County maintained roads (what the commenter refers to as "publicly and privately maintained roads"). For additional information regarding publicly and privately maintained roads, commenter is encouraged to contact the San Mateo County Department of Public Works' Design Section.

# LETTER F

**PETE FINGERHUT**  
**Email dated 03/21/2014**

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**From:** Pete Fingerhut <fingerhut@gmail.com>  
**To:** <zazzari@smc.gov.org>, Jim Porter <jporter@co.sanmateo.ca.us>, <astillman@co.sanmateo.ca.us>, <echen@smc.gov.org>, <wng@smc.gov.org>  
**Date:** 3/21/2014 2:40 PM  
**Subject:** Seal Cove Road Improvement Comments

Hi All,

I wrote one email already that indicated some of my concerns but I wanted to write again just to make sure all my bullet points are articulated.:

1. The one tree trunk slated for removal on the corner of Precita and Del Mar is connected to the main trunk of the tree. This is not a Cyprus but a Pine tree that must be trimmed during the winter months or else the tree becomes very susceptible to Pine Beetle Infestation. This was mentioned to the county when they were on site analyzing the road bed on Del Mar.

F-1

2. I want to make sure that the construction of the road on Del Mar does not affect my setbacks. These setbacks must be kept in accordance with zoning and building codes.

F-2

3. If there is wiggle room on the size of the swales, I would suggest minimizing the swales in order to make the road more in line with the scale of existing roads in the community

F-3

4. I would encourage the county to install speed bumps to prevent speeding in the confined spaces in the community

F-4

5. No parking signs should be placed throughout so that folks don't think of the swales as parking opportunities.

F-5

6. Finally, I would encourage that the county send a representative or representatives to come out to the site and meet with those affected and map out with stakes and cones the proposed routes the roads will take.

F-6

That will alleviate much of the angst that those affected are currently feeling as the drawings provided are not true to scale and don't really represent what we will be seeing as the final product.

Thank you,

Pete and Eileen Fingerhut  
100 Del Mar Ave.  
650.922.3205

## **Response to Letter F Pete and Eileen Fingerhut**

### **Response to Comment F-1**

Commenter explains that the portion of the tree at the corner of Precita Avenue and Del Mar Avenue that is encroaching into the right-of-way and would require trimming is a pine tree, and requires trimming in the winter months so as to avoid pine beetle infestations.

A certified arborist has surveyed the tree in question and concluded that two separate trees exist at the subject location. One is a stone pine and the other is a Monterey pine. The stone pine is a fallen tree and would be removed completely. The Monterey pine would remain. County tree trimming and removal activities typically include removal of cut wood and when necessary, treatment of cut stumps and adjacent trees to remain with insecticide appropriate for use at the site to prevent infestation.

### **Response to Comment F-2**

Commenter requests that proposed road improvements along Del Mar Avenue avoid impacts on commenter's property setbacks.

The proposed road improvements would occur entirely within the existing County right-of-way and would not affect private property lines. Therefore, the setbacks would not be affected.

### **Response to Comment F-3**

Commenter requests swale size be reduced to make the road more in line with the scale of existing roads in the community (i.e., smaller).

In accordance with State requirements, the biotreatment measures, or swales, have been sized to capture and treat stormwater runoff from the new roads. The size of the treatment areas is dependent upon the surface area of the road. For the swale size to be reduced, the road width would have to be reduced.

Pursuant to County Ordinance No. 03656, the proposed 16-foot road width is the minimum permitted in the Midcoast area of San Mateo County. Therefore, the County may not construct roads smaller than the proposed 16-foot-wide travelway. Moreover, the proposed road width is generally consistent with that of existing roads throughout the neighborhood.

### **Response to Comment F-4**

Commenter suggests installation of traffic calming devices to prevent vehicles from speeding in the neighborhood.

Traffic calming measures such as speed humps are only installed if a traffic analysis performed by the Department indicates the road or intersection meets certain criteria. Such analysis cannot



be conducted until the roads have been constructed; therefore, traffic calming measures cannot be considered for this project at this time.

Please see **Appendix A**, Property Owner Update Letter dated April 14, 2014.

Additionally, County staff does not expect the proposed project would cause such an increase in vehicle speeds. No traffic calming devices exist on Bernal Avenue, which is similar in size to the road widths proposed (approximately 20 feet in width), longer than the segment of San Ramon Avenue proposed for paving, and the County has received no complaints of speeding along Bernal Avenue.

#### **Response to Comment F-5**

Commenter suggests installing “no parking” signs throughout the project area so people do not think of swales as parking opportunities.

This would be evaluated upon completion of the Project, but “No Parking Signs” would not be installed as part of the project. Parking restrictions are generally initiated or requested by property owners. Upon receipt of such a request, including a description of the specific problem, the Department’s Traffic Section would evaluate the issue. After the roads were constructed the Department would monitor the biotreatment measures for maintenance issues that may arise as a result of parking. If a no parking remedy is determined to be appropriate, the Department must make a formal recommendation to the Board of Supervisors for consideration and approval before parking restrictions can be implemented.

Please see **Appendix A**, Property Owner Update Letter dated April 14, 2014.

#### **Response to Comment F-6**

Commenter requests that a County representative visit the site to meet with neighborhood residents and to map out with stakes and cones the proposed routes the roads will take.

County staff met with neighborhood residents at a public meeting on September 24, 2012 at Cypress Meadows Wedding, Conference and Event Center, 343 Cypress Avenue, Moss Beach, CA 94038, to discuss the project design and answer questions. In addition, on April 10 and 11, 2014, a County representative visited the site and installed flags along the proposed project route, delineating the extent of project work within the right-of-way by marking the proposed edge of pavement/inside edge of biotreatment measure and outside edge of biotreatment measure. Additionally, the County sent a letter to the property owners within the project limits, dated April 14, 2014, explaining the markings. If commenter has additional questions, they may be submitted via the project’s email address: SealCoveISMND@smcgov.org.

# LETTER G

**TJ GLAUTHIER**  
**Email dated 03/09/2014**

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**From:** TJ Glauthier <tjglauthier@gmail.com>  
**To:** Zack Azzari <zazzari@smcgov.org>, <SealCoveISMND@smcgov.org>  
**CC:** "Ann M Stillman, P.E." <astillman@smcgov.org>, Nick Calderon <ncalderon@smcgov.org>, Brigid O'Farrell <mbridgofarrell@gmail.com>  
**Date:** 3/9/2014 1:55 PM  
**Subject:** Public Comment On Draft Seal Cove IS/MND document

Mr. Zach Azzari, Acting Principal Civil Engineer  
San Mateo County Public Works

Dear Mr. Azzari,

Thank you for carrying on the work to improve and bring some of our informal, dirt roads into the County road system here in our Seal Cove neighborhood. We have appreciated the support that Ann Stillman and Jim Porter have provided over the past several years on this project and look forward to working with you as well. And, of course, we sincerely appreciate the leadership that Supervisor Don Horsley has provided on this project, including securing the funding for it.

This project is important to all of us in the Seal Cove area. And in particular, it is urgent for at least 25 homeowners, including us. Ocean Boulevard was previously our primary route to and from our home. Once it was closed we have had only one route in or out, through several streets including San Lucas. As you know, the intersection of San Lucas and Ocean Boulevard, which is adjacent to the closed section, has also deteriorated over the past several years. DPW has repaired that intersection, but it seems to many of us that it is only a matter of time before that intersection also fails and must be closed. If and when that happens, unless these new roads are improved and accepted by the County, we and at least 25 other homes would have no access route to our homes via County roads. And, frankly, the dirt roads are in such terrible condition that they can only be reliably used by trucks and/or 4-wheel drive vehicles. This issue also affects emergency vehicle access as well.

We have played an active role over the past few years in helping to convene the local homeowners and other interested people, such as the MCC, to meet with the DPW in order to discuss potential solutions to these issues. We cannot speak for everyone, of course, but in our view the Draft Initial Study/Mitigated Negative Declaration, including its appendices, is very well done and is entirely faithful to the proposal that the community approved at its meeting with the DPW in September 2012. Among the key points of agreement are:

The unimproved sections of three roads would be improved and accepted into the County system -- San Ramon, Del Mar, and Madrone  
Those would be done in a manner that is as consistent as possible with the other roads in the neighborhood, including keeping them to a width of 16 feet if possible, and not having curbs and gutters  
There would probably be vegetated swales at the sides in order to help mitigate storm water runoff

G-1

In addition, we urge you to give careful consideration to safety measures in your final design. In particular, we believe that it is necessary to install a stop sign at the intersection of San Ramon and San Lucas. That intersection has very limited visibility and will be dangerous when San Ramon is a through street.

G-2

We understand that you have also received comments from others in the neighborhood. That is entirely proper. However, if any points other than the ones above are being characterized as representing the "majority view" of the homeowners, we believe you should question that. In particular, there was in our view no recommendation in the community meetings regarding making any changes to the other existing roads in the neighborhood. There also was no consensus that one of the streets should be wider than the others, or dealing with lines of sight or signage. All of those details were understood to be left to the County as part of its detailed design work.

We appreciate your effort and hope that this project can proceed along as rapidly as possible. We understand and

G-1

## LETTER G (cont.)

support all the necessary steps involved in planning and permitting. Now, however, we hope this can be completed in this summer's construction window, in August and September. [ G-1  
(cont.)

We would be happy to discuss any of this with you if you wish.

Thank you,

TJ & Brigid

TJ Glauthier & M. Brigid O'Farrell  
1001 Ocean Blvd.,  
Moss Beach, CA 94038  
650-353-6061  
tjglauthier@gmail.com

## Response to Letter G TJ Glauthier and Brigid O'Farrell [March 9, 2014]

### Response to Comment G-1

Commenters explain their active role in the public process, participation in meetings with community groups and County staff, approval of the work done for the Draft IS/MND, key points of community agreement, and express appreciation for County staff's efforts. Commenters note they would like to see the project constructed in August and September 2014.

This comment is noted. No response is required.

### Response to Comment G-2

Commenter asserts that the proposed project will create an intersection at the corner of San Ramon Avenue and San Lucas Avenue with limited visibility, thereby warranting installation of a stop sign.

The proposed road design is consistent with the existing small roads in the neighborhood. The intersection cited by the commenter is presently paved. Furthermore, the intersection is presently unsigned, as are all but one intersection (Park Avenue at Los Banos Avenue) in the Seal Cove neighborhood. As a result, the project would not be expected to increase the risk of traffic hazards at this intersection.

Additionally, traffic calming measures such as stop signs are only installed if a traffic analysis performed by the Department indicates the road or intersection meets certain criteria. Such analysis cannot be conducted until the roads have been constructed; therefore, traffic calming measures cannot be considered for this project at this time.

Please see **Appendix A**, Property Owner Update Letter dated April 14, 2014.

## LETTER H

**BARRY LIFLAND**  
**Email dated 02/26/2014**

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**From:** Barry L <exstanford.micro@yahoo.com>  
**To:** "James C. Porter" <jporter@smcgov.org>  
**CC:** <echen@smcgov.org>  
**Date:** 3/26/2014 12:31 PM  
**Subject:** Seal Cove/Moss Beach Roads Improvement Project

PUBLIC COMMENT FOR: DRAFT IS/MND

RE: Road Improvements on Portions of Del Mar, Madrone, and San Ramon Avenues in the Seal Cove/Moss Beach Area - Project Update

I have an ownership interest in and reside at the property on 75 Precita Avenue, Moss Beach (APN: 037-277-150); on Del Mar and Precita Avenues.

I fully support the 'project' as detailed in the 'update' and in the other supporting documents. I am particularly pleased that the paving of Del Mar will be 'centered' on the PROW.

I want to thank SMCo Dept. of Public Works for the comprehensive project to improve our local roads and access and for all the hard work Public Works has put into this project.

H-1

I do not need another community meeting. The project documents are very comprehensive.

Barry Lifland  
75 Precita Avenue  
Moss Beach, CA 94038  
650-728-5253

## **Response to Letter H Barry Lifland**

### **Response to Comment H-1**

Commenter expresses support for the proposed roadway improvements, particularly that the paving of Del Mar Avenue will be centered on the public right-of-way, and notes the project will improve local roads and access.

This comment is noted. No response is required.

## LETTER I

**LESLIE O'BRIEN**  
**Email dated 03/25/2014**

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**From:** Leslie OBrien <leslieob@sbcglobal.net>  
**To:** "sealcoveISMND@smcgov.org" <sealcoveISMND@smcgov.org>  
**Date:** 3/25/2014 6:50 PM  
**Subject:** Seal Cove Road Improvements

As the property owner of 75 Precita Avenue, which borders on Del Mar, I wish to express my thanks and gratitude for the work that has been done to date on improving access to our community. I firmly support the construction of a paved road centered in the ROW of Del Mar Avenue with proper drainage. The current state of the ROW has deep depressions in which standing water pools and becomes a breeding habitat for mosquitoes, which permits the possible spread of West Nile virus. I hope to see this plan put in action with the welcomed result of a reliable ingress and egress route.

I-1

Thank you,

Leslie O'Brien

## **Response to Letter I Leslie O'Brien**

### **Response to Comment I-1**

Commenter expresses support for the construction of a paved road centered in the right-of-way of Del Mar Avenue, with proper drainage to eliminate mosquito breeding habitat, and provides reliable ingress and egress.

This comment is noted. No response is required.



## LETTER J

**SUSAN ROYER**  
**Email dated 03/25/2014**

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**From:** Susan Royer <sealcovesusie@sbcglobal.net>  
**To:** <SealCoveISMND@smcgov.org>, <echen@smcgov.org>, <wng@smcgov.org>, <Zazzari@smcgov.org>  
**Date:** 3/25/2014 12:48 PM  
**Subject:** Road Improvements in Seal Cove

Dear Mr. Eric Chen, Ms. Wendy Ng and Mr. Zack Azzari:

My husband and I completely support the proposed road improvement project in Seal Cove. [ J-1

Sincerely,

Michael and Susan Royer

90 Precita Ave.  
P.O. Box 856  
Moss Beach, CA 94038  
(650) 728-3993

## **Response to Letter J Michael and Susan Royer**

### **Response to Comment J-1**

Commenter expresses support for the project.

This comment is noted. No response is required.

LETTER K

David Vespremi 125 Precita Ave. Moss Beach, CA 94038 (415) 710-7837 vespremi@earthlink.net

James Porter, Director of Public Works  
San Mateo County Department of Public Works  
555 County Center 5th Floor  
Redwood City CA 94063  
(650) 599-1421

March 26, 2014

Mr. Porter,

I am in receipt of your letter dated March 14, 2014. First, I would like to thank you for providing us with an update on the Seal Cove Road Improvement Project. The additional details contained in this letter, together with the preliminary plans available on the county's website, were very helpful in understanding where we are with the project and what lies ahead. I speak for myself, and I'm sure all of the Seal Cove residents, in saying that the open channels of communication are much appreciated.

A number of Seal Cove neighbors directly impacted by the planned paving work, and specifically, those adjacent to the Del Mar ROW (future Del Mar Ave), have had the opportunity to get together and discuss the content of your update letter along with the proposed preliminary plans. Although you likely have received individual comments, and will almost certainly receive more prior to the March 27th close of public comment on the Negative Declaration, we did want to join together to send a collective letter as well. Specifically, we have the following requests and comments:

(1) We are hereby requesting that project engineering staff meet with us in person on site at Del Mar prior to the commencement of construction to walk over the planned construction site with us and answer questions about size, location, configuration, and other project particulars. Ideally, this should happen before the preliminary plans are finalized.

K-1

(2) We note that in our prior undersigned correspondence, we requested signage providing clear direction to visitor traffic to primary points of interest including appropriate access to the POST Trails and South Stairs accessing the FMR. We had also requested traffic signs to deal with newly created intersections. We note that although there is mention of the removal of two "End County Road" signs, there is not mention of additional signage in response to our request.

K-2

We feel strongly that this needs to be included in the plans. Specifically, we would like signs directing visitor traffic to the visitor parking lot on Airport Road, which, although underutilized, is designed specifically for this purpose and provides the parking, trash cans, and other facilities not available at the impromptu parking lot that has been occurring at the corner of Bernal and Ocean Blvd.

If there are signs directing visitors to a private restaurant (the Distillery) then it stands to

LETTER K (cont.)

David Vespremi 125 Precita Ave. Moss Beach, CA 94038 (415) 710-7837 vespremi@earthlink.net

reason that there should be at least as prominent signing directing visitors to the Airport Blvd. visitor parking lot.

This issue is important to us, has been raised repeatedly, and needs to be addressed in scoping documents for the planned work.

Further, once the ROW becomes a county road, there will be new intersections created, including a particularly problematic at-present, uncontrolled blind intersection at the corner of Del Mar and Precita, For this reason, stop signs need to be installed to prevent collisions. K-3

(3) We are requesting that the bio swales be kept to the minimum possible width and that the county explore using a single swale on Del Mar Ave in particular as it is unclear to us that swales on either side are required or warranted. It seems sufficient to have a single swale with appropriate grading in the direction of the swale as opposed to swales on either side. If a single swale can be utilized, we propose that a designated walking path be used alongside the new road in the place of the second swale. Historically, Del Mar has been used primarily as a walking and biking path by residents. By paving it as a road for motor vehicles, the county is providing an additional type of access - namely for cars and trucks - but this should not come at the expense of pedestrians and cyclists that have, and will likely continue, to make up the majority of its users. For this reason, providing a clear, separated access along the side of the driven surface will ensure that safe pedestrian and cyclist access will be preserved. K-4  
K-5

In the event that two swales are absolutely required, we ask that these be kept to the bare minimum width and that no parking signs are utilized to make clear their intended purpose and preserve their integrity. K-6

(4) We had previously (and repeatedly) requested speed bumps and other traffic calming devices and there is no mention of these in the preliminary plans. There are a number of small children that play on this ROW and will continue to do so after it is paved and turned into a county road. We would like to see specific mention of what methods the county plans to employ to ensure speeds are kept down, just as they are with the speed bumps on Los Banos. K-7

(5) Lastly, the planned sixteen foot paved width is significantly wider (in some instances, nearly double the width) of recent seal coat and paving work the county has done in our neighborhood. Good examples of this disparity can be found on San Lucas Ave where a county installed curb, and tall bushes on the opposing side, have narrowed the drivable surface to a fraction of county requirements. For this reason, although we are not requesting that all encroachments be addressed to mirror the new paving, we are asking for a commitment that the worst of these bottlenecks be remedied. These are our collective comments and the undersigned would like for these to be confirmed as such in response to the public comment period K-8

LETTER K (cont.)

David Vespremi 125 Precita Ave. Moss Beach, CA 94038 (415) 710-7837  
vespremi@earthlink.net

for this project.

Best,

David Vespremi, 125 Precita Ave  3/26/14

Peter Fingerhut, 100 Del Mar Ave  3/26/14

Steve Beardsely, 140 Precita Ave  3/26/14

## **Response to Letter K David Vespremi, Peter Fingerhut, and Steve Beardsley**

### **Response to Comment K-1**

Commenter requests that a County representative visit the site to meet with neighborhood residents and answer questions about the size, location, and configuration of the project.

This comment is noted. Please see Response to Comment F-6.

### **Response to Comment K-2**

Commenter requests the installation of signage to direct visitor traffic to nearby points of interest, including appropriate access to the POST Trails and South Stairs accessing the Fitzgerald Marine Reserve and to the visitor parking lot on Airport Road.

The Department may permit installation of these types of signs through an encroachment permit process. The request must come from the entity that is managing the specific resource to be signed. Such signs belong to the entity which was permitted to install the signs. The Department has no responsibility relating to the installation or maintenance of Points of Interest type signs.

### **Response to Comment K-3**

Commenter asserts that the proposed project will create a blind intersection at the corner of Del Mar Avenue and Precita Avenue, thereby warranting installation of a stop sign.

This comment is noted. Please see Response to Comment G-2.

### **Response to Comment K-4**

Commenter requests swale size be reduced, and that swales be constructed on only one side of the road, rather than both sides as proposed.

In accordance with State requirements, the biotreatment measures, or swales, have been sized to capture and treat stormwater runoff from the new roads. The size of the treatment areas is dependent upon the surface area of the road. The road size cannot be reduced any further and still comply with County Road standards (see Ordinance 03656) requiring that roads be 16-foot-wide at a minimum. As a result, the project design does not allow for further reductions in swale width while also meeting State stormwater treatment requirements. The road and swales would be constructed within the County ROW, with the road constructed along the centerline of the ROW.

### **Response to Comment K-5**

Commenter requests separated access for bicyclists and pedestrians along the portion of Del Mar Avenue proposed for improvement.

The proposed road improvements along Del Mar Avenue are in keeping with the character of other roads in the neighborhood. None of the roads in the neighborhood has sidewalks or separated access for bicyclists and pedestrians. The road in question is presently accessible to motorists, bicyclists, and pedestrians, as are all other roads in the community. The proposed improvements would not preclude continued use of the road segment in question by pedestrians or bicyclists.

### **Response to Comment K-6**

Commenter requests swales be kept to minimum size and “no parking” signs be installed to prevent parking within swale areas.

This comment is noted. Please see Response to Comment K-4 regarding biotreatment measure widths. Please see Response to Comment F-5 regarding “no parking” signage.

### **Response to Comment K-7**

Commenter suggests installation of traffic calming devices to prevent vehicles from speeding in the neighborhood. Commenter cites Los Banos Avenue as an example of a street where such measures have been effective.

This comment is noted. Please see Response to Comment F-4.

Additionally, conditions on Los Banos are different from those of smaller roads in the neighborhood. Los Banos is 40 feet wide in the area of the traffic calming devices and connects to Airport Road, which is a frontage road to Highway 1.

### **Response to Comment K-8**

Commenter suggests the proposed 16-foot road width is significantly wider than some neighborhood roads the County has recently been sealed or paved. San Lucas Road is provided as an example.

This comment is noted. As discussed in Response to Comment K-4, County road standards limit new road construction in the project area to a minimum width of 16 feet (San Mateo County Ordinance No. 03656). As a result, the proposed 16-foot road width is the minimum permitted in the Midcoast area of San Mateo County. The recent improvements performed by the County in the Seal Cove neighborhood were maintenance type projects. Additional roadwork in the neighborhood to widen roads is not proposed as part of this project.

**LETTER L**  
**DAVID VESPREMI**  
**Email dated 03/03/2014**

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>>> David Vespremi <dvespremi@gmail.com> 3/3/2014 12:33 PM >>>  
Hi Zack, bumps,

Thanks. The formal comment I have is the attached neighborhood petition that was submitted back in October of 2012 (attaching again here for your reference).

To the extent that the Negative Declaration addresses the concerns set forth in this petition (route configuration, bio swales, lane widths, etc.) thank you. On behalf of myself and the neighbors that made these requests, we appreciate their inclusion.

To the extent that the Negative Declaration is silent on some of these concerns, it would be helpful to have clarification on the following:

(1) Speed bumps and other traffic calming devices - could you please confirm that these are planned and identify where they are going to be placed?

L-1

(2) Visibility improvements (including adjustments to fencing, trees, etc.) and stops signs at intersections - could you please confirm that these are planned and identify where they are going to be implemented?

L-2

(3) Signage to better direct visitor traffic to points of interest - could you please confirm that this is planned and identify what specific measures are going to be implemented?

L-3

Beyond the two above items in connection with the neighborhood petition, could you please provide copies of the following:

(1) Any engineering drawings or renderings identifying the new paved routes - especially to the extent that these use survey marks or other features to help residents identify both the path of the paved lanes and the bio swale positions.

L-4

(2) Any response(s) from the Coastal Commission on the proposed plan(s).

L-5

Lastly, could you please identify what, if any, adjustments are planned to existing encroachments and/or additional paving will be used to ensure that existing surface streets are brought up to at least the same standards in terms of width that are planned for the new ones? You'll note that many, if not the majority, of existing roads are paved to less than 16' width. Related to this, are additional bio swales or other drainage improvements anticipated for our neighborhood to deal with run-off outside of those planned for the new roads?

L-6

Obviously, these last two reflect a concern re: ensuring that the traffic burdens are distributed equally among both the existing and new routes as well as water run-off.

In the event that no additional work has been planned to ensure that existing roads will be brought up to the same standards as the new ones going in, has the option to designate "one-way" lanes of travel been looked at by project staff (as suggested at the last community workshop) and what was the outcome of that analysis? While major arteries that span the neighborhood like San Ramon will logically carry traffic in both directions - as this is the primary replacement for Ocean Blvd (which previously also supported two directions of travel) - it is less clear that short-run connectors also need to support two-way traffic. In fact, enlisting one-way traffic restrictions could serve to both narrow the planned paving below 16' in width and at the same time, better/more efficiently funnel visitor traffic around the periphery of the

L-7



**LETTER L (cont.)**

neighborhood to reach key points of interest (the bluff trail head) rather than through the middle of the neighborhood.

L-7  
(cont.)

I hope this correspondence suits what you had requested. If not, please let me know what adjustments if any are needed.

Thanks again,  
David

>>>On Thu, Feb 27, 2014 at 2:24 PM, Zack Azzari <zazzari@smcgov.org> wrote:>>>

Good afternoon Mr. Vespremi,

Thank you for your email, analysis, questions and concerns. Your efforts in breaking things out into three areas, is appreciated. We would prefer that you submit your list of questions in a formal letter.

I already shared your email with County Department of Public Works' staff involved in the Project, and currently I am waiting for their feedback.

At this point I am not available to meet with you, as I first plan on receiving all involved response, then formulate the appropriate response to your email.

Thank you,

**Zack Azzari, P.E., Senior Civil Engineer  
County of San Mateo, Public Works**

555 County Center, 5th Floor, Redwood City, CA 94063-1665

Office 650-599-1450 ( tel:650-599-1450 ), Mobile 650-399-6415 ( tel:650-399-6415 ), Fax 650-361-8220 ( tel:650-361-8220 )

Email: zazzari@smcgov.org

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>>> David Vespremi <dvespremi@gmail.com> 2/26/2014 12:55 PM >>>

Hi Zak,

Thanks for connecting. I still think that an in-person meeting this week with yourself, Ann Stillman, and/or Jim Porter might be best as there is a lot of ground to cover in terms of unaddressed questions/concerns, but here is an overview in anticipation of such a meeting.

L-8

Basically, I have broken things out into three areas: process, presentation, and substance.

Process:

TJ's email and the attachments don't really give a sense of where we are procedurally. What has happened so far and what is left to happen between now and breaking ground in August. For example, has the Draft Initial Study/Mitigated Negative Declaration already been reviewed by the Coastal Commission as part of a CDP application? If so, when did this occur and what comments or feedback

L-9  
L-10

## LETTER L (cont.)

were provided by the Commission and how were these reflected in the document that was shared with the neighbors. If not, when is this expected to occur? Will there be an opportunity for public comment before the Coastal Commission?

L-10  
(cont.)

What other procedural gateways lie ahead before ground breaking and at what point, if any, might the public be able to attend and participate?

Presentation:

Are there engineering drawings and/or renderings depicting the anticipated road alignments? Why weren't these included in the materials shared with the neighbors? Where and when might the public see these? Also, why were outdated illustrative materials included repeatedly throughout the negative declaration? For example - our house at 125 Precita, which has been in existence since 2009 is omitted from the majority of the county's illustrative materials, most particularly the ariel "birds-eye" view renderings. It seems that materials generated in 2013 shouldn't be relying on GIS materials dating back to 2005 when these are badly out of date.

L-11

L-12

Substance:

We were required to do a hydrology and soils analysis as a precondition to building our house, yet there is no hydrology report dealing with issues like impacts on private wells, water table impacts, or similar issues included in the materials. As an example, based on the hydrology report for our lot (adjacent to Del Mar Ave) the county required us to install an elaborate and expensive in-ground dissipator which sits squarely within, and should have been noted, in the study area, but there is no reference to this in the materials. If this was missed, why was it overlooked and what might the run-off impacts be for this dissipator or the aquifer feeding the private well from which we draw our household drinking water? For that matter, there is only a cursory review of the possibility of a seasonal wetlands (done in May for some reason), when it is well documented that there is a seasonal marsh submerging most of Del Mar Ave between Madrone and Precita in the intended paving area during the winter months - including now, as I type this. I understand that bio swales are designed to take water from a level surface, but I don't understand how bio swales can address a topographical low point that is generally under two feet or more of standing water for months at a time or why a comprehensive report was done on vegetation, but not on this far more significant issue of water run off.

L-13

L-14

L-15

L-16

A large number of residents, myself included, signed a petition requesting lines of site to be improved, speed bumps to be installed, and improved navigation and traffic flow signs to be installed including stop signs at newly formed intersections. When will we have confirmation from the county about how these will be addressed and included in the new street plan?

L-17

Further, during the public workshops, it was requested by a majority of the community that whatever standard the new roads are built to (not to exceed 16 feet in drivable width) that the other roads in the neighborhood be brought up to at least that same standard. By putting in newly paved roads at 16 feet in width, with 3 foot swales on either side, but not adjusting the existing roads to meet at least this standard, it stands to reason that the traffic patters will dramatically shift to favor the new roads - and this flies in the face of community input. The deal, as I and many others understood it, was that the roads would be made equal - and this would, by definition, require adjustments to existing roads to bring them in line with the new ones going in to keep everything equal.

L-18

We also understood that San Ramon, as the replacement for Ocean Blvd, would be wider than the ancillary short-run streets of Madrone and Del Mar, yet there is no indication of this in the materials. Was this an oversight or is San Ramon going to be wider than Madrone and Del Mar? What about the issue of adjusting the driving surfaces and lines of site on the existing roads to bring them up to at least the same standard if not, the current county standards?

L-19

## LETTER L (cont.)

For that matter, there are various types of asphalt available for paving - with different permeability, wear, and noise profiles - and yet no mention was made of what type of asphalt was selected for this project, based on what criteria, nor how the edges of this asphalt would be finished vis a vis the bio swales on either side. Will cars be allowed to park in or on the swales? I would imagine not as this would degrade their integrity and promote the run-off of automotive fluids into the Marine Reserve. Will there be hardscaping and/or signage incorporated to deter parking on or otherwise compromising the integrity of the swales?

L-20

L-21

These are just a handful of questions I have and would welcome the opportunity to meet with you further this week to discuss. Please let me know your availability.

Thanks,  
David  
(415) 710-7837 ( tel:%28415%29%20710-7837 )

>>>On Wed, Feb 26, 2014 at 11:37 AM, Zack Azzari <zazzari@smcgov.org> wrote:>>>  
Good morning Mr. Vespremi,  
It was nice talking to you this morning.  
Following up on our brief conversation, please reply to this email with your questions.  
Thank you,

**Zack Azzari, P.E., Senior Civil Engineer**  
**County of San Mateo, Public Works**

555 County Center, 5th Floor, Redwood City, CA 94063-1665  
Office 650-599-1450 ( tel:650-599-1450 ), Mobile 650-399-6415 ( tel:650-399-6415 ), Fax 650-361-8220 ( tel:650-361-8220 )  
Email: zazzari@smcgov.org

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## Response to Letter L David Vespremi

### Response to Comment L-1

Commenter requests information regarding the types and locations of proposed traffic calming measures.

Please see to Response to Comment F-4.

### Response to Comment L-2

Commenter requests information regarding the types and locations of visibility improvements (including adjustments to fencing, trees, etc.) and stop signs at intersections.

As noted on page 1-6 of the Draft IS/MND, the project would require tree removal and trimming within the right-of-way. Such removal/trimming would be required on San Ramon Avenue, between San Lucas Avenue and Madrone Avenue; and on Del Mar Avenue, between Precita Avenue and Bernal Avenue. Please see Response to Comment G-2 for additional discussion of stop signs at intersections.

### Response to Comment L-3

Commenter requests information regarding the inclusion of additional signage directing visitor traffic to points of interest.

Please see Response to Comment K-2.

### Response to Comment L-4

Commenter requests engineering drawings or renderings identifying the new paved routes to help residents identify both the path of the paved lanes and the bioretention facilities.

At the request of community representatives, the County posted preliminary engineering plans on the County's website. Community leaders were notified of the posting in a letter dated March 14, 2014. On April 9 and 10, 2014, a County representative visited the site and installed flags along the proposed project route, delineating the extent of project work within the right-of-way by marking the proposed edge of pavement/inside edge of biotreatment measure and outside edge of biotreatment measure. Additionally, the County sent a letter to the property owners within the project limits, dated April 14, 2014, explaining the markings. If commenter has additional questions, they may be submitted via the project's email address: [SealCoveISMND@smcgov.org](mailto:SealCoveISMND@smcgov.org).

It should be noted that the Department of Public Works recently implemented a new website and the link to the preliminary engineering drawings provided in the March 14, 2014 letter is no longer available. However, current updates and documents associated with this project can be found at <http://publicworks.smcgov.org/public-works-projects>.

**Response to Comment L-5**

Commenter requests a copy of comments provided by the Coastal Commission on the Draft IS/MND.

Please see Comment Letter A and Responses to Comments A-1 and A-2.

**Response to Comment L-6**

Commenter requests information regarding the County's plans to address existing encroachments and non-conforming roads within the neighborhood, beyond the project sites, to ensure traffic burdens are distributed equally among existing and new routes, and to address water run-off.

All work proposed as part of this project is described in Section 1, Project Description, of the Draft IS/MND. As noted in Response to Comment K-8, some of the existing roads in the Seal Cove area do not conform to existing County road standards. Additional improvements beyond those identified in the CEQA document, such as improvements to existing non-conforming roads, are not part of the proposed project. Nevertheless, Commenter's concern has been forwarded to the San Mateo County Department of Public Works' Traffic Section for consideration.

**Response to Comment L-7**

Commenter asks whether the County considered designating any of the roads proposed for improvement as "one-way" and suggests such an approach may allow road widths to be reduced to less than the proposed 16-foot travelway.

County road standards do not permit the construction of "one-way" roads and limits new road construction to a minimum width of 16 feet. The proposed project does not include the creation of "one-way" roads through the seal Cove neighborhood.

**Response to Comment L-8**

Commenter requests an in-person meeting with San Mateo County Department of Public Works staff to discuss outstanding questions and concerns.

This comment is noted. Please see Response to Comment F-6.

**Response to Comment L-9**

Commenter requests a summary of the procedural process leading up to ground-breaking.

As noted on page 1-7 of the Draft IS/MND, prior to ground-breaking, the San Mateo County Planning Commission must adopt the Final IS/MND and issue a Coastal Development Permit. These items will be the subject of public hearings before the Planning Commission, tentatively scheduled for April 23, 2014. Additional steps required prior to ground-breaking were presented in the County's letters to property owners within the project limits. Please see **Appendix A**, Property Owner Update Letters dated March 14, 2014 and April 14, 2014.

### **Response to Comment L-10**

Commenter asks whether the Coastal Commission has reviewed the Draft IS/MND and whether there will be an opportunity for public comment before the Coastal Commission.

The Coastal Commission has reviewed and provided comments on the Draft IS/MND. The Coastal Commission's comment letter is provided as Comment Letter A. The County's responses to comments raised in the Coastal Commission's letter are included as Response to Comment A-1 and A-2. As the County has a certified Local Coastal Program, jurisdiction for approving coastal development permits lies with the San Mateo County Planning Commission. Unless the County's decision on issuance of the coastal development permit is appealed to the State, the Coastal Commission is not expected to have any further involvement in the project.

### **Response to Comment L-11**

Commenter asks whether engineering drawings and/or renderings depicting the anticipated roadway alignments have been developed and why the materials were not shared with the neighbors.

Detailed engineering drawings were under development at the time of CEQA document preparation. The level of detail contained within such drawings is not required for the CEQA analysis and is typically not included in CEQA compliance documents. As noted in Response to Comment L-4, preliminary engineering plans have been made available to the public via the County's website, and the proposed project area has been staked and flagged onsite.

### **Response to Comment L-12**

Commenter notes that Draft IS/MND Figure 2, which depicts the alignment of the proposed roadway improvements, includes an aerial photograph that predates construction of commenter's residence.

This comment is noted. The purpose of the figure is to depict the alignment of the proposed roadway improvements. This depiction of the alignment is accurate. The analysis contained within the CEQA document relies upon many sources and is in no way limited by the date of the photograph. Furthermore, a ground-level photograph of commenter's residence is included in Draft IS/MND Figure 3. Nevertheless, for the benefit of the public, Figure 2 has been revised to include a more current aerial photograph and is included as **Appendix B**.

### **Response to Comment L-13**

Commenter notes the absence of a hydrology report addressing the project's impacts on private wells and the water table, as was required for construction of commenter's home.

As discussed on page 2-43 through 2-47 of the Draft IS/MND, the County considered the project's implications for groundwater quantity and quality. The proposed project has been designed in accordance with the C.3 provisions of the California Regional Water Quality Control Board's Municipal Regional Stormwater NPDES Permit (Order R2-2009-0074). The purpose of

the C.3 provision is to ensure that new development incorporate measures to address both soluble and insoluble stormwater runoff pollutant discharges and prevent increases in runoff flows. The County has developed technical guidance for the design of biotreatment measures to guide implementation and achievement of the C.3 requirements. The proposed project includes biotreatment measures that were designed in accordance with State and County guidelines to capture and treat stormwater runoff from the proposed roadway improvements.

The sizing of the biotreatment measures considers the soil permeability and associated infiltration rates. To determine these rates, the County conducted soil permeability tests throughout the project area. The results of these tests are included as **Appendix C**. Accordingly, the proposed biotreatment measures provide for the capture, treatment, and infiltration of increased stormwater. As noted in response to Draft IS/MND Questions 9a and 9f, given the size of the proposed road, and with the construction of biotreatment measures in accordance with State and County standards, degradation of surface or groundwater quality is not anticipated. Furthermore, as discussed in response to Draft IS/MND question 9b, because the project provides for groundwater infiltration and would have no operational water demands, no long-term effects on groundwater supply or water table elevations is anticipated.

#### **Response to Comment L-14**

Commenter notes that an underground stormwater runoff dissipator for commenter's property exists within the project area, but is not mentioned in the Draft IS/MND.

As discussed on Draft IS/MND page 2-59, County staff is aware of the potential for underground utilities, including water, wastewater, storm drain, natural gas, electrical, and telecommunications lines to occur within the work areas. Itemization of each potentially affected utility is not required under CEQA. The analysis acknowledges the potential for disruption or damage to these facilities. Accordingly, **Mitigation Measure PUB-1** requires the County or its contractor to determine prior to construction the locations of all overhead and underground utility lines that could be affected by the proposed project. In addition, the measure requires the County or its contractor to review the locations of these facilities, notify the owner of these facilities of potential disruption prior to construction, and to minimize the duration of potential service disruption. Furthermore, commenter's concern has been forwarded to the San Mateo County Department of Public Works' Design Section for reference.

#### **Response to Comment L-15**

Commenter asserts the Draft IS/MND's includes only a cursory review of the potential for a seasonal wetland to occur along Del Mar Avenue, between Madrone Avenue and Precita Avenue.

As discussed on page 2-25 of the Draft IS/MND, the site was visited by qualified wetlands specialists in winter and spring of 2013. A detailed wetlands assessment is also included as Draft IS/MND Appendix C. Standing water in tire ruts and deep depressions along Del Mar Avenue is noted throughout the Draft IS/MND and in Appendix C. However, based upon standard wetlands

identification methodology established by the U.S. Army Corps of Engineers and the California Coastal Commission, the area was determined not to include any wetlands.

### **Response to Comment L-16**

Commenter notes that a topographical low point exists along Del Mar Avenue and asks how the project will address drainage in an area where water pools for extended durations.

The stretch of Del Mar Avenue to which Commenter refers is presently unpaved, includes deep tire ruts and potholes, and is without formal drainage. As discussed on page 2-47 of the Draft IS/MND, the project proposes to formalize areas such as those along Del Mar Avenue, improve connectivity of drainage pathways, and facilitate infiltration of surface runoff. As noted in Response to Comment L-13, the proposed biotreatment measures have been designed in accordance with State and County guidelines which require treatment measures be sized to accommodate runoff from new impervious areas, as well as runoff from adjacent contributing areas, while taking into consideration soil permeability. Furthermore, the project proposes no substantial grade changes, steep slopes, or other site modifications that would substantially alter drainage within the project area.

### **Response to Comment L-17**

Commenter asks about the inclusion of traffic calming devices, traffic flow signs, and stop signs at newly created intersections.

Please see the County's responses regarding traffic calming devices in Response to Comment F-4; visitor traffic signage in Response to Comment K-2, and stop signs in Responses to Comments G-2.

### **Response to Comment L-18**

Commenter asks about plans to bring non-conforming roads in the neighborhood into conformance with minimum County road standards.

Please see Response to Comment L-6.

### **Response to Comment L-19**

Commenter asks whether San Ramon, as the replacement for Ocean Boulevard, would be wider than the ancillary short-run streets of Madrone and Del Mar Avenues.

All work proposed as part of this project is described in Section 1, Project Description, of the Draft IS/MND. As discussed on Draft IS/MND page 1-4, all the roads to be constructed as part of the project would be constructed to the same width of 16 feet.

### **Response to Comment L-20**

Commenter notes the Draft IS/MND does not mention the type of asphalt paving that would be used for the project and how the edges would be finished, relative to the swales.



Page 1-4 of the Draft IS/MND notes that the County proposes to construct roads comprised of three inches of asphalt concrete over a nine inch cement-treated base. The impacts associated with the project would not be expected to change based upon variation in the composition of the asphalt that would be used for the new road surfaces or the finish of the road edges. The asphalt concrete used would be Type B (1/2" Med., Max.) with 2"x6" pressure-treated header board edging and biotreatment measures on both sides of the paved road.

**Response to Comment L-21**

Commenter asks whether cars will be allowed to park in the biotreatment areas and whether "no parking" signage will be installed to prevent parking in such areas.

Please see Response to Comment F-5.

LETTER M

October 6, 2012

While we applaud the dedication of resources and staff to improving neighborhood access for Seal Cove residents and visitors alike, the undersigned below would like to go on record with the following:

We, the undersigned below, have concerns about minimizing visitor traffic through the center of the neighborhood, keeping vehicle speeds down, and ensuring that drainage is effectively addressed. To this end:

(1) While we support the proposal that was circulated, we are opposed to the proposed addition that was suggested at the last neighborhood meeting of connecting Precita and Madrone to provide access San Ramon. There is no precedent for this, it is not needed, it will further confuse visitor traffic by sending cars attempting to access the POST trail head through the center of the neighborhood, and we do not believe that there is majority support for this proposal among neighborhood residents, most particularly those of us with homes that would be impacted by this proposal.

M-1

(2) We are opposed to having the paving at both Madrone and Del Mar be any wider than the proposed 16 feet, and would prefer even narrower than that if possible. Neither Del Mar nor Madrone have ever been, nor are intended to become, major neighborhood arteries, neither is visitor serving, and 8-10 neighborhood children frequently play in this area. Given the work that is being planned at San Ramon as the major new artery both for improved road access, as well as for the new coastal trail alignment, we would like to see the narrowest roads possible at Madrone and Del Mar to help reduce speeds and preserve the neighborhood character. Every effort should be made to closely conform the paving work with the current traveled path alignments.

M-2

(3) In addition to (2) above, we would like to see speed bumps installed on Del Mar Ave to help further reduce vehicle speeds as this is already an ongoing issue and will only get worse the speed increases that will result from the planned surface improvements. We would ask that this be planned at the outset as opposed to taking a "wait and see" approach as the risk to life and limb is otherwise too high (there have already been a number of close calls). Visibility improvements and/or stop signs along Del Mar should also be addressed as the southbound approach to Precita, in particular, is almost completely blind.

M-3

M-4

(4) We would like to see much improved signage for visitors directing them to Seal Cove points of interest including the Distillery, POST trailhead and north Fitzgerald stairs without taking them through the center of our community. San Ramon should be clearly marked as the direct route to POST and back to Highway 1, and both Cypress and Los Banos should much more clearly be marked directing visitors to the Distillery and north Fitzgerald stairs.

M-5

(5) We would like to see permeable paving at least at Del Mar Ave as this is a low lying area that is frequently flooded much of the year and at least two neighboring homes are on private wells, so keeping as much rain water on site and reducing carcinogenic asphalt run-off is of particular importance. Further, we would prefer to see vegetated bio swales used in lieu of impervious (concrete or asphalt) alternatives for the same reason. We would further point out that numerous snakes, frogs, and other small animals call this habitat home, so vegetated bio swales would better preserve their natural habitat than hard paving for drainage.

M-6

M-7

Thank you,  
Seal Cove residents

NAME	STREET ADDRESS	SIGNATURE
David & Roberta Vesprani	125 Precita Ave	
Pete Fingerhut	100 Del Mar Ave	
JACKIE PARKER	50 MADRONE AVE	
Armin Ching	50 Madrone Ave	
Danielle Moore	131 Madrone Ave	



October 6, 2012

While we applaud the dedication of resources and staff to improving neighborhood access for Seal Cove residents and visitors alike, the undersigned below would like to go on record with the following:

We, the undersigned below, have concerns about minimizing visitor traffic through the center of the neighborhood, keeping vehicle speeds down, and ensuring that drainage is effectively addressed. To this end:

(1) While we support the proposal that was circulated, we are opposed to the proposed addition that was suggested at the last neighborhood meeting of connecting Precita and Madrone to provide access San Ramon. There is no precedent for this, it is not needed, it will further confuse visitor traffic by sending cars attempting to access the POST trail head through the center of the neighborhood, and we do not believe that there is majority support for this proposal among neighborhood residents, most particularly those of us with homes that would be impacted by this proposal.

(2) We are opposed to having the paving at both Madrone and Del Mar be any wider than the proposed 16 feet, and would prefer even narrower than that if possible. Neither Del Mar nor Madrone have ever been, nor are intended to become, major neighborhood arteries, neither is visitor serving, and 8-10 neighborhood children frequently play in this area. Given the work that is being planned at San Ramon as the major new artery both for improved road access, as well as for the new coastal trail alignment, we would like to see the narrowest roads possible at Madrone and Del Mar to help reduce speeds and preserve the neighborhood character. Every effort should be made to closely conform the paving work with the current traveled path alignments.

M-8

*I do not agree to any speed bumps on Del Mar Ave or any neighborhood street.*

(3) In addition to (2) above, we would like to see speed bumps installed on Del Mar Ave to help further reduce vehicle speeds as this is already an ongoing issue and will only get worse the speed increases that will result from the planned surface improvements. We would ask that this be planned at the outset as opposed to taking a "wait and see" approach as the risk to life and limb is otherwise too high (there have already been a number of close calls). Visibility improvements and/or stop signs along Del Mar should also be addressed as the southbound approach to Precita, in particular, is almost completely blind.

(4) We would like to see much improved signage for visitors directing them to Seal Cove points of interest including the Distillery, POST trailhead and north Fitzgerald stairs without taking them through the center of our community. San Ramon should be clearly marked as the direct route to POST and back to Highway 1, and both Cypress and Los Banos should much more clearly be marked directing visitors to the Distillery and north Fitzgerald stairs.

(5) We would like to see permeable paving at least at Del Mar Ave as this is a low lying area that is frequently flooded much of the year and at least two neighboring homes are on private wells, so keeping as much rain water on site and reducing carcinogenic asphalt run-off is of particular importance. Further, we would prefer to see vegetated bio swales used in lieu of impervious (concrete or asphalt) alternatives for the same reason. We would further point out that numerous snakes, frogs, and other small animals call this habitat home, so vegetated bio swales would better preserve their natural habitat than hard paving for drainage.

Thank you,  
Seal Cove residents

NAME	STREET ADDRESS	SIGNATURE
Irma Elias	76 Precita Ave.	Irma Elias
Josel Elias	76 Precita Ave.	J.E.

## **Response to Letter M Signed Petition from Seal Cove Community Members [Submitted by David Vespremi]**

### **Response to Comment M-1**

Commenters express opposition to extensions of Precita Avenue and Madrone Avenue to connect with San Ramon Avenue.

This comment is noted. Commenters are referred to Draft IS/MND page 1-4, which describes the proposed roadway improvements. The road extensions cited in the comment are not proposed as part of this project.

### **Response to Comment M-2**

Commenters express opposition to having paving at Madrone Avenue and Del Mar Avenue be wider than 16 feet, and would prefer the paving be narrower if possible.

This comment is noted. As discussed on Draft IS/MND page 1-4, the proposed roadway improvements would be constructed to widths of 16 feet. As discussed in Response to Comment K-8, this is the minimum width allowed by County road standards.

### **Response to Comment M-3**

Commenters request the inclusion of traffic calming devices along Del Mar Avenue.

This comment is noted. Please see Response to Comment F-4.

### **Response to Comment M-4**

Commenters request visibility improvements and/or stop signs along Del Mar Avenue.

This comment is noted. Please see Response to Comment G-2.

### **Response to Comment M-5**

Commenters request improved signage for visitor traffic.

This comment is noted. Please see Response to Comment K-2.

### **Response to Comment M-6**

Commenters request permeable paving along Del Mar Avenue because it is a low lying area that is frequently flooded and is near two neighborhood wells.

Permeable paving was considered for use in the proposed project. As discussed in Response to Comment L-13, soil tests performed for this project indicated low soil permeability throughout

the project area. This is evident from the ponding of water cited by commenter. As a result, the reductions in surface runoff from pervious versus conventional paving would not be expected to differ substantially. Furthermore, pervious paving would have been far more costly and not be expected to provide the same types of treatment function offered by the proposed biotreatment measures. As a result, the project design includes conventional paving with vegetated biotreatment measures to capture, treat, and provide for infiltration of stormwater runoff. Please also see Responses to Comments L-13 and L-15.

### **Response to Comment M-7**

Commenters request vegetated bioswales be used for drainage, rather than asphalt or concrete gutters.

This comment is noted. As discussed on Draft IS/MND page 1-4, surface drainage features, consisting of bioretention facilities separated by check dams, would be constructed on either side of the new road surfaces to capture and treat stormwater runoff.

### **Response to Comment M-8**

Commenters note that they are opposed to the installation of traffic calming devices on Del Mar Avenue or any other neighboring street.

This comment is noted. As indicated on Draft IS/MND page 1-4, traffic calming devices are not among the components of the proposed improvements.

## SECTION 3

### Revisions to the Draft IS/MND

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This section includes revisions to the text of the Draft Initial Study/Mitigated Negative Declaration, in amendment form. The text revisions are in the order they appear in the Draft IS/MND and include text corrections and clarifications to the Draft IS/MND. Newly added text is shown in underline format, and deleted text is shown in strikeout format. In addition, an explanation of the reason for the text revision is provided.

**Section 1.4.3 on page 1-6 (first paragraph, third sentence) of the Draft IS/MND is revised as follows:**

At the Seal Cove site, the proposed improvements would require removal of ~~one~~ two trees (one Monterey cypress and one stone pine) and trimming of up to ~~two~~ one trees that ~~have~~ has grown into the County ROW.

**Section 2.1(a, b) on page 2-5 (first paragraph) of the Draft IS/MND is revised as follows:**

The visual character of the Seal Cove project site would be changed through the removal of one Monterey cypress tree and one stone pine tree, and trimming of ~~up to two~~ one other trees within the ROW. However, the project site is within a rural area that lies along a transition zone between coastal scrub and urban development, where the landscape is characterized by both low lying scrub vegetation and intermittent native and ornamental trees. Removal of a two trees and trimming of ~~up to two~~ one other trees would not open views to areas or structures that are currently screened from public views.

**Section 2.1(c) on page 2-5 (second paragraph, first sentence) of the Draft IS/MND is revised as follows:**

As noted in 1a, above, removal of one Monterey cypress and one stone pine, and trimming of one trees within the ROW at the Seal Cove site would not be expected to significantly degrade the existing visual character or quality of the site.

**Section 2.1(f) on page 2-6 (second paragraph, third sentence) of the Draft IS/MND is revised as follows:**

As such, even if the project were not exempt from the DR district regulations, removal from the Seal Cove site of the Monterey cypress and stone pine for the purpose of improving site drainage and surface runoff would be consistent with the DR district standards.

**Section 2.4(e) on page 2-25 (third paragraph, first sentence) of the Draft IS/MND is revised as follows:**

Project activities would require the removal of one large Monterey cypress (*Cupressus macrocarpa*) tree from the right-of-way of San Ramon Avenue, and one large stone pine (*Pinus pinae*) from the right-of-way of Del Mar Avenue at the Seal Cove site.

**Explanation**

At the time of Draft IS/MND publication, the trees at the northeast corner of the Del Mar Drive and Precita Avenue intersection were thought to be a single pine tree whose limbs would require trimming to clear the right-of-way for the proposed improvements. A certified arborist's assessment has determined that what was previously thought to be a single tree is actually two separate trees – one stone pine and one Monterey pine. The stone pine has fallen and is encroaching into the right-of-way. As a result, it would be removed entirely as part of the project. This modification has not changed significance determinations for any impacts discussed in the Draft IS/MND.



# **APPENDIX A**

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## **Property Owner Update Letters (dated March 14, 2014 and April 14, 2014)**

April 14, 2014

**Re: Road Improvements on Portions of Del Mar, Madrone, and San Ramon  
Avenues in the Seal Cove/Moss Beach Area – Project Update**

Dear Property Owner:

On March 27, 2014, the public comment period for the draft environmental document (“Draft IS/MND”) for this project closed.

As stated in our letter to you dated March 14, 2014, responses to the comments received by the Department of Public Works (Department) will be included with the Draft IS/MND for consideration by the County of San Mateo Planning Commission (Planning Commission). The Planning Commission is scheduled to consider certification of the Draft IS/MND and approval of a Coastal Development Permit at their meeting on April 23, 2014 at 10:00 am in the Board of Supervisors Chambers located at 400 County Center in Redwood City. The documents, including the responses to public comments, will be available on the Planning Commission website (<http://planning.smcgov.org/public-hearings>) on Thursday, April 17, 2014.

Based on our review of the comments, we thought it would be beneficial to provide additional or clarifying information at this time. Responses to the items listed below will also be included in the information available for the Planning Commission to consider.

**Request for Field Markings**

There was a request that the proposed road improvements be delineated in the field. The Department placed field markings on the above-mentioned streets during the week of April 7, 2014. As has been communicated previously, the proposed asphalt road surface is to be 16-foot wide centered within the public right-of-way with surface drainage features on both sides of each road. The inner-most markings placed in the field delineate the outside limits of the 16-foot wide asphalt road surface, which also marks the inner limits of the surface drainage features (biotreatment measures). The outer-most field markings delineate the outside edge of the surface drainage features. The enclosed “Typical Section” drawing depicts the road improvements within the road right of way and the locations of the field markings.

**Request Consideration of Reduced Swale Sizes**

To comply with the Municipal Regional Stormwater NPDES (National Pollutant Discharge Elimination System) Permit (Order R2-2009-0074) (MRP), issued by the California Regional Water Quality Control Board, specific biotreatment measures are required to be incorporated into the project.

The surface drainage features serve as the above-mentioned biotreatment measures and consist essentially of vegetated swales of



**Re: Road Improvements on Portions of Del Mar, Madrone, and San Ramon  
Avenues in the Seal Cove/Moss Beach Area – Project Update**

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widths varying from 3.5 to 5.6 feet with depths ranging from 0.35 to 0.6 feet along the outside edges of the roadway. A series of rock check dams are to be constructed across the swales in specific locations to retain the stormwater runoff and help facilitate stormwater treatment and infiltration. ***The widths and depths of the swales have been designed to meet the required stormwater treatment volumes for compliance with Provision C.3 Requirements of the MRP.*** As stated in our letter dated March 14, 2014, additional stormwater measures will be constructed at an alternate location (Carlos Street between Virginia and California Avenues) to comply with the stormwater requirements as accommodating all stormwater measures within the project limits was found to be infeasible due to the need for even wider swales.

**Request for Traffic Calming Measures and Signage**

**(1) Traffic Calming Measures:** Traffic calming measures such as speed humps and stop signs are only installed if a traffic analysis performed by the Department indicates the road or intersection meets certain criteria. Such analysis cannot be conducted until the roads have been constructed; therefore, traffic calming measures cannot be considered for this project at this time.

Once the project has been completed and upon majority resident request, a traffic analysis of the streets by the Department can be conducted. However, in order to allow traffic to settle into more consistent traffic patterns, such an analysis would not be conducted for a minimum of three months after the completion of the project.

**Speed Humps:**

The County has a **Residential Speed Control Device Program**, which requires the following:

- a) The 85<sup>th</sup> percentile speed on a street is at least 32 MPH. The 85<sup>th</sup> percentile speed is the speed at and below which 85 percent of all vehicles traveled during traffic count surveys, and is considered the standard for traffic engineering practice.
- b) Applies only to residential streets.
- c) Cannot be placed on a curve or a steep slope.
- d) Approved by emergency services and a majority of the residents.

Additional information regarding the County's Residential Speed Control Device Program requirements and process can be found on the Department's website under the "Information For Residents" tab at: <http://publicworks.smcgov.org/>.

**Stop Signs:**

The Department must perform a traffic analysis to determine if specific intersections meet required criteria before stop signs can be considered. An analysis regarding stop signs could be conducted after the project is completed and sufficient time has elapsed for traffic patterns to be established. Meanwhile, right of way rules still apply at uncontrolled intersections.

**Re: Road Improvements on Portions of Del Mar, Madrone, and San Ramon  
Avenues in the Seal Cove/Moss Beach Area – Project Update**

April 14, 2014

Page 3

- (2) No Parking Signs:** This will be evaluated upon completion of the Project, but “No Parking Signs” will not be installed as part of the project. Parking restrictions are generally initiated or requested by property owners. Upon receipt of such a request, including a description of the specific problem, the Department’s Traffic Section would evaluate the issue. After the roads have been constructed the Department will monitor the biotreatment measures for maintenance issues that may arise as a result of parking. If a no parking remedy is determined to be appropriate, the Department must make a formal recommendation to the Board of Supervisors for consideration and approval before parking restrictions can be implemented.
- (3) Signage to Points of Interest:** The Department may permit installation of these types of signs through an encroachment permit process. The request must come from the entity that is managing the specific resource to be signed. Such signs belong to the entity which was permitted to install the signs. The Department has no responsibility relating to the installation or maintenance of Points of Interest type signs.

If you have any questions, please contact Eric Chen, Wency Ng, or Gil Tourel of my staff at (650) 363-4100. They can also be reached via email at:

[echen@smcgov.org](mailto:echen@smcgov.org)

[wng@smcgov.org](mailto:wng@smcgov.org)

[gtourel@smcgov.org](mailto:gtourel@smcgov.org)

Very truly yours,



James C. Porter  
Director of Public Works

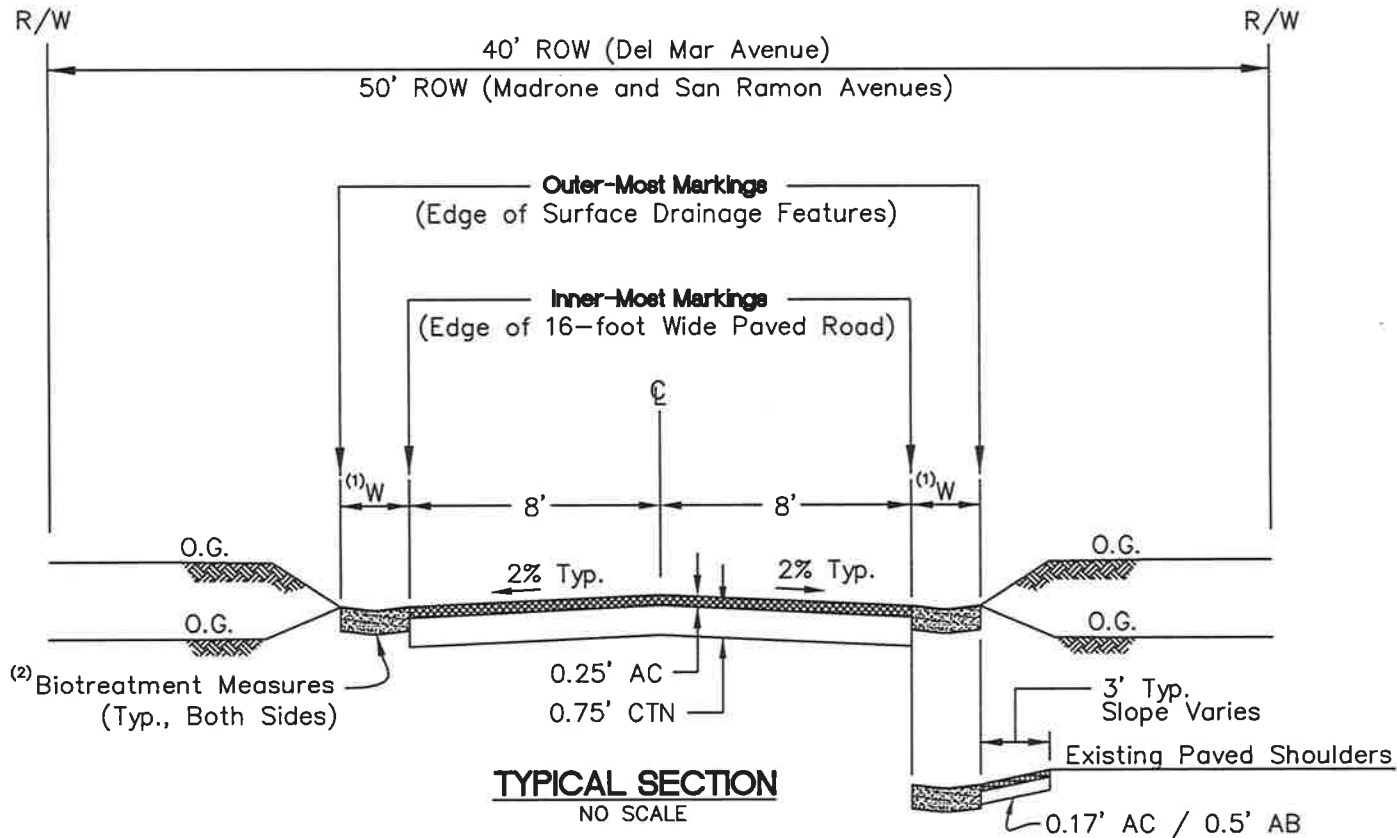
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[County Project No. P23G1]

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Encl: “Typical Section” drawing

cc: Supervisor Don Horsley  
Lisa Ketcham, Chair, MidCoast Community Council  
P.O. Box 248, Moss Beach, CA 94038  
Jim Eggemeyer, Director, Department of Planning and Building



**LEGEND:**

- AB Aggregate Base
- AC Asphalt Concrete
- CTN Cement-Treated Native
- O.G. Original Ground
- ROW Right-Of-Way
- Typ. Typical

**NOTES:**

- | (1) Street       | W    |
|------------------|------|
| Del Mar Avenue   | 5.6' |
| Madrone Avenue   | 3.5' |
| San Ramon Avenue | 5.0' |
- (2) The biotreatment measures are essentially self-retaining vegetated swales consisting of 0.17 Mulch over 0.50' of Amended Soil, with Rock Check Dams as needed and spaced at various intervals. Rock Check Dam spacing is dependent upon the slope of the road - the greater the road slope, the more frequent the interval.



DESIGNED BY: EPC  
 CHECKED BY: WN  
 DRAWN BY: EPC

**SEAL COVE ROAD IMPROVEMENTS ON  
 DEL MAR AVENUE, MADRON AVENUE AND SAN RAMON AVENUE  
 TYPICAL SECTION**

SCALE: AS SHOWN  
 DATE: APRIL 2014  
 FILE NO: 1/4903

JAMES C. PORTER, DIRECTOR OF PUBLIC WORKS  
 SAN MATEO COUNTY

555 COUNTY CENTER, 5TH FLOOR  
 REDWOOD CITY, CALIFORNIA 94063-1665



# COUNTY OF SAN MATEO

BOARD OF SUPERVISORS  
DAVE PINE  
CAROLE GROOM  
DON HORSLEY  
WARREN SLOCUM  
ADRIENNE J. TISSIER

## Department of Public Works

JAMES C. PORTER  
DIRECTOR

555 COUNTY CENTER, 5<sup>TH</sup> FLOOR • REDWOOD CITY • CALIFORNIA 94063-1665 • PHONE (650) 363-4100 • FAX (650) 361-8220

March 14, 2014

Dear Property Owner:

**Re: Road Improvements on Portions of Del Mar, Madrone, and San Ramon Avenues in the Seal Cove/Moss Beach Area – Project Update**

On September 24, 2012 the Department of Public Works (Department) held a community meeting regarding the above-mentioned project (Project). Drawings depicting the conceptual road improvements for the three road segments were included in the meeting notification and were presented during the meeting. The Department has completed the preliminary design and environmental document for the proposed road improvements. Enclosed is a “Project Map” that illustrates the road segments included in the Project, for your reference.

This letter is meant to inform the property owners regarding the progress on this project, the modifications to the design based on stormwater requirements, the availability of the environmental document for review and comment, and the schedule going forward.

**Seal Cove Site - Del Mar, Madrone, and San Ramon Avenues:**

Consistent with the information presented at the community meeting, the asphalt road surface is proposed to be 16-foot wide centered within the public right-of-way with surface drainage features on both sides of each road.

The 16-foot wide roadway will be constructed with an asphalt surface underlain with a cement-treated base material (see enclosed “Typical Section”). Additionally, to comply with the Municipal Regional Stormwater NPDES (National Pollutant Discharge Elimination System) Permit (Order R2-2009-0074) (MRP), issued by the California Regional Water Quality Control Board, specific biotreatment measures (measures) are required to be incorporated into the project. These measures consist essentially of vegetated swales of widths varying from 3.5 to 5.6 feet and depths of 0.35 to 0.6 feet along the outside edges of the roadway to treat stormwater runoff. A series of rock check dams are to be constructed across the swales in specific locations to retain the stormwater runoff and help facilitate stormwater treatment and infiltration. The widths and depths of the swales were designed to accommodate the required stormwater treatment volumes for compliance with the MRP. These measures will limit parking along the shoulder areas where the measures are constructed. We intend to monitor the measures after construction to determine whether parking restrictions must be put into effect.

**Re: Road Improvements on Portions of Del Mar, Madrone and San Ramon Avenues  
in the Seal Cove/Moss Beach Area – Project Update**

March 14, 2014

Page 2

The Project's preliminary design plans have been posted to the Department's website, under the "Seal Cove/Moss Beach Roads Improvement Project" listed on the "General Information" tab at: <http://www.smcgov.org/portal/site/publicworks>. Details of these biotreatment measures can be found in this location as well.

**Carlos Street Site:**

The MRP requires that in certain instances stormwater measures with specific treatment capacities must be constructed based upon the impervious pavement to be constructed. The Department evaluated the requirements for this Project and determined that not all of the required stormwater measures could feasibly be accommodated or incorporated within the Project limits or along the three road segments. To provide the additional stormwater measures required, the Department is proposing to replace approximately 1,100-square-feet of paved area within the County road right-of-way on Carlos Street between Virginia and California Avenues with a combination of vegetated biotreatment facilities and pervious paving.

**Environmental Document – Draft Initial Study/Mitigated Negative Declaration**

Pursuant to the State of California Public Resources Code and the "Guidelines for Implementation of the California Environmental Quality Act of 1970" as amended to date, the County of San Mateo has prepared a Draft Initial Study/Mitigated Negative Declaration (IS/MND) on the Project. The public comment period of the Draft IS/MND is from February 25, 2014 to March 27, 2014 at 5:00pm. The Draft IS/MND is available online at the Department's website, under the "Seal Cove/Moss Beach Roads Improvement Project" listed on the "General Information" tab at: <http://www.smcgov.org/portal/site/publicworks>. A copy of the Notice of Public Review and Intent to Adopt a Proposed Mitigated Negative Declaration is also posted at the same location.

**Project Schedule**

Following the comment period for the Draft IS/MND, we plan to have the County Planning Commission consider approval of the Draft IS/MND and a Coastal Development Permit for the Project at their April 23, 2014 meeting. The Department will prepare responses to the comments received on the Draft IS/MND for consideration by the County Planning Commission. After approval of these documents, the Department will finalize the Project Plans and Specifications and advertise the Project for receipt of formal bids in June 2014. Based on the proceeding schedule, we anticipate that construction will begin in August 2014. We have estimated the number of construction working days to be 45, in which the project would be completed by October 2014, absent an appeal of the Coastal Development Permit application.

Depending upon the feedback received from this letter and the Draft IS/MND, the Department may schedule a community meeting to discuss comments, concerns, or questions related to the Project.

**Re: Road Improvements on Portions of Del Mar, Madrone and San Ramon Avenues  
in the Seal Cove/Moss Beach Area – Project Update**

March 14, 2014

Page 3

If you have any questions, please contact Eric Chen, Wency Ng, or Zack Azzari of my staff at (650) 363-4100. They can also be reached via email at:

[echen@smcgov.org](mailto:echen@smcgov.org)

[wng@smcgov.org](mailto:wng@smcgov.org)

[zazzari@smcgov.org](mailto:zazzari@smcgov.org)

Very truly yours,



James. C Porter  
Director of Public Works

JCP:AMS:WN:EPC

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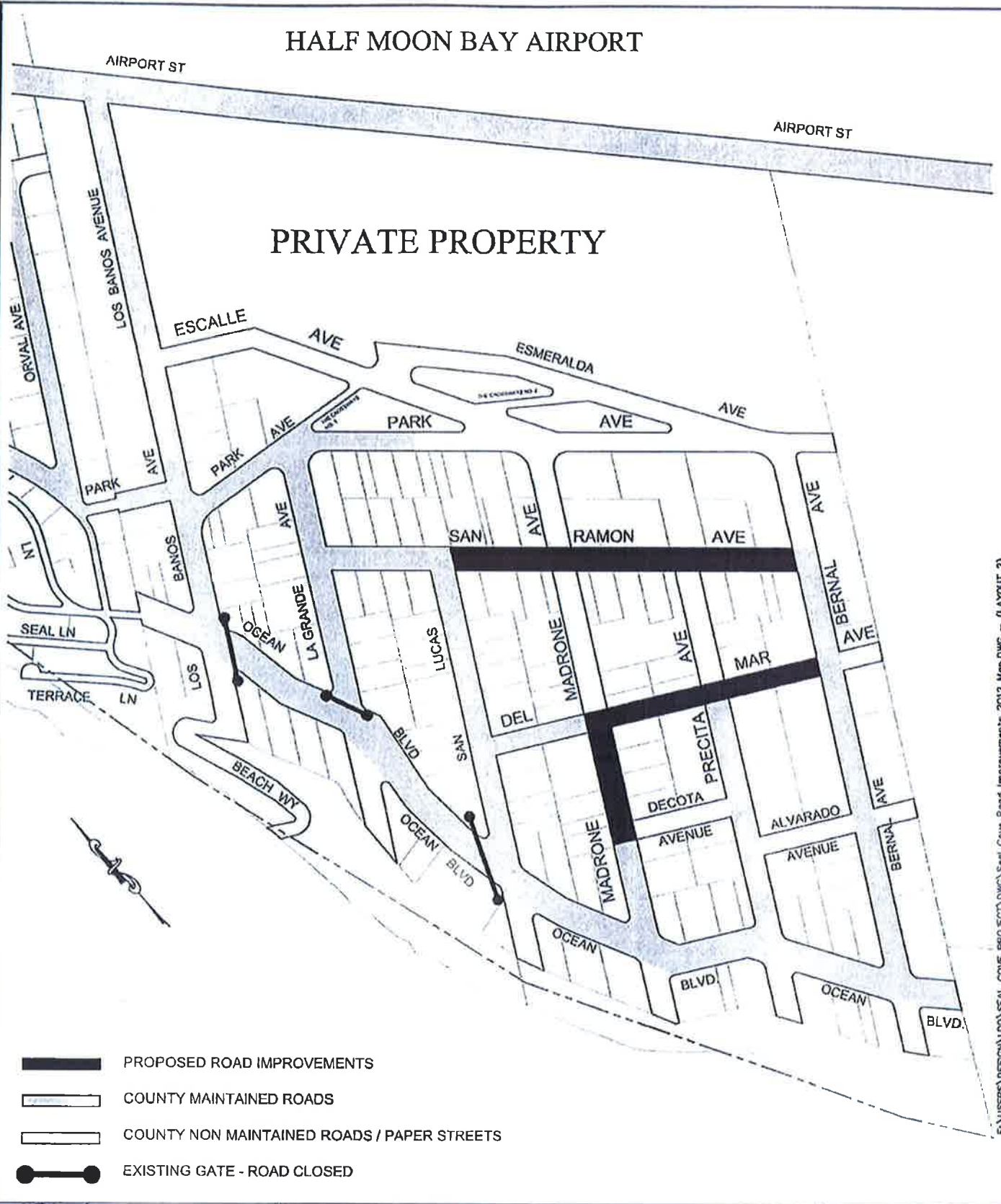
Encl: Project Map  
Typical Section

cc: Supervisor Don Horsley  
Lisa Ketcham, Chair, MidCoast Community Council  
P.O. Box 248, Moss Beach, CA 94038  
Jim Eggemeyer, Director, Department of Planning and Building



# HALF MOON BAY AIRPORT

## PRIVATE PROPERTY



F:\USERS\DESIGN\LD\SEAL COVE PROJECT\DWG\Seal Cove Road Improvements 2012 Map.DWG - (LAYOUT 2)

- PROPOSED ROAD IMPROVEMENTS
- COUNTY MAINTAINED ROADS
- COUNTY NON MAINTAINED ROADS / PAPER STREETS
- EXISTING GATE - ROAD CLOSED



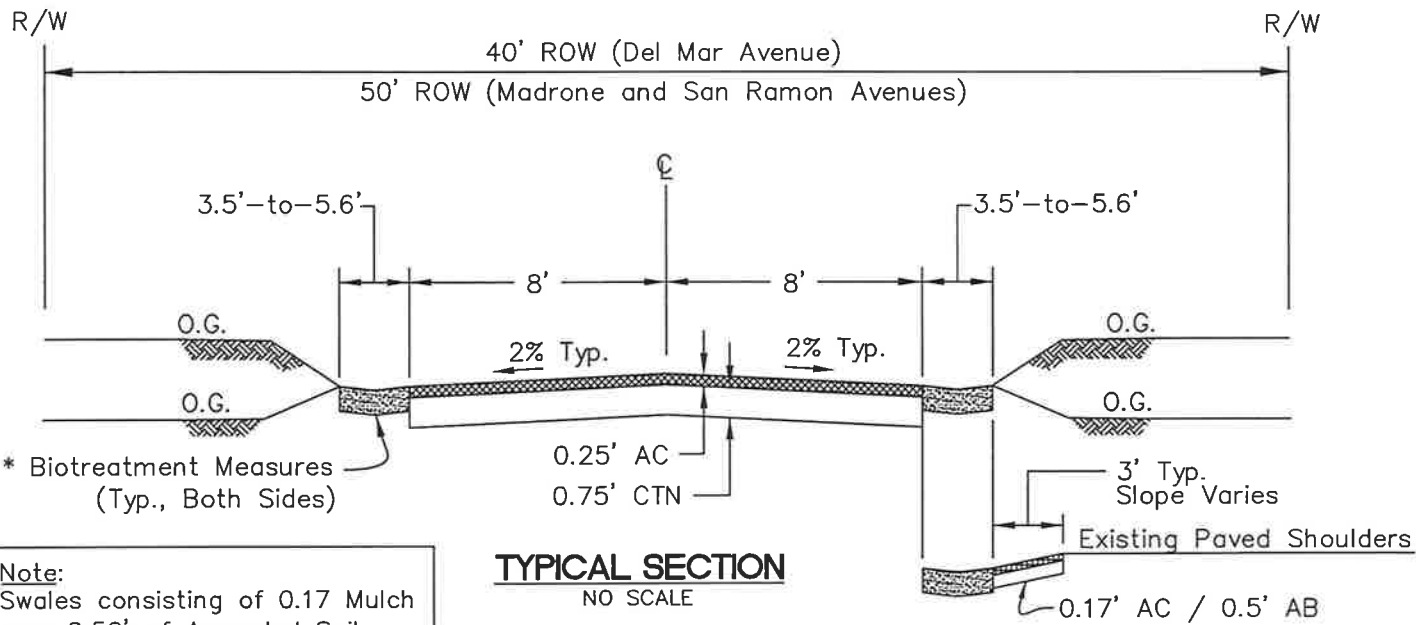
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 CHECKED BY: WN  
 DRAWN BY: JS

SEAL COVE ROAD IMPROVEMENT PROJECT  
 DEL MAR AVENUE, MADRONE AVENUE AND SAN RAMON AVENUE  
**PROJECT MAP**

SCALE: AS SHOWN  
 DATE:  
 FILE NO: 1/SCP

JAMES C. PORTER, DIRECTOR OF PUBLIC WORKS  
 SAN MATEO COUNTY

555 COUNTY CENTER, 5TH FLOOR  
 REDWOOD CITY, CALIFORNIA 94063-1665



\* Biotreatment Measures (Typ., Both Sides)

**\* Note:**  
 Swales consisting of 0.17 Mulch over 0.50' of Amended Soil, with Rock Check Dams spaced at various intervals, as needed.  
  
 Rock Check Dam spacing is dependent upon the slope of the road – the greater the road slope, the more frequent the interval.

**TYPICAL SECTION**  
 NO SCALE

**LEGEND:**  
 AB Aggregate Base  
 AC Asphalt Concrete  
 CTN Cement-Treated Native  
 O.G. Original Ground  
 ROW Right-Of-Way  
 Typ. Typical

FILENAME: F:\USERS\DESIGN\LD\E4903000\Draw\Details\PO LTR E4903 TYPICAL SECTION.dwg



DESIGNED BY: EPC  
 CHECKED BY: WN  
 DRAWN BY: EPC

SEAL COVE ROAD IMPROVEMENTS ON  
 DEL AMR AVENUE, MADRON AVENUE AND SAN RAMON AVENUE  
**TYPICAL SECTION**

SCALE: AS SHOWN  
 DATE:  
 FILE NO: 1/4903

JAMES C. PORTER, DIRECTOR OF PUBLIC WORKS  
 SAN MATEO COUNTY

555 COUNTY CENTER, 5TH FLOOR  
 REDWOOD CITY, CALIFORNIA 94063-1665

**Re: Road Improvements on Portions of Del Mar, Madrone and San Ramon Avenues  
in the Seal Cove/Moss Beach Area – Project Update**

March 14, 2014

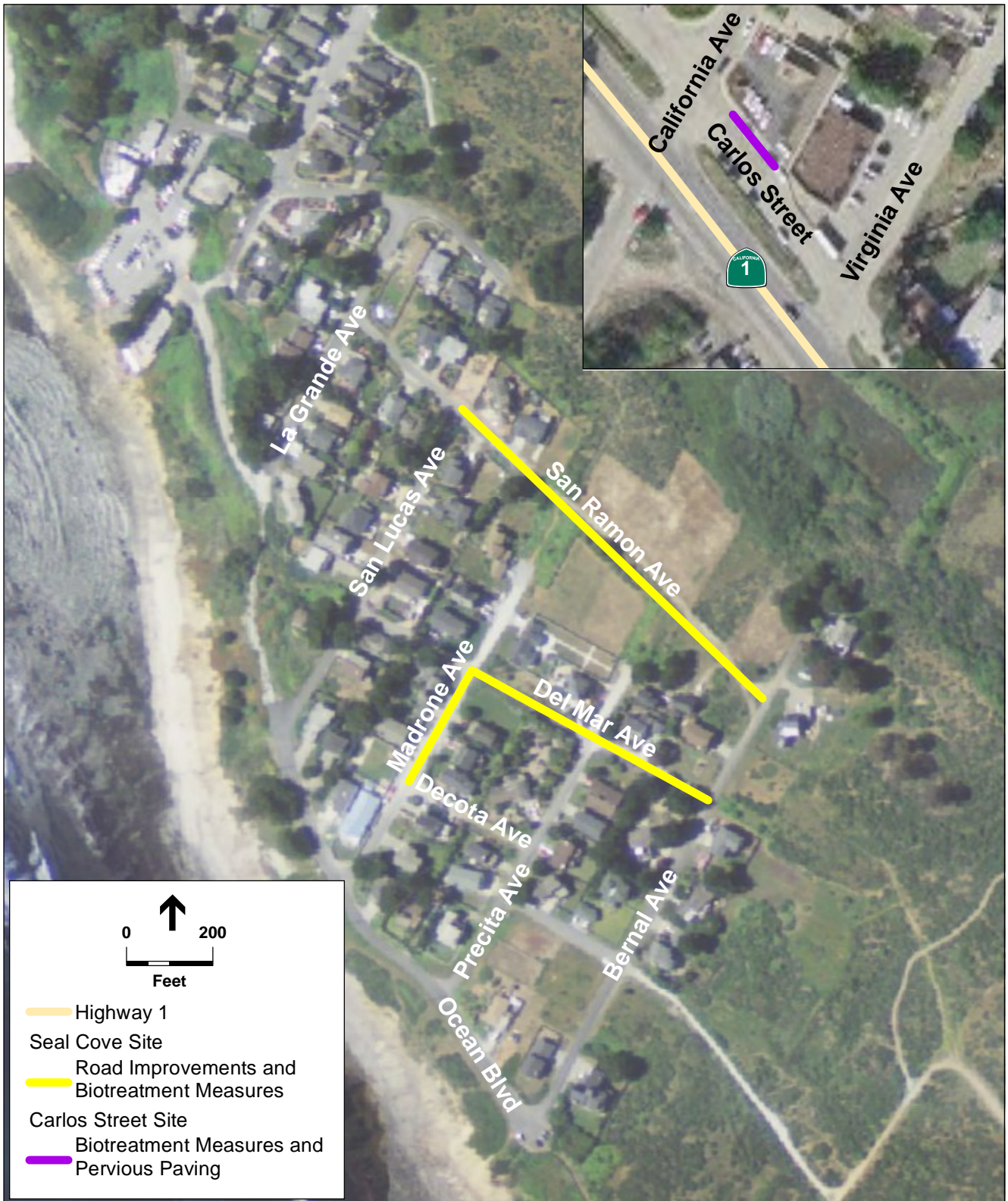
Page 4

bcc: Joseph A. LoCoco, Deputy Director, Road Services  
Ann M. Stillman, Deputy Director, Engineering and Resource Protection  
Zack Azzari, Acting Principal Civil Engineer, Engineering and Construction  
Karen E. Pachmayer, Principal Civil Engineer, Engineering and Construction  
Wency Ng, Senior Civil Engineer, Project Development and Design  
Gilles Tourel, Senior Civil Engineer, Project Development and Design  
Eric Chen, Associate Civil Engineer, Project Development and Design

# APPENDIX B

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## Revised Figure 2-1



SOURCE: ESRI, 2013; NAIP, 2012

Moss Beach/Seal Cove Road Improvements Project . 120603.02

**Figure 2**  
Project Area Map

# **APPENDIX C**

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## **Soil Permeability Test**

# DEL MAR AVENUE



## Hydraulic Conductivity

**ASTM D 5084**

Method C: Falling Head Rising Tailwater

<b>Job No:</b> 011-541	<b>Boring:</b> DM-1/DM-2	<b>Date:</b> 04/26/13
<b>Client:</b> BAGG	<b>Sample:</b>	<b>By:</b> MD/PJ
<b>Project:</b> COUSM-13-02	<b>Depth, ft.:</b>	<b>Remolded:</b>
<b>Visual Classification:</b> Dark Brown Silty SAND w/ organics (slightly plastic)		

Max Sample Pressures, psi:				B: = >0.95 ("B" is an indication of saturation)
Cell:	Bottom	Top	Avg. Sigma3	Max Hydraulic Gradient: = 13
74	69.5	68.5	5	<p style="font-size: small;">Permeability vs Time graph. Y-axis: Permeability (1.0E-06 to 1.0E-05). X-axis: Time, min. (0 to 500). Data points are connected by a line, showing a slight decrease from 1.2E-06 at 180 min to 1.3E-06 at 421 min.</p>
Date	Minutes	Head, (cm)	K, cm/sec	
4/22/2013	0.00	27.00	Start of Test	
4/22/2013	180.00	24.10	1.2E-06	
4/24/2013	170.00	85.83	1.4E-06	
4/24/2013	211.00	83.63	1.4E-06	
4/24/2013	361.00	76.03	1.3E-06	
4/24/2013	421.00	73.33	1.3E-06	

**Average Hydraulic Conductivity: 1.E-06 cm/sec**

Sample Data:	Initial (As-Received)	Final (At-Test)
Height, in	3.00	3.00
Diameter, in	2.38	2.38
Area, in <sup>2</sup>	4.43	4.43
Volume in <sup>3</sup>	13.29	13.29
Total Volume, cc	217.8	217.8
Volume Solids, cc	139.4	139.4
Volume Voids, cc	78.4	78.4
Void Ratio	0.6	0.6
Total Porosity, %	36.0	36.0
Air-Filled Porosity (θ <sub>a</sub> ), %	18.7	0.4
Water-Filled Porosity (θ <sub>w</sub> ), %	17.3	35.6
Saturation, %	48.1	99.0
Specific Gravity	2.65	2.65
	Assumed	
Wet Weight, gm	407.1	447.0
Dry Weight, gm	369.4	369.4
Tare, gm	0.00	0.00
Moisture, %	10.2	21.0
Wet Bulk Density, pcf	116.6	128.1
Dry Bulk Density, pcf	105.8	105.8
Wet Bulk Dens.pb, (g/cm <sup>3</sup> )	1.87	2.05
Dry Bulk Dens.pb, (g/cm <sup>3</sup> )	1.70	1.70

**Remarks:** Light compactive effort.

# MADRONE AVENUE



## Hydraulic Conductivity

**ASTM D 5084**

Method C: Falling Head Rising Tailwater

**Job No:** 011-548      **Boring:** M-3/M-4      **Date:** 05/10/13  
**Client:** BAGG      **Sample:**      **By:** MD/PJ  
**Project:** COUSM-13-02      **Depth, ft.:**      **Remolded:** Light compactive effort near opt.  
**Visual Classification:** Dark Brown Clayey SAND w/ Gravel & organics/Silty SAND (slightly plastic) w/ Gravel & organics

Max Sample Pressures, psi:				B: = >0.95      ("B" is an indication of saturation)
Cell:	Bottom	Top	Avg. Sigma3	Max Hydraulic Gradient: = 3
74	69	69	5	<p style="text-align: center;">Time, min.</p>
Date	Minutes	Head, (cm)	K, cm/sec	
5/7/2013	0.00	27.00	Start of Test	
5/7/2013	7.00	25.50	1.6E-05	
5/7/2013	24.00	22.90	1.3E-05	
5/7/2013	46.00	19.90	1.3E-05	
5/7/2013	63.00	17.60	1.3E-05	
5/7/2013	80.00	15.60	1.3E-05	
5/7/2013	122.00	11.50	1.3E-05	

**Average Hydraulic Conductivity: 1.E-05 cm/sec**

Sample Data:	Initial (As-Received)	Final (At-Test)
Height, in	3.00	3.05
Diameter, in	2.38	2.38
Area, in <sup>2</sup>	4.43	4.46
Volume in <sup>3</sup>	13.29	13.60
Total Volume, cc	217.8	222.9
Volume Solids, cc	130.2	130.2
Volume Voids, cc	87.6	92.8
Void Ratio	0.7	0.7
Total Porosity, %	40.2	41.6
Air-Filled Porosity (θ <sub>a</sub> ), %	17.9	2.1
Water-Filled Porosity (θ <sub>w</sub> ), %	22.3	39.5
Saturation, %	55.4	95.1
Specific Gravity	2.70      Assumed	2.70
Wet Weight, gm	400.0	439.6
Dry Weight, gm	351.4	351.4
Tare, gm	0.00	0.00
Moisture, %	13.8	25.1
Wet Bulk Density, pcf	114.6	123.1
Dry Bulk Density, pcf	100.7	98.4
Wet Bulk Dens.pb, (g/cm <sup>3</sup> )	1.84	1.97
Dry Bulk Dens.pb, (g/cm <sup>3</sup> )	1.61	1.58

**Remarks:** Due to stress relief cracks after the test final density is approximate.



# SAN RAMON AVENUE

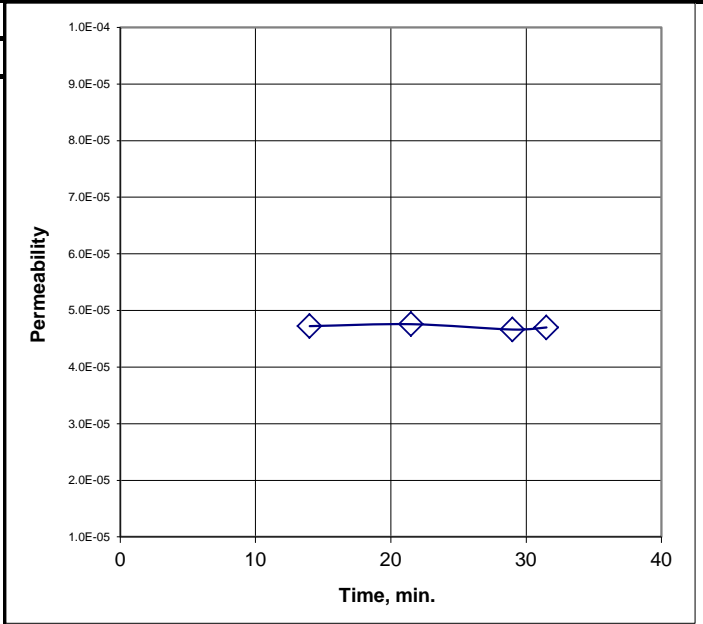


## Hydraulic Conductivity ASTM D 5084 Method C: Falling Head Rising Tailwater

**Job No:** 011-541      **Boring:** SR-1/SR-2      **Date:** 04/23/13  
**Client:** BAGG      **Sample:**      **By:** MD/PJ  
**Project:** COUSM-13-02      **Depth, ft.:**      **Remolded:**      **Visual Classification:** Dark Brown Organic Silty SAND w/ Gravel (slightly plastic)

<b>Max Sample Pressures, psi:</b>				<b>B: = &gt;0.95</b> ("B" is an indication of saturation)
Cell:	Bottom	Top	Avg. Sigma3	<b>Max Hydraulic Gradient: = 8</b>
53.5	48.5	48.5	5	

Date	Minutes	Head, (in)	K,cm/sec
4/22/2013	0.00	24.00	Start of Test
4/22/2013	14.00	15.00	4.7E-05
4/22/2013	21.50	11.60	4.8E-05
4/22/2013	29.00	9.20	4.7E-05
4/22/2013	31.50	8.40	4.7E-05



**Average Hydraulic Conductivity: 5.E-05 cm/sec**

Sample Data:	Initial (As-Received)	Final (At-Test)
Height, in	3.00	2.95
Diameter, in	2.38	2.41
Area, in <sup>2</sup>	4.43	4.56
Volume in <sup>3</sup>	13.29	13.46
Total Volume, cc	217.8	220.5
Volume Solids, cc	146.3	146.3
Volume Voids, cc	71.5	74.2
Void Ratio	0.5	0.5
Total Porosity, %	32.8	33.6
Air-Filled Porosity (θ <sub>a</sub> ), %	18.5	1.3
Water-Filled Porosity (θ <sub>w</sub> ), %	14.3	32.4
Saturation, %	43.5	96.2
Specific Gravity	2.50	2.50
	Assumed	
Wet Weight, gm	396.9	437.2
Dry Weight, gm	365.8	365.8
Tare, gm	0.00	0.00
Moisture, %	8.5	19.5
Wet Bulk Density, pcf	113.7	123.7
Dry Bulk Density, pcf	104.8	103.5
Wet Bulk Dens.pb, (g/cm <sup>3</sup> )	1.82	1.98
Dry Bulk Dens.pb, (g/cm <sup>3</sup> )	1.68	1.66

**Remarks:** Light compactive effort. The sample slumped after the test. Therefore the post-test dimensions, and all associated values, are approximate.