



BUCKLEY ENGINEERING ASSOCIATES

Geotechnical Engineering and Geology

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

June 17, 1996
Job #96198.4

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

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

- Refs: 1) Soil Report by Steve Deal Associates, 11-24-94.
- 2) Plans: "A Residence, APN 048-074-, San Mateo Co. Lots 5 & 6, Miramar, CA," dated 3-96.

Dear Mr. Guntren:

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

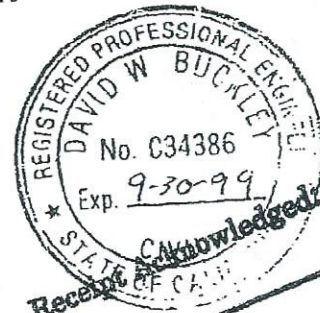
On the basis of our observations, it is our opinion that the pier excavations were drilled in general accordance with the report recommendations (Ref. 1) and with respect to the plans (Ref. 2).

If you have any questions, please call.

Very truly yours,

BUCKLEY ENGINEERING ASSOCIATES

David W. Buckley
David W. Buckley, C.E. 34386



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

By

By

STEVE DEAL ASSOCIATES

Civil Engineers & Geotechnical Consultants

November 24, 1991

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

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

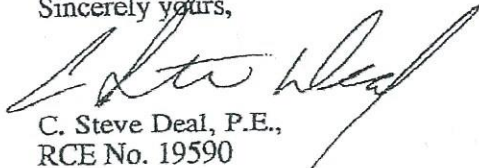
Gentlemen:

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

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

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

Sincerely yours,



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

Receipt Acknowledged:

By _____ Date _____
By _____ Date _____

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

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Dear Ruemel,

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

Please confirm receipt of this email.

Sincerely,

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

March 24, 2021

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

Dear Ruemel,

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

County Arborist assessment; unaddressed dead trees per Correction Notice

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

Erosion risk assessment

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

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

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

Piecemeal development of APN 048-76-120

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

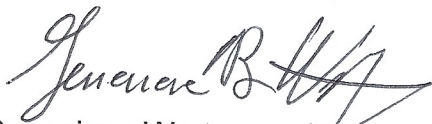
Unresolved county citations

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

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

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

Sincerely,

A handwritten signature in cursive script, appearing to read "Genevieve B. Show".

Genevieve Wortzman-Show

A handwritten signature in cursive script, appearing to read "Matthew D. Show".

Matthew Show



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

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Dear Ruemel,

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

Please confirm that you received our letter.

Thanks so much

Anne

Anne C. Martin 620 Miramar Drive Half Moon Bay 94019

March 23, 2021

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

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

Dear Ruemel,

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

We strongly oppose the tree removal for the following reasons:

- This project appears to be part of Applicant’s plan to build a road to provide access to the TEG Parcel so he can develop the lot. He should not be allowed to piecemeal this extensive project.
- Removing these large trees will destabilize the hillside, create serious erosion and storm water drainage problems and pose a landslide risk jeopardizing our homes, our safety, and Miramar Drive – the only access road in and out of our neighborhood.
- Applicant’s claim that the trees are in poor condition is questionable. We request that an independent arborist be brought in to assess the health of the trees.
- Applicant’s parcel lies within the Scenic Corridor. The removal of the nine trees will significantly undermine the beauty of our neighborhood and the Coastside.

The arguments supporting our concerns are presented below.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Anne C. Martin

Richard L. Martin

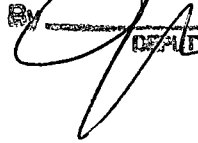
1 David G. Finkelstein, Esq. (SBN 047791)
Jonathan D. Weinberg, Esq. (SBN 215590)
2 **FINKELSTEIN & FUJII, LLP**
1528 South El Camino Real, Suite 306
3 San Mateo, California 94402
Tel. (650) 353-4503
4 Fax. (650) 312-1803

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

FILED
SAN MATEO COUNTY

NOV 27 2019

Clerk of the Superior Court

By 
DEALY, J. S. K.

7
8 THE SUPERIOR COURT OF THE STATE OF CALIFORNIA
9 IN AND FOR THE COUNTY OF SAN MATEO
10 (Unlimited Civil Jurisdiction)

BY FAX

11
12 TEJINDER SINGH, TRIPATINDER
CHOWDHRY, TEG PARTNERS, LLC,

13 Plaintiffs,

14 v.

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

18 Defendants.

19 AND RELATED CROSS ACTION.

Case No. 18-CIV-01684

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

Hearing:

Date: Not yet set

Time: Not yet set

Dept.: 11

Judge: Hon. John L. Grandsaert

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

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

23
24
25 I, FREDRIC V. ALLEN, declare as follows:

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

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

18 - CIV - 01684
DIS
Declaration in Support
2146813



D11

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

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

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

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

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

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

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

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

19
20 I declare under the penalty of perjury of the laws of the state of California that the
21 foregoing is true and correct. Executed this 24th day of November, 2019, at
22 San Mateo, California

23
24
25 Date: November 24, 2019

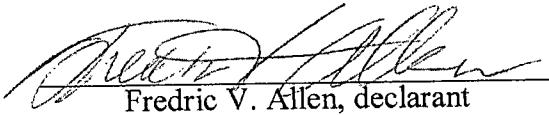

Fredric V. Allen, declarant

Exhibit “E”

Exhibit “E”

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

PROFESSIONAL REGISTRATION:

Registered Civil Engineer (No. 20702) California

ASSOCIATIONS:

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

EXPERIENCE:

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

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

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

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

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



Exhibit “F”

Exhibit “F”

Hermosa Avenue Access Plan Analysis

Access To:

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

Prepared For:

Teg Partners, LLC

Prepared By:

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

Prepared: November 23, 2019

Job No: 19-384



AA

ANALYSIS

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

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

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

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

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

Access through Miramar Drive

Miramar access is potentially deficient in several aspects including:

- Gravel access is structurally supported by about 262 ft long retaining wall along the Miramar hillside (EXHIBITS "G" and "H") this retaining wall structure is designed to support the hillside and the Roadway to the water tank but may not be adequate to support the additional load of emergency vehicles on Miramar (typical weight of a passenger auto or small truck is less than 5,000 Pounds). The emergency vehicle access code requires that the access be designed to support a 75,000 Pound vehicle).
- Additionally, the County Contour Maps show the slope above the retaining wall to be perhaps in excess of 1-foot vertical rise to 1-foot horizontal, which I confirmed with field measurements (EXHIBIT "I" & "J").
- The Miramar access is narrower, longer, gravel surfaced & curvilinear, and turning radius is inadequate and does not conform to the codes cited above.



Allen

- The Miramar access does not meet the requirements of the code for width and alignment for emergency access.
- It is carved into a steep hillside with no guardrails for protection.

The proposed access on Hermosa Avenue overcomes all of the deficiencies of the Miramar access

- It is shorter, more direct and therefore provides for faster access to 655 Miramar Drive, Parcel 1
- It is fully code compliant for width, alignment, gradient and emergency vehicle access
- Hermosa Avenue access structure plans are known to be fully compliant with county requirements for emergency vehicle access

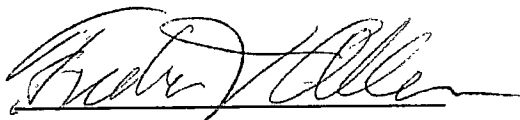
I have carefully reviewed the improvement plans for Hermosa Avenue access (See attached Exhibits "A" and "B") and the existing site conditions relative to the access via Miramar and the proposed access via Hermosa Avenue improvements.

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

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

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

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



FREDRIC V. ALLEN

November 23, 2019



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

PROFESSIONAL REGISTRATION:

Registered Civil Engineer (No. 20702) California

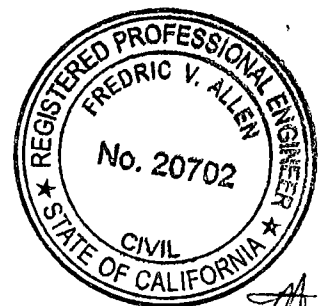
ASSOCIATIONS:

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

EXPERIENCE:

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

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



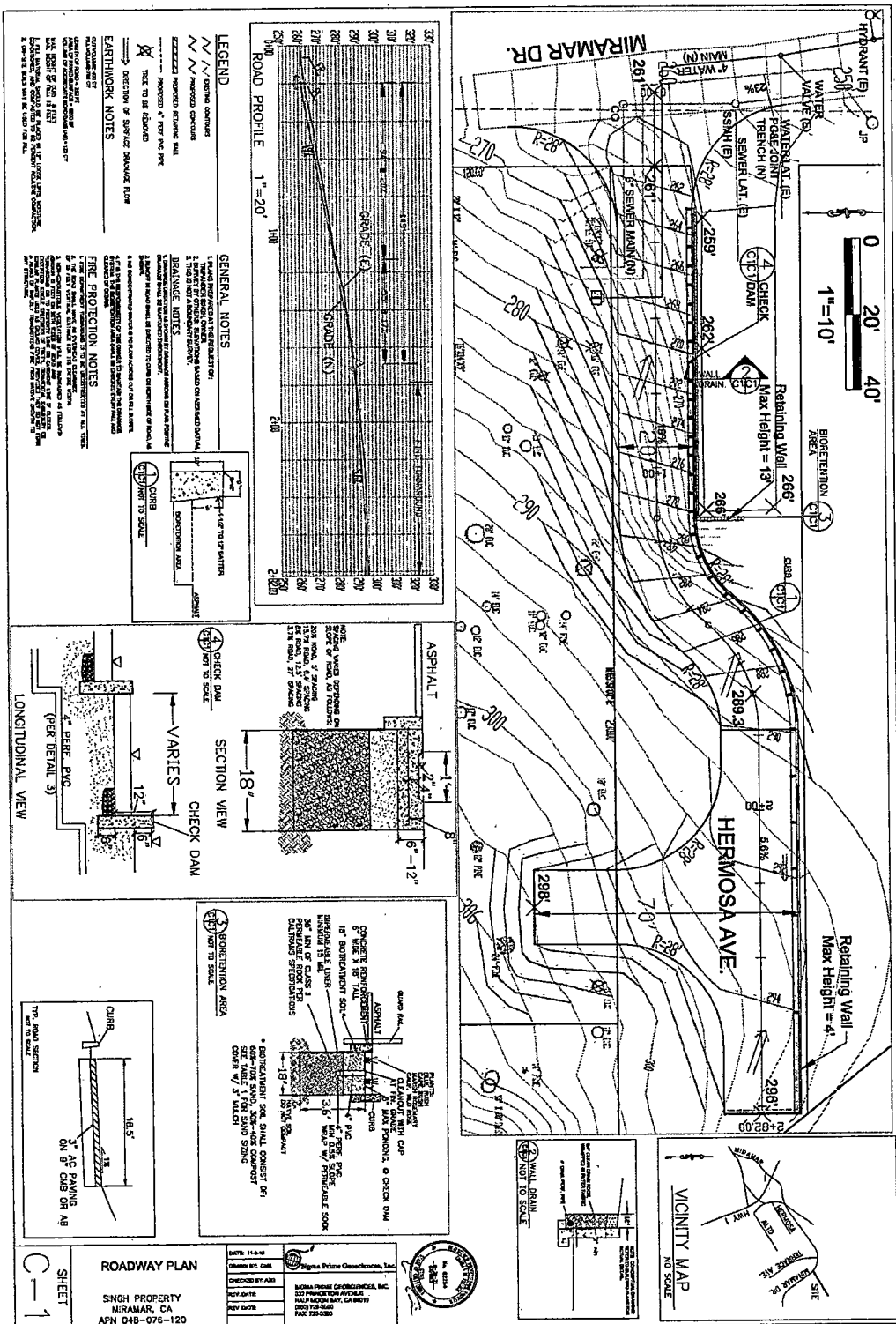
In 1991, when Tri State Engineering closed its Redwood City office Mr. Allen purchased Tri State's assets and files and founded Fredric V. Allen, Inc. which continued to serve Tri State's extensive client base, including many of the San Francisco Bay Area's major private developers.

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

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

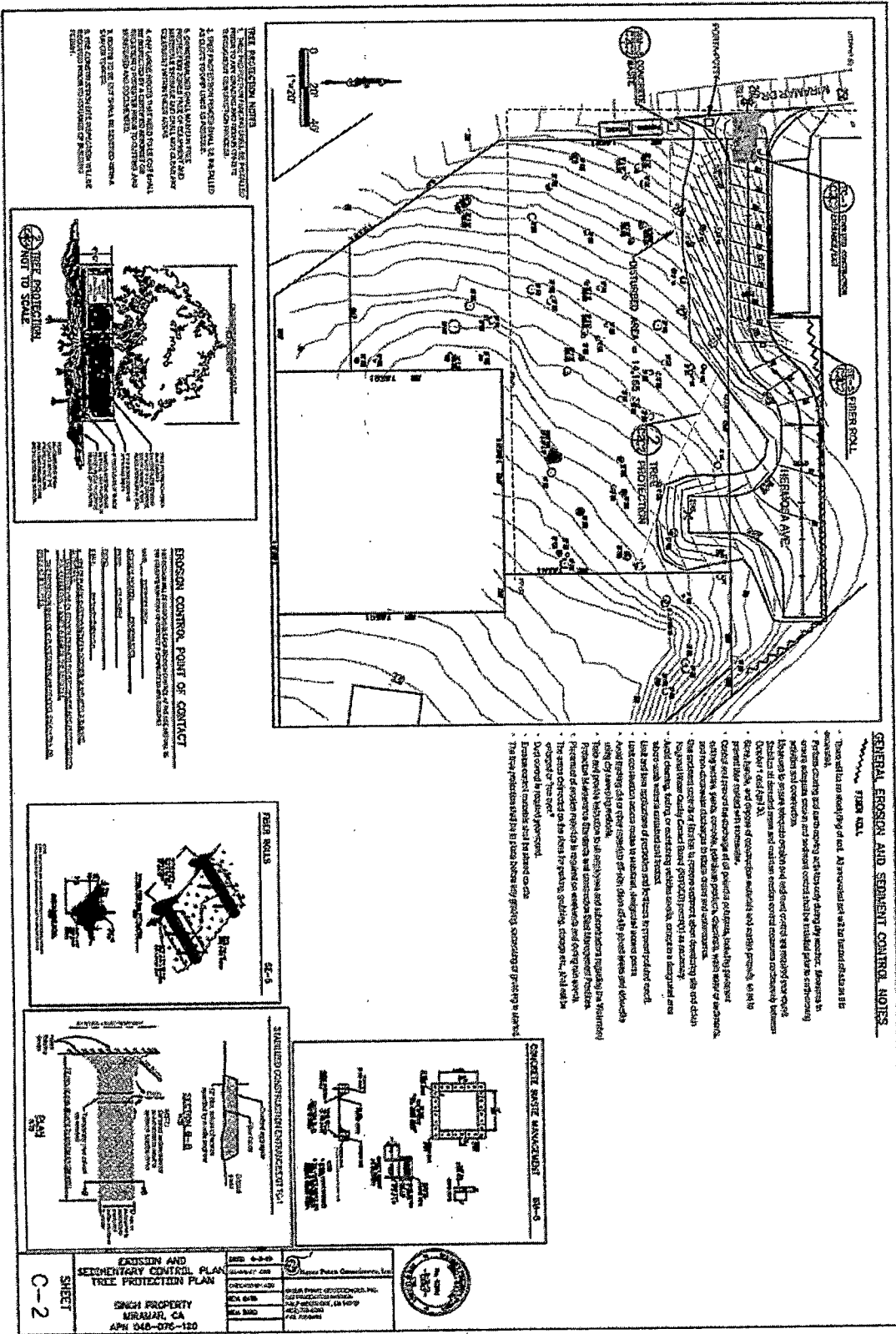


EXHIBIT A

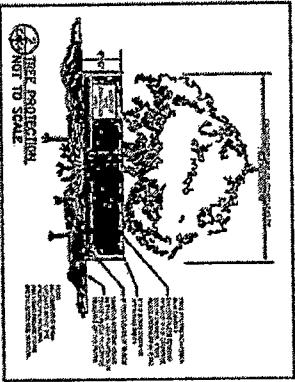


[Handwritten signature]

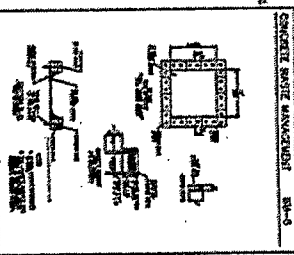
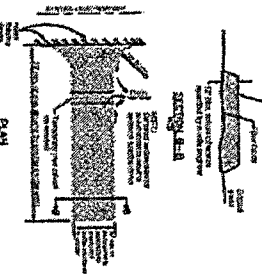
EXHIBIT B



TREE PROTECTION NOTES:
 1. ALL PROTECTION SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS FOR TREE PROTECTION SYSTEMS.
 2. THE PROTECTION SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
 3. THE PROTECTION SHALL BE REMOVED IMMEDIATELY UPON COMPLETION OF THE WORK.
 4. THE PROTECTION SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS FOR TREE PROTECTION SYSTEMS.
 5. THE PROTECTION SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
 6. THE PROTECTION SHALL BE REMOVED IMMEDIATELY UPON COMPLETION OF THE WORK.
 7. THE PROTECTION SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS FOR TREE PROTECTION SYSTEMS.
 8. THE PROTECTION SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
 9. THE PROTECTION SHALL BE REMOVED IMMEDIATELY UPON COMPLETION OF THE WORK.



EROSION CONTROL POINT OF CONTACT:
 1. THE EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS FOR EROSION CONTROL MEASURES.
 2. THE EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
 3. THE EROSION CONTROL MEASURES SHALL BE REMOVED IMMEDIATELY UPON COMPLETION OF THE WORK.
 4. THE EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS FOR EROSION CONTROL MEASURES.
 5. THE EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
 6. THE EROSION CONTROL MEASURES SHALL BE REMOVED IMMEDIATELY UPON COMPLETION OF THE WORK.



<p>EROSION AND SEDIMENT CONTROL PLAN, TREE PROTECTION PLAN</p> <p>SINGH PROPERTY MIRAMAR, CA APH 048-076-120</p> <p>C-2 SHEET</p>	<p>DATE: 6-3-09</p> <p>PROJECT: 048-076-120</p> <p>SCALE: AS SHOWN</p> <p>MAX. SHEET: 120</p>	<p>Major Plans Consultants, Inc.</p> <p>10010 PINE AVE., SUITE 100 MIRAMAR, CA 90504 TEL: (562) 409-0900 FAX: (562) 409-0901</p>
	<p>APPROVED FOR CONSTRUCTION:</p> <p>_____ DATE: _____</p>	
	<p>APPROVED FOR TREE PROTECTION:</p> <p>_____ DATE: _____</p>	

GENERAL EROSION AND SEDIMENT CONTROL NOTES:

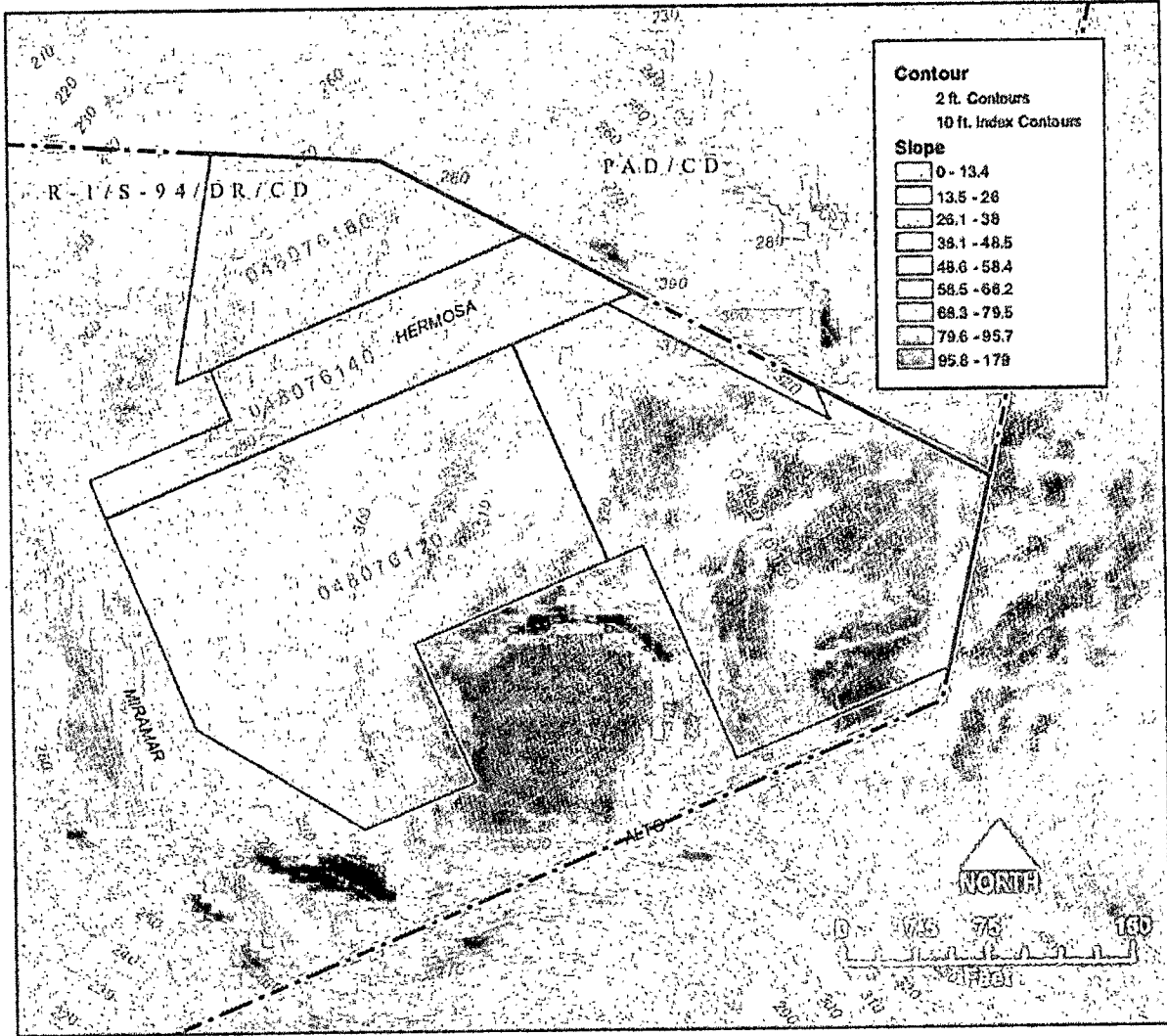
- These notes are intended to be used in conjunction with the specifications and drawings.
- All erosion control measures shall be installed prior to any excavation or construction.
- All erosion control measures shall be maintained throughout the construction period.
- All erosion control measures shall be removed immediately upon completion of the work.
- All erosion control measures shall be installed in accordance with the specifications for erosion control measures.
- All erosion control measures shall be maintained throughout the construction period.
- All erosion control measures shall be removed immediately upon completion of the work.
- All erosion control measures shall be installed in accordance with the specifications for erosion control measures.
- All erosion control measures shall be maintained throughout the construction period.
- All erosion control measures shall be removed immediately upon completion of the work.
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- All erosion control measures shall be removed immediately upon completion of the work.
- All erosion control measures shall be installed in accordance with the specifications for erosion control measures.
- All erosion control measures shall be maintained throughout the construction period.
- All erosion control measures shall be removed immediately upon completion of the work.

EXHIBIT C



PLANNING AND BUILDING DEPARTMENT
SLOPE ANALYSIS

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



Source: San Mateo County GIS Enterprise Database

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

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

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

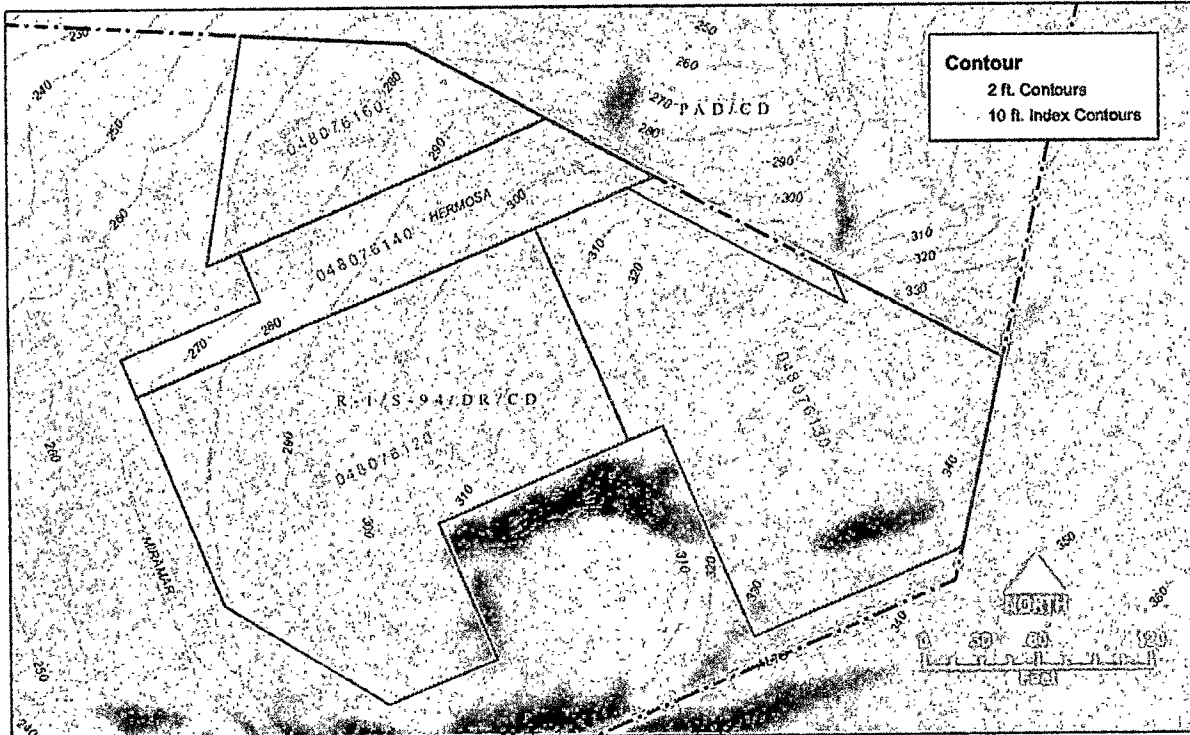
APN: 048-076-160
Area: 11,675 sq-ft
Average slope = 25.6%

EXHIBIT D



PLANNING AND BUILDING DEPARTMENT
SLOPE ANALYSIS

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



Source: San Mateo County GIS Enterprise Database

AA

EXHIBIT E

 <p>COASTSIDE FIRE DISTRICT</p>	<p><i>Fire Marshal's Office</i></p> <p>Coastside Fire Protection District</p> <p>1191 Main St., Half Moon Bay, California 94019 (650) 726-5213</p>	<p>Date: Feb. 4, 1997</p>
		<p>Revised: May 7, 2019</p>
		<p>Number K-001</p>
<p>Title: <i>Roads and Turnarounds</i></p>		<p>Approved: <i>Gary Silva</i></p>

RECEIVED
 OCT 21 REC'D
 From District
 By Website - M.D.

650-726-5213

Purpose:

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

Fire Department Emergency Access:

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

Dimensions:

All new emergency access roads shall have 15 1/2 feet of vertical clearance, and have an unobstructed minimum width of 20 feet. Where hydrants are located, the road shall be a minimum of 26 feet wide for a length of 20 feet on each side of the hydrant (40 feet total length).

Surface:

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

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

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

Turning Radius:

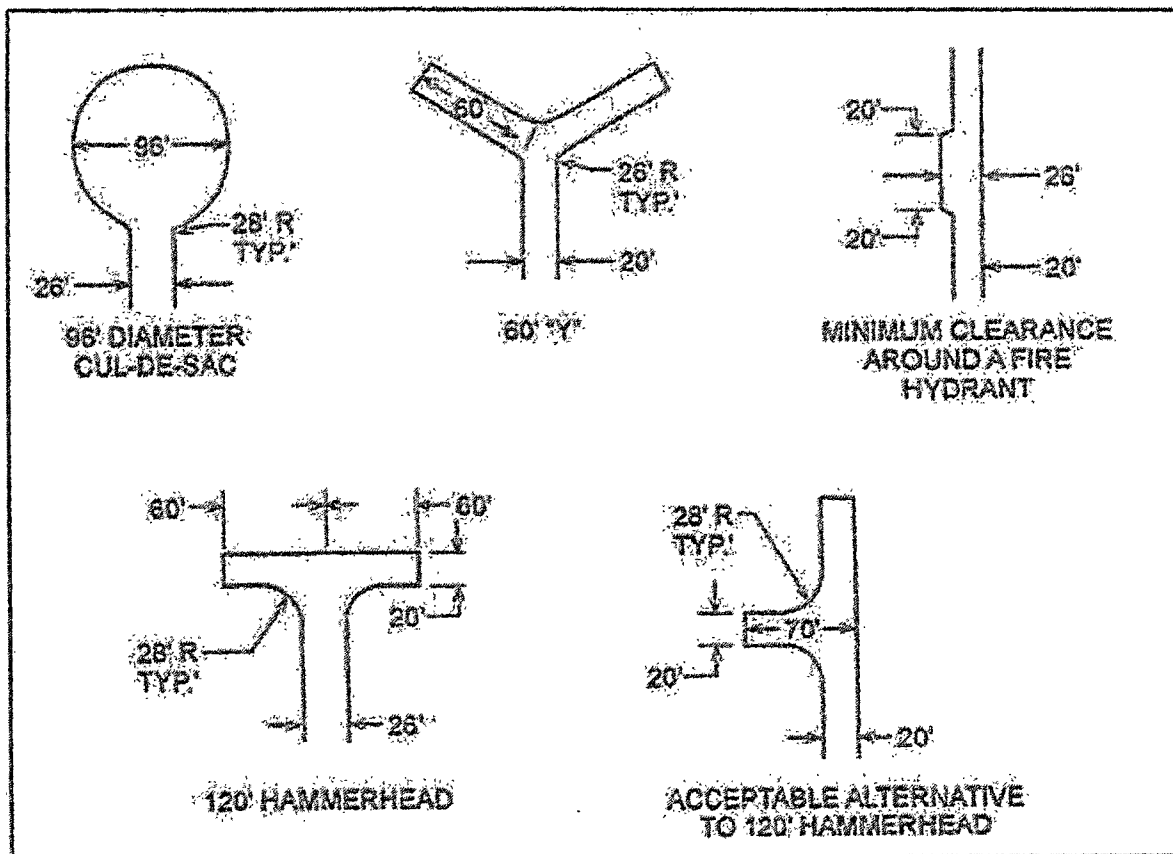
The centerline turning radius for emergency apparatus access roads shall be 35 feet.

Turnarounds:

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



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



Road Grade:

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

Parking:

Parking on emergency access roads shall be as follows:

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

AA

Bridges:

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

1. **Weight:** Every private bridge hereafter constructed or re-constructed due to damage, deterioration, or obsolescence shall be designed to support an imposed load of fire apparatus weighing at least 75,000 lbs. Vehicle loads shall be posted and dated at both entrances to bridges. (HS20-44 Highway loading)
2. **Height:** A minimum clear vertical clearance of 13 ½ feet as measured from the driving surface of the bridge shall be provided. In situations where a grade change occurs which might require a greater vertical clearance, such additional clearance shall be determined on a case-by-case basis by the Fire Marshal.
3. **Width:** All bridges must be a minimum of 20 feet clear width. The Fire Marshal may allow the width to be reduced for a bridge providing access to R-3, U-1, or U-2 occupancies. One-way bridges, and bridges with less than 20' of clear width, require a turnout at both ends of the bridge.
4. **Certification:** Every private bridge providing fire apparatus access hereinafter constructed or re-constructed shall be engineered by a licensed civil or structural engineer and approved by the Fire Marshal. Certification that the bridge complies with the design standards required in sub-section (a) of this section must be provided by the design engineer, to the Fire Chief.
5. **Re-certification:** Every private bridge shall be re-certified every ten (10) years or whenever deemed necessary by the Fire Marshal.

Gates:

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

Contact Coastside Fire District for Knox Box application.

AA

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

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

(Not adopted by the State Fire Marshal)

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

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

APPENDIX D

FIRE APPARATUS ACCESS ROADS

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

**SECTION D101
GENERAL**

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

**SECTION D102
REQUIRED ACCESS**

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

**SECTION D103
MINIMUM SPECIFICATIONS**

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

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

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

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

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

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

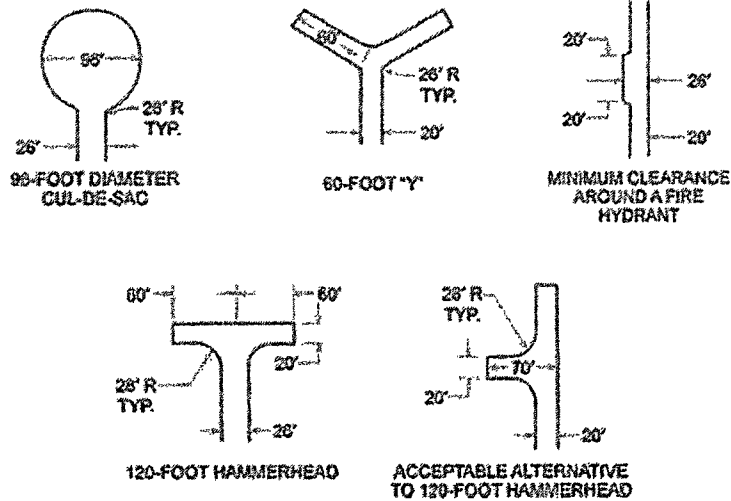
LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0-150	20	None required
151-500	20	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
501-750	26	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
Over 750		Special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

For SI: 1 foot = 304.8 mm.

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

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

APPENDIX D



For SI: 1 foot = 304.8 mm.

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

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

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

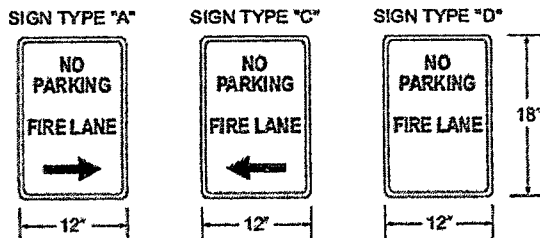


FIGURE D103.6
FIRE LANE SIGNS

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

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

**SECTION D104
COMMERCIAL AND INDUSTRIAL DEVELOPMENTS**

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

D104.2 Buildings exceeding 62,000 square feet in area. Buildings or facilities having a gross building area of more than 62,000 square feet (5760 m²) shall be provided with two separate and approved fire apparatus access roads.

Exception: Projects having a gross building area of up to 124,000 square feet (11 520 m²) that have a single approved fire apparatus access road when all buildings are equipped throughout with approved automatic sprinkler systems.

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

EXHIBIT G:



EXHIBIT H:



EXHIBIT I



EXHIBIT J

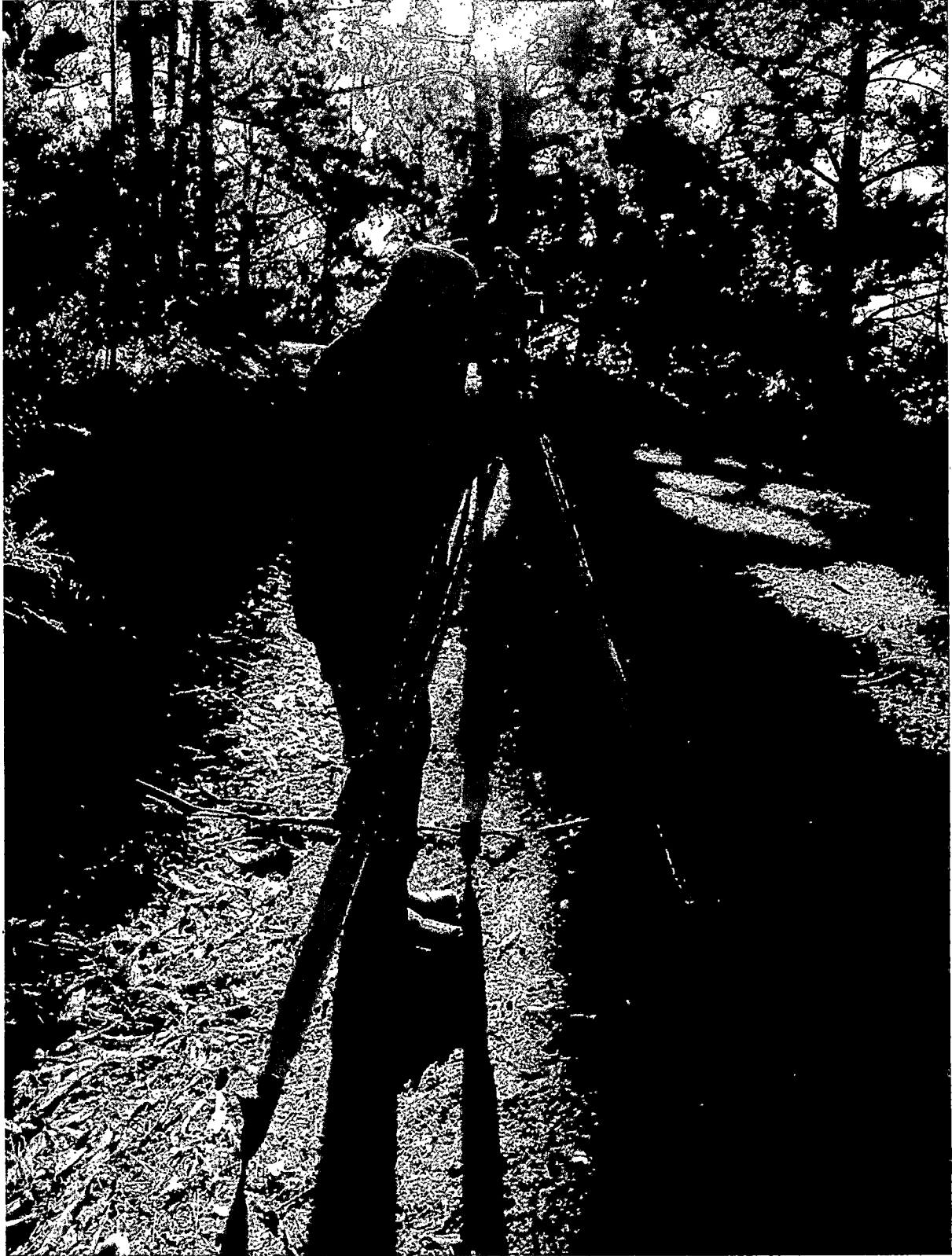


EXHIBIT K: At its entrance, Miramar Drive splits at the Intersection with Hermosa



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



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

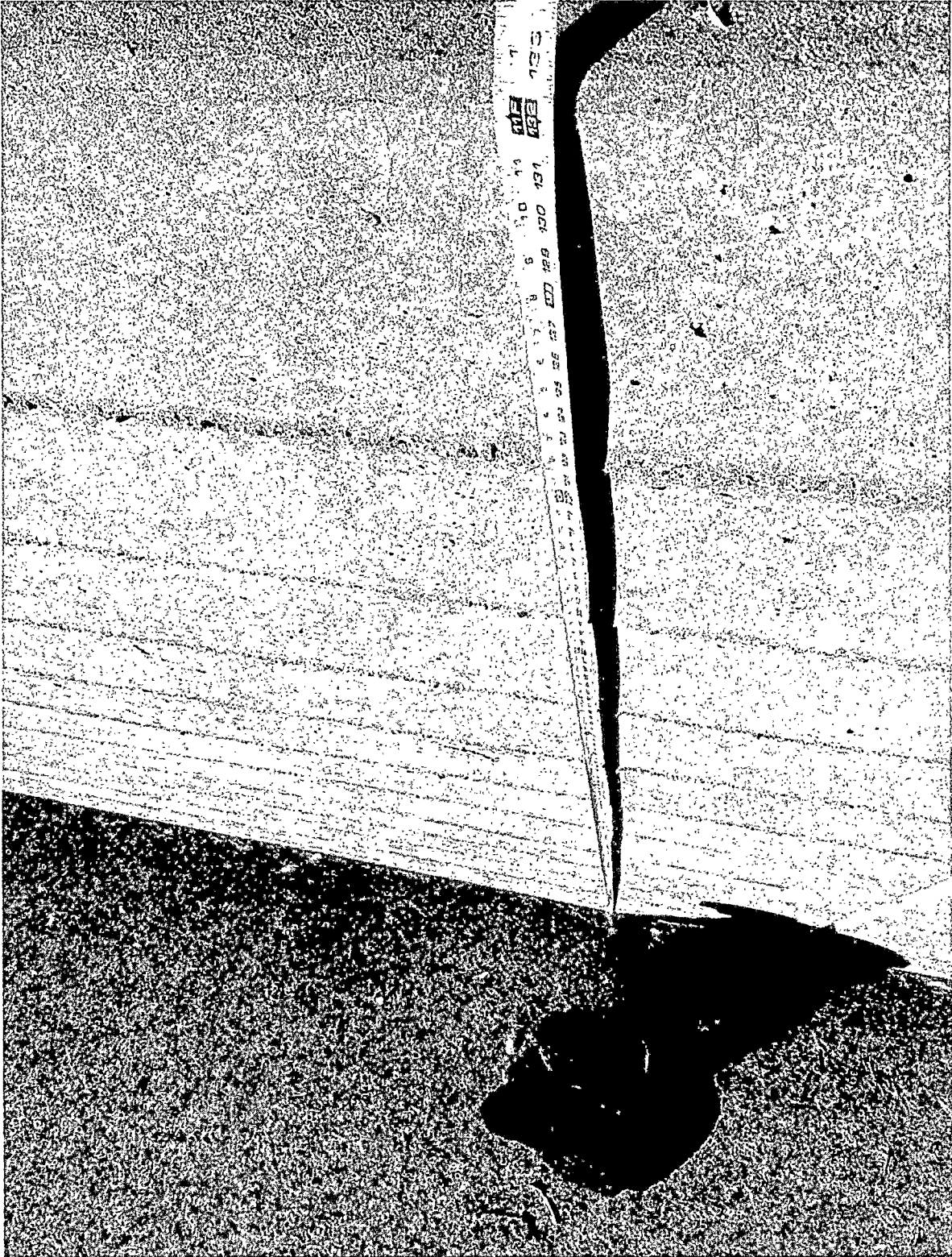


EXHIBIT N: Key measurements: Miramar access width is very narrow for Fire truck access. At the very entrance, Miramar Access immediately after Hermosa Avenue intersection, is about 14.5 ft wide which is insufficient for Fire Trucks.



EXHIBIT O



EXHIBIT P



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



EXHIBIT R



EXHIBIT S



EXHIBIT T



EXHIBIT U



EXHIBIT V







NO
TRESPASSING









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

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Good Morning Ruemel,

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

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

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

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

Best

Anne Martin [REDACTED]

----- Forwarded message -----

From: Anne Martin <[REDACTED]>
Date: Wed, Mar 24, 2021 at 2:59 PM
Subject: Comments on Tree Removal PLN2021-00090
To: <rpanglao@smcgov.org>

Dear Ruemel,

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

Please confirm that you received our letter.

Thanks so much

Anne

Anne C. Martin 620 Miramar Drive Half Moon Bay 94019

--

Anne

Anne C. Martin

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

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Dear Mr. Panglao,

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

1. It is unclear from publicly available information where the trees TEG seeks to remove are located. TEG has previously asserted the right to clear trees located in the median of the privately maintained portion of Miramar Drive, which is a shared road. The median provides privacy screening. Further, it has not been determined whether one or more of the trees growing in the median are located within the boundary of the TEG Property.
2. TEG's managers have stated under oath in court filings that TEG plans to develop the TEG Property. Any permit applications for tree removal or other work on the property should not be conducted in a piecemeal fashion. When TEG submits a planning application to the county to develop the property, TEG will need to perform an Existing Tree Study. Any tree removal should be reviewed by the county in connection with the development as a whole, including an Existing Tree Plan.
3. The county should require an arborist report to substantiate tree health, which is the basis of TEG's permit application, and to identify the location of the subject trees.
4. The county should exercise its discretion to require the replacement of significant trees with trees of a similar height in accordance with the purpose of the Significant Tree Ordinance of San Mateo County. The TEG Property is located within the coastal area and preservation of the scenic landscape is of importance to the neighbors.
5. The county should take into account TEG's previous failure to seek proper permits and comply with notices of violation issued by the county of San Mateo when considering the conditions to impose on any permit. Such violations include VIO2021-00012 for land clearing and tree removal on the center median of the private road mentioned above and VIO2017-00054 for an unpermitted fence. (Note these violations relate to APN 048-076-120.) In addition, the principals of TEG received violation notice no. VIO2017-00350 for unpermitted importation of materials to fill and widen Terrace Avenue adjacent to their nearby property 18 Terrace Ave.,

Half Moon Bay, California.

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

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

Best,

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

-Notary Public-

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

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Good Afternoon Ruemel and Camille,

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

Concerns:

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

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

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

4. TEG is attempting to build a road through our property to maximize what they can build on their property. As a result:

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

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

Questions

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

Our Request

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

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

Best Regards,
Brad & Melanie Lucas

681 Hermosa Ave.
Half Moon Bay
94019