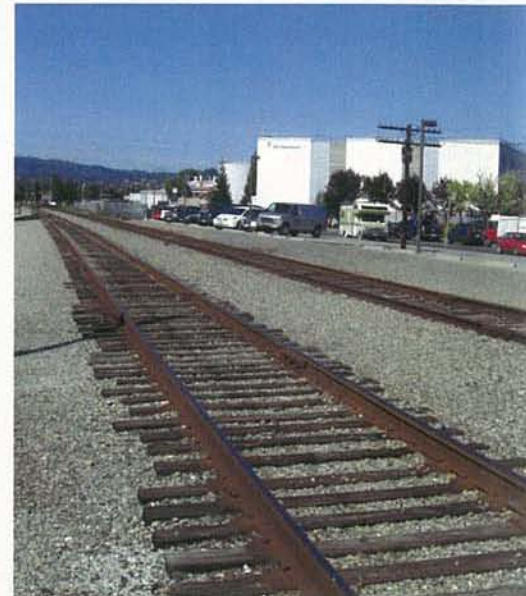


COUNTY OF SAN MATEO



# Final Environmental Impact Report

NORTH FAIR OAKS COMMUNITY PLAN UPDATE

PREPARED BY  
COUNTY OF SAN MATEO

ASSISTED BY  
WAGSTAFF/MIG

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## 1. INTRODUCTION

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### 1.1 RELATIONSHIP BETWEEN THE DRAFT EIR AND FINAL EIR

The Final Environmental Impact Report (Final EIR) for the proposed North Fair Oaks Community Plan Update has been prepared by the County of San Mateo (County), the Lead Agency, in keeping with state environmental documentation requirements set forth in the California Environmental Quality Act (CEQA). The City has prepared the Final EIR pursuant to the CEQA Guidelines, including sections 15086 (Consultation Concerning Draft EIR), 15088 (Evaluation of and Responses to Comments), and 15132 (Contents of Final Environmental Impact Report). In conformance with these guidelines, the Final EIR consists of the following **two volumes**:

(1) the **Draft EIR**, which was circulated for a 45-day State agency and public review and comment period on August 10, 2011; and

(2) this **Final EIR document**, which includes a list of all commenters on the Draft EIR during and immediately after the Draft EIR public review period; notes from the September 14, 2011 Planning Commission meeting and public hearing on the Draft EIR; verbatim versions of all written communications (letters and emails) received during and immediately after the Draft EIR review period; the responses of the EIR authors to all environmental points raised during the public meeting and hearing and in the written communications; and associated revisions to the Draft EIR. None of the revisions to the Draft EIR represents a substantial increase in the severity of an identified significant impact or the identification of a new significant impact, mitigation, or alternative considerably different from those already considered in preparing the Draft EIR.

Both volumes of the Final EIR are available for public review at the County of San Mateo Planning and Building Department, 455 County Center, 2nd Floor, Redwood City (phone 650-363-1816) and at the public libraries in North Fair Oaks and the Cities of Redwood City, Menlo Park and Atherton. Both volumes are also posted on-line on the County's website ([www.co.sanmateo.ca.us/planning](http://www.co.sanmateo.ca.us/planning)).

The responses to comments included in this document are correlated to the Planning Commission meeting/hearing notes and letters/emails by code numbers, which are posted in the right hand margin of the notes, letters, and emails. Responses to comments on the Community Plan Update itself are not part of the Final EIR process. Per CEQA, the Final EIR responds to comments on the content and adequacy of the Draft EIR.

Certification of this Final EIR by the County of San Mateo Board of Supervisors must occur prior to approval of the North Fair Oaks Community Plan Update.



## 1.2 PROJECT DESCRIPTION SUMMARY

*This project description summary should not be relied upon for a thorough understanding of the details of the project, its individual impacts, and related mitigation needs. Please refer to Draft EIR chapter 3 for a complete description of the project, Draft EIR chapters 4 through 16 for a complete description of identified environmental impacts and associated mitigation measures, and Draft EIR chapter 18 for an evaluation of alternatives to the project.*

The County of San Mateo is proposing to adopt an updated North Fair Oaks Community Plan. North Fair Oaks is an unincorporated part of San Mateo County comprising approximately 798 acres bounded by the cities of Redwood City to the north, west and southwest, Atherton to the east, and Menlo Park to the northeast. The current North Fair Oaks Community Plan was adopted in 1979. The proposed updated Community Plan's policies and provisions address land use, circulation and parking, parks and recreation, infrastructure, health and wellness, housing, and economic development. The proposed Community Plan update includes new land use designations for the following five identified "Opportunity Areas," which due to their location, mix and intensity of existing development, and access to transportation and infrastructure, have the most potential for change:

- Middlefield Road between the western edge of the Community Plan area and 1st Avenue, which would be designated Commercial Mixed-Use to allow a higher density mix of commercial, residential, institutional and public uses; to facilitate transit-oriented development in the area around a potential future multi-modal transit station; and to support Middlefield Road as the main commercial destination in North Fair Oaks;
- Middlefield Road between 1st Avenue and 8th Avenue, which would be designated Neighborhood Mixed-Use to encourage a mix of medium-density, locally-oriented, smaller-scale commercial, residential and public uses;
- Existing industrial areas in the area bounded by 2<sup>nd</sup> Avenue, Willow Street, Fair Oaks Avenue and Bay Road, and the area along the Southern Pacific Railroad tracks between 5<sup>th</sup> Avenue and 12<sup>th</sup> Avenue, which would be designated Industrial Mixed-Use to encourage a greater mix of employment-generating industrial, commercial, institutional and public uses, and the possibility of limited low-density residential uses as a conditional use;
- El Camino Real between the western edge of the Community Plan area and Loyola Avenue, and along 5<sup>th</sup> Avenue between El Camino Real and the Caltrain tracks, which would be designated Commercial Mixed-Use to allow local and regional commercial uses and higher-density residential uses; and
- The Hetch Hetchy Bay Division Pipeline right-of-way between 12<sup>th</sup> Avenue and the eastern edge of the Community Plan area, which would be designated Parks.

The updated Community Plan identifies Middlefield Road at the crossing of the Caltrain and Southern Pacific Railroad tracks as a location for a possible future *multi-modal transit hub* to accommodate bus, bus rapid transit (BRT), and potential passenger rail service if the opportunity arises; to improve local and regional transit connections; and to stimulate surrounding transit-oriented development (TOD). The Plan identifies properties within a roughly ¼-mile radius of the proposed station site as potentially appropriate for higher-intensity, mixed-use, transit-oriented development.

The updated Community Plan identifies three locations for new or improved roadway connections to enhance neighborhood connectivity for vehicles, bicycles and pedestrians: Marlborough Avenue at Berkshire Avenue, Berkshire Avenue across the railroad tracks, and 8<sup>th</sup> Avenue and Fair Oaks Avenue across the railroad tracks.

The updated Community Plan identifies six potential “gateway” entries into North Fair Oaks, which would be marked with special signage, building form, street tree, and sidewalk and crossing treatments: El Camino Real/ 5<sup>th</sup> Avenue, Middlefield Road/10<sup>th</sup> Avenue, Marsh Road/ Florence Street, Bay Road/5<sup>th</sup> Avenue, Spring Street/Charter Street, and Middlefield Road/Northside Avenue.

The updated Community Plan identifies the Middlefield Road/5<sup>th</sup> Avenue intersection as a Neighborhood Activity Node. The crossroad is identified as an ideal location for a plaza or other community gathering space that could offer outdoor seating, landmark elements such as a statue or water feature, and other amenities.

The updated Community Plan would allow the development of up to an additional 3,024 dwelling units, 180,000 square feet of retail uses, 155,000 square feet of office uses, 210,000 square feet of industrial uses, 110,000 square feet of institutional uses, and 3.8 acres of parks and recreation uses within the Community Plan area by 2035.





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## 2. RESPONSES TO COMMENTS ON THE DRAFT EIR

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After completion of the Draft EIR, the Lead Agency (County) is required under CEQA Guidelines sections 15068 (Consultation Concerning Draft EIR) and 15088 (Evaluation of and Responses to Comments) to consult with and obtain comments from other public agencies having jurisdiction by law with respect to the project, and to provide the general public with an opportunity to comment on the Draft EIR. Under CEQA Guidelines section 15088, the Lead Agency is also required to respond in writing to substantive environmental points raised in this Draft EIR review and consultation process.

Comments on the Draft EIR were submitted in the form of letters and emails received by the County during and immediately after the Draft EIR public review period. Also, members of the Planning Commission voiced questions and comments at their September 14, 2011 meeting and public hearing on the Draft EIR; seven members of the public also raised questions and comments at the hearing. Seventeen (17) letters and emails pertaining to the Draft EIR were received during and immediately after the Draft EIR public review period.

CEQA Guidelines section 15132 (Contents of Final Environmental Impact Report), subsection (b), requires that the Final EIR include the full set of "comments and recommendations received on the Draft EIR either verbatim or in summary"; section 15132, subsection (c), requires that the Final EIR include "a list of persons, organizations, and public agencies commenting on the Draft EIR"; and section 15132, subsection (d), requires that the Final EIR include "the responses of the Lead Agency to significant environmental points raised in the review and consultation process." In keeping with these guidelines, this Responses to Comments chapter includes the following sections:

- a **list of Draft EIR commenters** (section 2.1), which lists each Planning Commissioner and audience member who commented at the September 14, 2011 Planning Commission meeting and public hearing, and each individual, agency, and organization that submitted written comments (letters or emails) to the County during and immediately after the Draft EIR public review period;
- a section of **responses to the September 14, 2011 Planning Commission meeting and public hearing questions and comments** (section 2.2), which includes notes taken during an audio replay of the meeting, followed by a summary of, and the response of the EIR authors to, each comment pertaining to Draft EIR content or adequacy (in addition to the responses voiced at the meeting and reported in the notes, clarifying information as necessary is provided in written responses included in this Final EIR section); and
- a section of **responses to written comments received during and immediately after the Draft EIR public review period** (section 2.3), which includes copies of the 17 letters/emails received, followed by a brief summary of, and the response of the EIR authors to, each comment therein pertaining to Draft EIR content and adequacy.



## **2.1 LIST OF DRAFT EIR COMMENTERS**

The Planning Commissioners, agencies, organizations, and individuals who commented on the Draft EIR at the September 14, 2011 Planning Commission meeting, and in writing during and immediately after the Draft EIR review period, are listed below. The Planning Commission meeting and each letter or email received is also identified by a code in parentheses--e.g., Planning Commission meeting PC 1, PC 2, etc.; and letters L 1, L2, etc. The code numbers are chronological in the general order that the comments were received.

### **2.1.1 List of Commenters on Draft EIR at September 14, 2011 Planning Commission Hearing**

Commissioner Hansson  
Commissioner Slocum  
Ernie Schmitt  
P. Durham  
Kathleen Baker

Planning Commissioners Present at September 14 Hearing: Ranken, Dworetzky, Hansson, Slocum

### **2.1.2 Responsible Interested Agencies, Organizations, and Individuals**

Katy Sanchez, Program Analyst, Native American Heritage Commission; August 17, 2011 (L 1)  
Gary Lockman, Superintendent, San Mateo County Parks Division; August 22, 2011 (L 2)  
Janet Davis; September 11 and September 19, 2011 (L 3)  
Donna Heuman; September 12, 2011 (L 4)  
John Danielson, Interim City Manager, Town of Atherton; September 21, 2011 (L 5)  
Gary Arnold, District Branch Chief, Local Development--Intergovernmental Review, Department of Transportation (Caltrans); September 22, 2011 (L 6)  
Marisa Espinosa, Manager, Planning and Research, San Mateo County Transit District (SamTrans); September 22, 2011 (L 7)  
Marisa Espinosa, Manager, Planning and Research, Peninsula Corridor Joint Powers Board (Caltrain); September 22, 2011 (L 8)  
Timothy D. Cremin, Meyers Nave (representing the Menlo Park Fire Protection District); September 23, 2011 (L 9)  
Martha Poyatos, Executive Officer, San Mateo LAFCO; September 23, 2011 (L 10)  
Valerie Gardner and Elizabeth Lewis; September 23, 2011 (L 11)  
Andrew Boone; September 23, 2011 (L 12)  
P. Durham; September 23, 2011 (L 13)  
Adina Levin; September 23, 2011 (L 14)  
Steven R. Richie, Assistant General Manager, Water Enterprise, San Francisco Water Power Sewer (SFPUC); September 23, 2011 (L 15)  
Jill Ekas, Planning Manager, City of Redwood City; September 27, 2011 (L 16)  
Scott Morgan, Director, State Clearinghouse, Governor's Office of Planning and Research; September 23, 2011 (L 17)

## **2.2 RESPONSES TO SEPTEMBER 14, 2011 PLANNING COMMISSION MEETING AND PUBLIC HEARING QUESTIONS AND COMMENTS ON THE DRAFT EIR**

The following section includes notes taken during an audio replay of the September 14, 2011 Planning Commission meeting and public hearing on the Draft EIR (including responses voiced at the meeting), followed by a summary of, and written response to, each comment pertaining to the content or adequacy of the Draft EIR or on a substantive environmental point. Three members of the public raised questions or comments on the Draft EIR during the public hearing.

The comments and responses are correlated by code numbers in the right margin of the meeting notes.





San Mateo County Planning Commission (PC) Meeting (9-14-11):

Speakers:

- Will Gibson, Planner, Planning and Building Department, County of San Mateo
- Ray Pendro, Senior Project Manager, MIG (EIR consultant)

Comm. Hansson: discussion of "mixed use" and "multi-use"

Will: (~27:00) err on side of as much residential as possible and not allowing single use commercial or single use office structures but also want to make sure there are mechanisms (triggers) that will allow for limiting residential to ensure that there is a mix of uses; similar to something Redwood City is doing up by Stanford Campus area (~27:40) -- will allow residential up to a certain point or a certain amount per acre -- an interesting way to do it -- not specifically in plan but would like to get into more specifics in "second phase" of plan (~28:10)

Comm. Hansson: so you'd allow multi-use as opposed to just being mixed use?

Will: correct, although in interest of getting as much housing as possible, might allow housing-only structures

Comm. Slocum: plan as written allows horizontal mixed use...flexible...some places might call for first-floor retail

Will: exactly (~29:39); plan will establish General Plan land use categories but zoning can be much more "granular" and much more specific -- different levels of "granularity" that you can implement through the zoning; flexibility to allow for change in zoning if things don't work out rather than having to change the plan

Comm. Slocum: (~30:20) charts with breakdowns of square footage by particular type of use, and she presumes these were used for some of the computations in the EIR ... (~31:09) my question in terms of the EIR, to the degree that our zoning changes the mix, does that create a problem?

Will: I don't believe so (~31:18) -- Ray...

Ray: (~31:25) I'm Ray Pendro from MIG who worked on the EIR...can think of buildout numbers in the EIR as "caps" -- EIR trying to cover "worst case" envelope umbrella that you can build under and still use this EIR, so numbers aren't intended to show a forecast of what we expect in the EIR, but it's covering all these possibilities and mixed uses; also, it's a program EIR recognizing the flexibility of the plan -- can mix and match in land use categories as long as under the "cap" and the EIR is still expected to apply (and no need for further CEQA documentation), but still have option to ask for additional traffic study, for instance, if there's a particular intersection that you think might be affected by a change in that location, and that information can be used to update the information in the program EIR

PC 1

Comm. Hansson: (~33.26) problem going through the EIR, particularly in transportation section; had trouble figuring out what the numbers were

Ray: (~33:51) the cumulative numbers? beyond what's inside your plan area?

Comm. Hansson: comment regarding baseline and buildout

PC 2

Ray: (~34:11) the maximum allowed in transportation is related to the table in project description that has those land uses and buildout maximums -- (~34:35) let me clarify, what're



you're discussing is what we call in the EIR "cumulative growth," other development outside your plan area

Comm. Hansson: and I couldn't figure out if that was an assumption or not

Ray: (~34:45) that is an assumption, and I'll tell you where the information comes from...regional traffic models are the one most accurate location of information about buildout in neighboring communities and increases in freeway traffic, so the traffic models, the C/CAG regional model, actually feeds in the General Plan buildout for neighboring communities, and as EIRs in those communities are certified or plans are adopted similar to this, this plan would be fed into the regional model and would replace your old buildout numbers in the regional traffic model; so those numbers are embedded

Comm. Hansson: (~35:42) I just wanted to know what the numbers were

Ray: (~35:49) they're embedded in the traffic model, meaning the EIR has not pulled out a list of buildout numbers from neighboring communities, that could be done by the traffic engineer, pulling out all the TAZs and showing the buildout numbers in there -- it's a large program

Comm. Hansson: (~36:12) I want to be able to prove this, and I want to say...and that includes 20,000 more cars, right? and I'll say, okay the Stanford here this data, I buy that number -- as opposed to you came back with 5,000 and I'll say, that doesn't seem right; prove it to me why that is so -- I want to be able to say that I understand those numbers

Ray: (~36:39) there's a series of spreadsheets called TAZs showing --

Comm. Hansson: I understand this is the worst case

Comm. Slocum: well then, maybe staff can determine whether there's some kind of additional blurb that can be stuck into the right place in the final report or somehow better describe the derivations. But I know for a fact that having talked with staff yesterday and reviewing this and having been involved heavily with the Menlo Park Gateway Project which is at the end of Marsh Road, there was one place, even in the higher level documents, where there was a reference made to a mitigation that came out of that project for the Marsh and Middlefield intersections. So I understand that that type of data is embedded here, so probably walking through it any further now may not be productive, but I'm satisfied that it's included

Will: (~38:00) It is included, we can extract it if you want to see the individual TAZ numbers we can do that, and if we want to include those in the plan--the EIR--we can do it in the appendices and we could include it in the plan appendices as well in the traffic portion...[would take a little work but could be done...]...

Ray: (~38:32) Just so everyone in the audience understands, the use of the word "cumulative" in traffic is one of the scenarios evaluated that's towards the back of that chapter where it says "2035 Cumulative Buildout" -- you want to know what is that buildout (~38:52) in surrounding communities that was fed into the traffic model

Comm. Hansson: (~38:56) Yes.

Ray: Very good. Thank you.

Comm. Slocum: (~38:59) I still want to follow up on my "mix" question...if we end up with more residential, or the mix of office to retail to residential is different than what's on that table of



assumptions of square footage, those assumptions, I would presume, determined an assumed number of trips. Is the reason you say it's a cap is because if we end up doing less office, office has a more intensive number of trips than residential?

Ray: (~39:42) I'm saying it because the traffic study is based on buildout to that top number for each land use category

Comm. Slocum: Oh, okay. Thank you.

Ray: (~39:54) If you come in under any of those land use categories, great, for the EIR. If you build more residential than the number that's actually listed in the table, you have to do a little more study because you've gone over the limits that the EIR used

Comm. Slocum: Thank you.

Will: I would add, you would be substituting one land use for another, and we would do a comparison of the number of how many trips are generated for each use and determine is actual additional CEQA analysis required for that or not; is it within the impacts of the envelope--as we approach buildout for any kind of community plan...and determine whether it's an additional impact, and individual projects, although this is a program EIR, individual large-scale projects will still be required to do CEQA analysis for their discrete impacts as well

Comm. Hansson: (~40:49) I'm just thinking five, ten years from now someone's going to come in front of me and say did you really think...included in that EIR...and it said X--and I understood what we said about timing...

Will: (~41:05) Absolutely.

Comm. Slocum: May I just ask one question, which individual large-scale projects have to do their own [EIR?]? What's the cut off for that?

Will: That's a very good question. As you know from the Water section of the EIR, which I've talked to you about in individual meetings for water supply its 500 units or larger, or the equivalent of 500 residential units or larger; but typically when projects go through Planning and Building we do an initial study and negative declaration is determined on a project by project basis. An initial study and negative declaration or EIR, depending on what the finding of the initial study is.

Comm. Slocum: (~41:47) So some of the development proposals that might come in the future would not trigger that.

Will: (~41:53) If they are completely within the anticipated impacts of this EIR--the point of a program EIR is to minimize the individual projects' CEQA analysis to the extent possible by already including mitigation measures that are required, that fall under the scope of this EIR--so to the extent that we can do that, it doesn't often end up working that way for whatever reason; program EIRs often don't end up covering all scenarios, and individual projects tend to have to do CEQA analysis, but we try--

Ray: (~42:30) One of the items you would need to ask about future CEQA work is the location, not just the size, and this is something I was trying to get to earlier. You can always ask for another traffic study to see what the conditions are at that specific location at that time. We have a buildout to 2035. So you would pick a specific location of this larger project and you



could say "and we want a traffic study for these intersections around your location to examine," but particular mitigations--it focuses down to a specific site.

Comm. Slocum: Right, but the individual projects that would be coming under this are not likely to be bigger than 500 units, so it's "death by a thousand razor blade cuts." Is the idea that if we don't figure out a lot of this at the program level like we're doing so nicely here, we get a really good sense of the mitigations that we could need to end up with, piecemeal, but we might not ever get them, for each individual project?

Will: (~43:52) So let me just--I'll touch on a few other items. So I discussed the transit hub and concept, the transit marketing development area--at the crossing of Middlefield and the railroad tracks, we've designated that as an area that is most appropriate for the potential location of a new transit station. Obviously there are a lot of potential options--Dumbarton Rail has talked about locating a station. The likelihood of that is uncertain. Bus rapid transit--a bus of other types if light rail comes on Middlefield--which Redwood City has discussed in concept, that could be a station, so that's the area that's most appropriate in the Planning and Building Department's conception, and also most appropriate for the kind of development that would support transit use around that hub. And lastly, in terms of the specifics, you'll notice there's a conceptual redesign of Middlefield included in the plan, which would take it from four lanes to three lanes, freeing up right of way on the either side of the road for additional sidewalk width, for street trees, for amenities, for bulbouts that cross distances and increase safety, and for bike lanes. Middlefield is the most unsafe road that we have jurisdiction over, possibly the most unsafe in the County as a whole, including the incorporated areas, for pedestrians and bicyclists. So that's the concept that's driving most of that. And also the fact that it's not particularly pleasant walking, biking in that neighborhood.

(~45:28) --other improvements/other programs, housing, etc. -- won't go into specifics --

(~45:41) So obviously the DEIR assesses the potential environmental impacts. For the most part it finds that the impacts will not be significant either with or without mitigation measures, but there are several exceptions which you will have noted and noticed in the staff report. One is traffic noise. If the full buildout occurs, depending on what kind of building configurations, structures, noise buffering and other factors occur, the traffic noise impacts could be significant. There are ways to mitigate it, but we can't guarantee mitigation based on what the project and variations could be so that could be significant and unavoidable.

(~46:21) Impact on transit services is the second one. The plan contemplates and a goal of the plan is to increase transit use and to increase transit service provision, but if the development contemplated in the plan takes place without increases in transit service provision, then it would impact the transit service that is already there. And because the County does not necessarily have control over the provision of transit service, we can't guarantee that improvements will be made, and so we have to conclude that that could be a significant impact.

(~46:51) Cultural and historical resources is another one. There may be cultural and historical resources that are or are not identified at this time. Depending on where projects go, this is a pretty standard finding in an EIR. Projects would have to assess that. Independently we always require mitigation measures around archaeological, cultural and historical resources, but we can't guarantee there won't be any disturbance to any of them if they are in the area.

(~47:21) And finally and perhaps most important to the Commission, the traffic impacts related to the plan. There are a number of intersections both in North Fair Oaks and in the surrounding areas, which could have impacted level of service LOS, that LOS could be degraded. In several cases--



Comm. Slocum: (~47:36) Excuse me, but doesn't the EIR show that they would be significantly degraded?

Will: (~47:39) It shows that there would be significant, unavoidable impacts without mitigation, so the EIR states that there are a number of these impacts that could be mitigated, but those intersections are not in our jurisdiction, and therefore we can't guarantee that either redesign of the intersections or increased signalization or changes in the signalization would take place. Caltrans is in control of two of them, Atherton is in control of another one. So we say they are significant, unavoidable because we have no way of guaranteeing those changes take place. We would work with those jurisdictions to the extent that we can and other projects that are in the area, as well as Stanford, Bohannon, and other projects are also going to impact the same intersections. But we can't say these will absolutely happen because our Public Works Department doesn't have jurisdiction over those. In another case, there are intersections which we do have control over and we could improve, but improvements to bring about auto LOS improvements would degrade the pedestrian and the bicycle environment. And that is contrary to the public plan. So there's conflict and a balancing act there, so there are a couple of things we intend to do. For those intersections, we would like to pursue and we'd like hopefully the Planning Commission will recommend and the Board will support changing the LOS standards, and this is not unprecedented--other communities have done this--to include all users of intersections: auto, pedestrian, and bicyclists. It's a way to treat all users of all modes of those intersections equitably instead of just planning the improvements around how autos are impacted. We don't want to be forced to make changes that impact auto speed alone and impact the safety for pedestrians, the safety for bicyclists. So that would address those intersections. In the other impacts that may be significant and unavoidable, we would ask that the Planning Commission recommend we intend to do this when we come back for action, that the Planning Commission recommend and that the Board of Supervisors adopt a statement of overriding considerations saying, "Yes there are impacts that may be out there; yes in the case of the intersections that are not under our control, they could be mitigated, but the overall benefit of the plan outweighs the discrete environmental impacts on those intersections" and on the cultural--potential--the other ones that are more speculative. So that would be how we deal with the impacts of those other--the discrete environmental impacts.

PC 5

(~50:13) So that covers key points of the plan and the DEIR.

---some process-related points...

(~50:29) --adoption of plan and competitive advantage in federal and state grants

(~51:21) --adoption of plan is one step in ongoing process...in about 6 months, will come back to board with detailed implementation plan

(~52:14) --zoning amendments: land use changes not effective until we adopt zoning amendments and in some cases subdivision amendments

Comm. Slocum: (~53:20) ...if later changes to plan during implementation reduce the level of maximum buildout to below these caps, is there any "taking" that could be legally actionable against the County?

Deputy County Counsel Fox: No...regulatory framing...no elimination of property rights at this stage...



Will: (~55:11) In terms of the DEIR, we are okay as long as we're not going over those maximums, but we can't make any changes that push anything beyond the heights, beyond the densities, obviously. So any other changes within those limits are completely on the table. Otherwise, we would have to recirculate the EIR.

(~55:36) --to conclude--working over the next 6 months--different strategies to address different issues

(~56:24) --timeline--DEIR comment period closes September 23. Expect to be back to PC September 28. Would ask for action so we could have first hearing by Board on October 18.

(~59:27) --Planning Commission will have summary of comments/responses for consideration but not necessarily in FEIR format--quick turnaround, not unprecedented

(~59:50) --deadlines driven by deadlines of MTC grant (need to adopt in early December)

Comm. Slocum: (~1:01:06) Why not have an extra two weeks for review?

Will: (~1:01:26) I believe there are not enough regularly scheduled meetings of the Board of Supervisors within the required timeframe--would need to reschedule meetings.

Comm. Slocum: (~1:01:44) ...It just does not seem acceptable to me to have to recommend certification of the Final EIR before we can review the public comments and response by staff...

Public Hearing Commenters:

(~1:06:45)

Manuel Ramirez: ...supports the General Plan...plan will address community problems

(~1:10:07)

Ernie Schmitt: ... has been involved in Downtown Precise Plan (Redwood City) as well as General Plan (Redwood City)...flexibility is key, need room to make adjustments...question about MTC grant process in relation to plan...

(~1:12:24) --about EIR: population projections, without plan, increase about 11%; what kind of increase (percentage) with the plan? are we looking at a decrease in household size?

PC 6

...new jobs [facilitated by the plan] should go to North Fair Oaks residents first...are there going to be ways to help out residents misplaced by housing changes?...go walk North Fair Oaks...

(~1:14:26)

Sarah Mayer: ...there are overweight children in the county...bike lanes, sidewalks, parks can have beneficial impacts on children's health...encourages plan adoption

(~1:16:53)

Patricia Brown: ...supports process and draft plan...critical voices of young people helped committee with plan...

(~1:19:56)

Kristen Anderson: ...excited and optimistic about vision of the plan...but needs consistency with child care policies of neighboring communities because lack of child care/preschool facilities in North Fair Oaks means, among other things, lost revenue for the community...encourages plan support...

(~1:22:40)

P. Durham: ...lived in heart of North Fair Oaks for over thirty years...postcard about Saturday meeting was her first piece of information she received through the mail--not good process, not good planning...needs to be inclusivity...where's the general public this morning?...public comment on Draft EIR is closed before Planning Commission has its second meeting, so she wants to question the process, and she's very uncomfortable about the speed and the way this is happening...that said, there are a lot of good things in this plan, but she hasn't had time to read it carefully yet...comment on large size and disparate character of North Fair Oaks area...questions gateways; other communities have pompous gateways...need to look carefully at the aesthetics before changing things...speaking on behalf of Fifth Avenue residents whose street has been savaged by underpass and traffic hasn't been benefited...look at Willow Road in Menlo Park as an example of a residential street where the character has been retained through lane narrowing, bulbouts, and trees...finding/creating open space is a problem; open space is a very loose term; she's not a fan of plazas in an urban setting because they're hard architectural places that are hard and reflective; soft, green, and quiet more preferable for contrast...plan speaks of vibrancy; she prefers quiet, sleepy residential area...consider development taking place in other neighboring communities and put this [development] into a regional context...applauds good planning but questions inviting and encouraging dense development...



PC 7

(~1:29:52)

Kathleen Baker: ...wholeheartedly encourages moving the plan to Board of Supervisors...seems fast-paced but only because there's been so much process...believes some of the potential risks associated with noise, air quality, traffic and transit impacts, she believes mitigations outlined in the EIR are the correct direction to go and will keep the area safe...encourages support for the plan...



PC 8

Close of Public Hearing.

Comm. Slocum: (~1:33:11) --appreciates that Will met with her yesterday for a couple of hours; still, wants to go through a few more areas with Will where she thinks the DEIR needs to be amended and strengthened

--places in Impacts 16-2 and 16-3, changes in levels of service, where the mitigation does not always discuss what the result of the mitigation; sometimes it's assumed both AM and PM when only AM is mentioned -- don't need to address this right now; she gave Will a "chicken scratchy" page with circles to show where the "blanks" are; would be helpful to show listing with "existing," "existing plus project," "mitigated," and "alternative 3" that shows the worst case LOSes; hard to understand why some LOSes are acceptable in some situations but not in others (as in not all LOS Es are the same); doesn't understand how we're reducing project impacts if LOS goes from D to E



PC 9

Will: (~1:36:51) You are right, in that the information that was left out, the blanks that you identified, are in the underlying analysis and are shown in some of the other tables in the DEIR, but there were actually literally left out--that was an error in those identifications of impacts; we'll put those back in.



Comm. Slocum: (~1:37:25) What about my one-page writeup seeking clarification on all the intersections with the LOSes...

Ray: (~1:37:34) I saw your email and I wrote a response.

Comm. Slocum: Actually, I didn't write an email.

Ray: Will wrote down your questions, and I responded to Will by the end of the day yesterday. Will described the missing phrases; I have them in these notes; they correspond to numbers in one of the tables. So if you run your finger down the table, you are correct. In two instances an AM or PM conclusion is left out of the text that's listed in the table, so I located those, and thanks for pointing them out.

Comm. Slocum: Thank you for your prompt response.

Ray: The one issue I want to bring up is we talk about the buildout envelope and that this EIR would cover any buildout that's under those maximum cap numbers. Under CEQA, a discussion of alternatives--and I'm referring to Alternative 3, which is the reduced buildout--the way that would work, and this is related to a response I had earlier, Alternative 3 has a lower buildout because under CEQA the point of examining alternatives is to reduce impacts. You don't analyze an alternative that's larger than the project you're proposing. So under CEQA, an alternative analysis does not have the level of detail to add that column [regarding LOS].

Comm. Slocum: (~1:39:32) ...I recognize that...sometimes we are speaking to the second phase of implementation, assuming this [the plan] is passed or some version of this...Staff has indicated that it would be helpful to have some strategic guidance to give to staff to help with the implementation phase of the plan...My interest in Alternative 3 is that it points to an overarching correlation: if there are certain intersections where we know there's a degradation in the LOS and we also know that fixing it would harm our desires for better pedestrian friendliness, as a policy matter, what level of development would be needed to achieve an acceptable level and encourage pedestrian friendly? And if that's a lesser level, which I am sure it will be, knowing what that is will help in the design of the zoning. The information on Alternative 3 provides a clue what that potential implementation might look like. So could staff during the implementation phase please solve for what level of development would be needed to achieve the acceptable LOS and encourage pedestrian friendly?

I also have a more general question about transit-oriented development and assumptions inside the plan about transit-oriented development. These all seem to hinge on the possibilities of both the Dumbarton Rail and the potential light rail from Redwood City, neither of which is at all certain. So one of the reasons it seems prudent to look at this bigger picture and maybe help staff home in, provide valuable useful information for the next "implementation phase" step is that we could really take a hard look at where six-story buildings are appropriate within a half-mile/quarter-mile (which is a lot, which covers most of the red area), which is a big change to that area, and it is assuming transit; as I commented last time, my concern is that while we may allow possibility of that happening in future, that there would be a two-phase or trigger kind of level of analysis, which would be to say that until there actually is an approved and funded project for Dumbarton that includes a station there (as opposed to down in Facebook or wherever it might end up), or the Redwood City trolley, that we would add some kind of description in here that would say, we know that the level of development that's appropriate is determined by what's real, as opposed to "faith-based" transit-oriented development, based on the idea that if you build it, transit will come." We've seen that happen with the Calthorpe project in Sacramento where they assumed transit but it never happened, and all they did was build a bunch of big houses, and the full range of vibrant multifamily, retail and office development at



the potential transit station did not end up happening. I want this [the plan] to happen but I want to minimize harmful impacts at the same time...

- red zone and pink zone -- level of analysis for second phase
- one-page analysis or comparison to help

Will: (~1:45:22) I'll just comment on a couple of things...for the heights we can definitely do that very easily, and we can do an LOS comparison for most of those... we're very comfortable with including both language in the plan that we're going to examine phasing and ensuring that if we allow one set of heights in that area if there is no certainty of transit and a different set of heights if there is a certainty of transit; I know we talked about that, and the Planning Department is comfortable with that proposal, not having a specific proposal, but including in the plan that we will craft a proposal to achieve those aims--the only thing I would say at this point that we will probably not be able to provide you before we go on to the next phase is an explicit LOS analysis of Alternative 3; that's a vast amount of analytical detail that we basically don't consider because we look at alternative qualitatively rather than quantitatively; and that's what's required, and we haven't done that analysis; we can give you the development envelopes that were looked at in Alternative 3, just not the specific LOS--we may be able to come back with that later, but not immediately

Comm. Slocum: (~1:46:36) That's fine...impression that committee didn't have benefit of LOS impact information when they set the maximum heights

Ray: (~1:47:00) I can say this that's consistent with your discussion--because the EIR is looking at buildout of the entire community, what often happens with traffic is the City will take traffic counts every couple of years at their primary intersections that are identified here and won't trigger a mitigation measure until the traffic counts actually meet that level [of service] because this EIR is written for the year 2035. So I think this is one way to help strike that balance with pedestrian improvements where the identified traffic mitigation would not need to be built right off the bat before any projects come in because it's based on buildout. -- some way of monitoring -- every two years

PC 10

Comm. Slocum: (~1:48:14) Thank you. And in terms of the description of Alternative 3 that's in the EIR, would it be appropriate to include the building height envelopes that were assumed? The EIR states the smaller total square feet, but not the smaller building heights, right?

Ray: Right, it has the square feet. That's all that I was going to say. It's listed in the text.

PC 11

Comm. Slocum: (~1:48:34) My concern is that it's not very visual. I would like people to be able to understand what it means.

Will: We could include a visual of what Alternative 3--

Comm. Slocum: Or even just a source. You know.

Will: Sure.

Comm. Slocum: Now on the topic of stories, and this has to do with the EIR as well. In the plan, at page 44, there's a discussion of height incentives. And I read that after I read the EIR, and the EIR is based on, as I understand it, a maximum of six stories in that one targeted zone, correct? There's no provision for anything higher than six stories that's studied in the EIR, correct?

PC 12



Will: That is correct.

Comm. Slocum: Okay. So the way I read what's on page 44 is that the maximum increase in allowed height for non-residential uses would be allowed to be exchanged for integrated significant community-oriented spaces or other public benefits would be certain percentages in mixed-use and certain percentages on the other areas. And I guess that it amounts to an additional story. Is that what it's saying here? If so, I guess why I was worried is that that area where we're allowing the plan could conceivably allow for up to six stories. This read to me like it could potentially then allow a seventh story. So there may be something that has to be changed in the plan to make sure the it doesn't go farther than the EIR's maximum cap studied, right?

Will: Correct. I think you are correct at that, and I also think that given that we'll be writing more specifics in the zoning, it might be that as we end up with lower stories then the density bonuses would kick in as a community benefit. But I don't think--we don't intend that it goes over the maximum. Under no circumstances will it be allowed to go over the maximum that's examined in the EIR. I think that's kind of a confused passage that needs to be clarified.

Comm. Slocum: Perhaps we could just say "in no event would anything be higher than six stories." That would seem to make sure the plan and EIR correlate so we don't adopt something that could be seen as inconsistent.

PC 12

Comm. Hansson: (~1:51:05) I had a comment on this page, too. When I read it, it also sounded like if you do these incentives, approval is automatic. I would assume that is not correct.

Will: No. And I believe there's another passage in the plan...

-- type of benefits and whether the benefits meet community needs and reach threshold where you're getting density bonus is at Planning Department discretion through project review process; would not be automatic benefit

Comm. Hansson: As long as that's clear.

Will: And I just wanted to point out Ray noted to me, there is a graphic of Alternative 3. Just a land use plan in the DEIR. We could write more description as well. But it doesn't describe heights. We could add additional information.

Comm. Slocum: (~1:52:05) In general I found it hard to find all the building height maximums in both the DEIR and the Plan. I had to look in lots of different places to try to find the heights in stories for both current allowable and proposed. That's why, in my way of thinking, I just wanted to lay it out in one place for the public.

Will: We'll provide that clarity in terms of the LOS and the heights.

Comm. Slocum: It was actually a little better in the plan in some ways where they had little tables, but anyway, that's one major comment area. So the triggers and the analysis underlying it to help us with the next iteration, and... Fix in the EIR pieces.

--concerns about protecting existing merchants from displacement  
 --potential gentrification and "pricing out" of existing users  
 --plan language seems generic  
 --question about funding for a dedicated business ombudsman

--question about assistance to owners, how to do things (like develop their property), provide access to resources

--it's a specific kind of assistance; the "law of unintended consequences," would be very sad if plan failed to make avoiding displacement high priority

--Also, please comment about first-source hiring. Don't we need to add specific incentives or even requirements to make that happen?

Will: (~1:55:43) So I think I would answer in two ways: (1) could provide more detail in plan itself--the larger intent is to craft a specific strategy for those areas as part of the implementation program. And I would say that the Housing Department, despite their purview being largely housing, has been really vested and interested in making sure there's no displacement either of residential or businesses. They will be working with us to work on an anti-displacement program that includes all that as well as to craft an economic development strategy.

Those are some of the details--specific assistance, including technical assistance, including financial assistance, relocation assistance if necessary, are all on the table. The one thing I would say you have come up with that we did not think of was training for existing business owners to expand their business. That was never actually mentioned, and that's a fantastic suggestion that didn't come up with the committee or ourselves.

Comm. Slocum: Ideally bi-lingual, okay?

Will: Yes.

Comm. Slocum: ...references to best practices...And get "lessons learned" about displacement in East Palo Alto when Whiskey Gulch was redeveloped as University Circle and first-source hiring requirements were placed on new developments at former Ravenswood High School site, like Ikea and Home Depot...

Will: We can flesh it out further in the plan and also make sure we make clear that there will be a specific program that addresses these things and identifies the resources that we have and need.

Comm. Slocum: And maybe look at the item on first-source hiring, and see if there's a way—to strengthen that aspect?

Will: We did discuss requirements. I'm not sure that we can, but incentives are definitely--

Comm. Slocum: I believe local governments can adopt such requirements. East Palo Alto did this. I hope staff can talk to East Palo Alto counterparts. There are ways to do this that are flexible and effective, I believe.

Will: We'll look at them...

Comm. Slocum: (~1:57:58) Other big items for me, the biggest ones, I know that for purposes of the EIR, the discussion of water concludes that impacts are "less than significant." But I am very concerned about the water intensity of the developments we allow. R&D can be very water intensive, and there may need to be some restrictions on kinds of R&D, like wet labs. But I notice most of the territory is in Cal Water, correct?

Will: Cal Water and Redwood City. Most of it's Cal Water.



Comm. Slocum: That brings up another point. One of the things we discussed was the item in the back of the EIR about the listing of other agencies that were consulted. Is that list complete?

Will: Not yet. The listing of the DEIR does not currently list all of them. We missed a few.

Comm. Slocum: I suspected as much because it didn't list Atherton, and it didn't mention Caltrans. Shouldn't it also have Cal Water in there? ...

Comm. Slocum: Doesn't the Final EIR need to be made to list comprehensively all the organizations and persons that were contacted?

Ray: The basic procedure for that piece in the back, and I'll check on, is footnoted people we've contacted for information matches that. So we'll make sure.

Comm. Slocum: Please put that full listing wherever it needs to go, whether this page or somewhere else. This DEIR really read to me like some really important agencies I know we've talked to were not consulted; with no real clarity that they were reached out to.

Will: We did. They just did not get listed for whatever reason. They'll get added back. But we certainly contacted those agencies for consultation.

Comm. Slocum: Thank you. And in terms of the "reverse engineering" concept for impacted intersections...just because we have all this land doesn't mean we have to build it to the maximum we think can be sustained or potentially if we had transit could be sustained. It's really other constraints that haven't been looked at here yet, like a fiscal impact analysis or pro formas, to understand some of the costs. Like for example water, as you pointed out, if it's less than 500 units, the individual doesn't necessarily have to do the infrastructure or we might have to have specific impact fees, and we haven't discussed those. Impact fees for water for all sizes of development would be part of it, so that we don't leave the County holding the bag for a lot of infrastructure that should be paid for fully by these developments coming in. The same thing goes for the fees that we have--I hope that we will realign our fee structure--I know our park fee is pathetically low. It would never pay for anything that we would need to do, and there's so little park space here in this neighborhood. The other thing that for the purpose of the planning, it had something about the amount of distance that's ideal from the residents to the nearest park, right? I would like to see a map that shows where those zones where those parks would need to go so that when a developer comes in and does a density bonus that they know where they have to go to find a house or two houses in a row to buy to make a pocket park that actually intersperses green spaces throughout the Fair Oaks neighborhood so that it meets that goal. If there's no map of it, it's not going to happen necessarily. I mean...someone will maybe remember, but maybe not. So, again, visual is good. A "walking shed" map...no, I'm actually looking for targeting where the parks--

unidentified speaker: Parks and libraries and schools and shopping centers.

Comm. Slocum: Commissioner Hansson just handed me a copy of Redwood City's walking shed map. Can we include something like this? References to Toronto--parks program-- will bring in some materials. I think there needs to be more specificity even in the plan to make sure that that the level of parks we want to have happen has the best chance of actually happening.

And back to transit, can we please do whatever outreach needs to be done to find out if we can get a station even if Facebook gets one? Whatever action items need to be mentioned in here about proactivity about transit--what do we have to do to partner with those agencies to get the transit we are hoping for. Again, the document now reads, "if you build it, they will come," faith-



based, transit-oriented development. For planning purposes, that just doesn't work, because we want to make sure transit happens.

I was disappointed about parking, because there were a number of mitigations in the EIR that read like we were going to be eliminating some onstreet parking in order to be a mitigation. And I was concerned that that a relative lack of parking could have a negative impact on retail.

Will: (~2:04:07) Correct. So, two things. Ray and I discussed that. So what was identified was only in the immediate adjacent area to that one [Fifth and Middlefield] intersection. And I believe in certain configurations the intersection would be on one side. So those intersections are proposed for potential changes if Middlefield is reconfigured. In any case, we're hoping to add either...I mean we're hoping to increase or continue diagonal parking through most of the areas, including some of the areas where there's parallel parking, which would add parking, but through an overall parking study and strategy identify other areas that may not be on those streets that are local, including use of some portions of right of way potentially that are not usable for parks that they've told us already cannot be used for parks, that they may be adjacent to streets for parking. That's been floated. But we have to identify, where are the opportunities that address additional parking. The only reduction that you have identified as pointed out in the EIR is the Fifth and Middlefield intersection where in terms of making the intersection safe and accessible we might need to reduce parking. But that would only be adjacent to the immediate intersection. Not dramatic. Ray, you want to--

PC 14

Ray: (~2:05:28) Speak to this a little? --pulled photos off Google--traffic engineers recommended this turn at this intersection--

Comm. Slocum: It may be acceptable. It was difficult to know overall the issue of parking and some of the statements that are made in the plan about not putting parking right next to residential. It was hard with these little strips of land we have to work with, for which we've got to figure out how would we solve this parking problem. I guess the way the staff report read was "we'll be doing that later." And I understand but I know that there's a huge parking problem in that neighborhood already. And so for example there's no discussion about--there seems to be--the planners seem to like is, okay, we're going to give less parking spaces because that's consistent with transit-oriented. This may be part of our phasing, parking may actually be a public benefit in certain areas. For the Kepler's Books Building at Menlo Center near the train station in Menlo Park, Menlo Park merchants sure wish that the City had put more underground parking there. There is a constraint on merchants there right now, that there's not enough parking, and they're complaining all the time about not enough parking. So, I guess whatever needs to be done to beef up--allow the discussion of underground parking or other parking strategies--if we can do so now, okay, and maybe have a description of what kind, prioritizing the discussion of parking may help us understand how to design the zoning right--we want to have the land left. Just like with the plazas and the nodes. The Plan doesn't actually show where it's going to go; so could the land we need for that get eaten up by buildings instead?

Will: (~2:08:37) So you were correct, in very brief response. The parking study and analysis in the appendices does touch on most of those issues. Structured parking and underground parking are on the table. They're very expensive, but we still want to look at how could we do those to add parking, and which areas need it most and not.

Comm. Slocum: Could you say where that is, because it's supposed to be in one of the appendices?

Will: It's one of the appendices--there's no appendix that is just a parking study.



Comm. Slocum: Could you please email that info to me?

Will: I'll tell you where it is. --description of parking study--costs of residential parking, especially for multifamily--other strategies include parking districts, permit districts--not trying to remove parking around Middlefield, except that one intersection--

Comm. Slocum: Regarding the proposed change from parallel to diagonal [parking], that could be helpful, but I have concerns about evaluating parking at same time as we are developing implementation and zoning for the plan. It seems to me staff cannot possibly do all that in just six months.

Will: I don't think we can finish a parking study in six months.

Comm. Slocum: (~2:12:02) I do like the emphasis on pedestrian and bicycle... --And I am very excited, especially about Policy 1D, realigning how LOS is looked at. We should be looking at how to move people rather than just cars. This new approach should help us look at safety and better target how we spend money on that as well. --I strongly support Policy 1D. But I want to understand better: how much degrading of LOS for cars would it entail. But I applaud staff for putting this in and unconditionally support it.

Janet Stone: (~2:14:04) --speaking on economic development--

Comm. Slocum: (~2:15:24) I'll kick it over to everybody else.

Comm. Ranken: (~2:15:31) Thank you. Thanks to everybody who came. Thanks to staff... --about the noticing issue, wanted to emphasize how important it is to involve the community and reiterate intention to enhance that process--about difficulty of planning for one homogeneous community, yes, it is; that's part of the planning process--about "faith-based" transit, Calthorpe project in Sacramento is indeed a sad situation; believes in this [North Fair Oaks] case, with infill development and active transit agencies, transit will come

Comm. Hansson: (~2:20:40) I'll shoot through my comments rapidly. The first thing I want to do is say thank you. This is a plan, so I expect to see other things down the line like design guidelines, zoning triggers, fee structures, etc. Touching on the EIR, I do want to see something for Second Street, and my reasoning is we need to knock it down early on because if Stanford's going to go where it is, we build this new TOD where we think it's going to be, the quickest route between the two is Second... I'm always looking for the shortest possible route. If that really is a train station or a car stop, are we talking maybe even a shuttle going down there between the two? I can see a lot of things happening, and maybe we think this is not where we want it, and we're going to do these things -- not bad -- should do something with that. On page 22 of the plan...little green box--TOD--would like two things in that--need integration otherwise transit-adjacent; need sense of space/place--page 25/26 of the plan, connection points--how can you do that?

PC 15

(~2:23:46) [Will explains crossing issues and who has control; hope to use High Speed Rail or Dumbarton Rail as leverage to get improvements there--County can't guarantee because County doesn't have rights-of-way]

[two-way discussion over grade separation and why Southern Pacific railroad tracks are still referred to as Southern Pacific...]

Comm. Hansson: (~2:25:57) Policy 1D, I like that a lot... --Policy 1A, will have to come back to that one... --Policy 4C, question to think about; doesn't need answer right now... --mixed-use

and multi-use, already talked about... --FAR question, with cathedral ceiling example, and basement question [with staff comment]... --why restrict industrial heights? [and more staff comment]... --lack of parks... [staff and Comm. Slocum comments] --supports streetcar... --expects to see how TDM works later on [and comment from Comm. Slocum]... --5Q sounds good but might be hard to implement over time [and comment from Comm. Slocum]... --map on 61 and doubt that a streetcar can make a 45-degree turn [comments from Comm. Slocum and staff]... --map on page 62, can't find symbol on map [and Comm. Slocum points it out for him]... (~2:28:18) --for future design guidelines, likes mid-street crossings... --page 70 and 500 units (to determine need for WSA) [staff comments]... --Policy 1D, drought-tolerant versus native non-invasive [staff comments]... --page 83, wants connection between new development and park creation... --Policy 21E, maybe have arborist do a street plant map... --Policy 5E, encourage mother-in-law units, isn't that already state law? what about design guidelines? [staff comments and comment from Comm. Slocum] and follow-up with co-housing comments [from Comm. Slocum and additional staff comment]... (~2:47:08) --encourage outdoor usage... --page 143, street furniture and lights should be covered in design guidelines... --page 144, art, wants to make sure this happens... --page 146, would like lighting template [and comments about diagonal parking from Comm. Slocum and staff]... --page 163, picture in upper right lacks windows [and comments from Comm. Slocum and staff]... --page 165, need to design buildings for four sides... --parking comments [and staff comment]... --page 167, onsite runoff water treatment [and staff comment]... --page 168, passive cooling, trees, and green roofs [staff comment and comments from Comm. Slocum]... --page 170, five-foot balcony minimum... (~2:55:25) --page 171, Policy E1.13, why not require planting trees? plus comment about changing setbacks [and staff comment and comments from Comm. Slocum]... --page 175, when planting trees, deciduous trees would be best... --page 186, about market conditions and intent to promote small community retail... --thinks something good will come out of this [the plan]... --and thank you

Comm. Dworetzky: (~2:57:31) --comments he had were thoroughly covered...

Comm. Slocum: --back to idea of further discussion...

Will: --future meeting dates...

[discussion of dates]

(~3:03:35) [staff comment on skipping Sept 28 and going directly to Oct 5 for PC hearing]

[final schedule recap: Sept 28 field trip, and Oct 5 regular meeting]

(~3:10:27) -- on to other commission business...

...and adjournment.



Planning Commission Meeting; September 14, 2011

PC 1 Commissioner Slocum--Comment pertains to zoning changes and mix of uses.

*Response:* Please see oral response in Planning Commission meeting notes.

PC 2 Commissioner Hansson--Comment pertains to buildout numbers.

*Response:* See oral response in Planning Commission meeting notes. The Traffic Analysis Zones (TAZ) spreadsheets from the C/CAG (San Mateo County) and Redwood City New General Plan EIR traffic models have been consulted. This information has been added to Draft EIR section 16.4.8, Cumulative (2035) No Project Conditions.

PC 3 Commissioner Slocum--Comment pertains to buildout numbers and cap.

*Response:* See oral response in Planning Commission meeting notes.

PC 4 Commissioner Slocum--Comment pertains to future projects and need for separate CEQA analysis.

*Response:* See oral response in Planning Commission meeting notes.

PC 5 Commissioner Slocum--Comment pertains to intersections in North Fair Oaks and surrounding areas where LOS could be degraded as a result of the Plan.

*Response:* See oral response in Planning Commission meeting notes.

PC 6 Ernie Schmitt--Comment pertains to population projections.

*Response:* The information requested is in DEIR chapter 14 (Population, Housing and Employment), Tables 14.2 and 14.7. Under the Plan Update, population in North Fair Oaks could increase by up to 11,794 new residents, or approximately 76.2 percent, from a population of 15,477 in 2010 to a population of 27,271 in 2035. For these calculations, the household size was assumed to remain at approximately 3.9 persons per household.

PC 7 P. Durham--Comment pertains to notice to public of Plan and EIR process.

*Response:* The EIR process was noticed under all applicable CEQA requirements: Notice of EIR Preparation and Scoping Meeting (NOP)--April 27, 2011; Notice of Draft EIR Completion and Availability (NOC/NOA)--August 10, 2011; Notice of September 14, 2011 and October 5, 2011 Planning Commission Public Hearings. All of these notices were published in the San Mateo County Times. Responsible agencies, adjacent jurisdictions, and other parties were also provided direct notice, in compliance with CEQA. Additional noticing regarding the Plan and the EIR, in addition to that required by CEQA, was also made by email, flyer, and mailing.

PC 8 Kathleen Baker--Comment pertains to support for the Plan.

*Response:* The comment supports the Draft EIR; no response is necessary.

- PC 9 Commissioner Slocum--Comment pertains to changes in intersection levels of service and why some are acceptable while others are not.

*Response:* See oral response in the Planning Commission meeting notes. There is a phrase inadvertently missing from Mitigation 16-3 ("and to LOS D during the PM peak hour") and from Mitigation 16-5 ("and PM"); the text has been corrected. Regarding LOS, as described in the Draft EIR traffic tables (chapter 16--e.g., see Table 16.3), LOS standards for particular intersections are defined by whichever agency has jurisdiction over the intersection (e.g., San Mateo County, Caltrans, C/CAG). Draft EIR Tables 16.6 and 16.9 show the requested LOS sequence of Existing/Existing Plus Project/Existing Plus Project Plus Mitigation, under both project and cumulative conditions.

Regarding intersection mitigation, CEQA does not require a project to mitigate an impact back to *existing* conditions, but to an acceptable level of operation (e.g., LOS standard). Such a mitigation requirement could be viewed as an efficient use of roadway capacity--by (1) not "over-mitigating" an intersection, (2) maintaining an acceptable LOS, and (3) providing opportunities for pedestrian and bicycle improvements.

- PC 10 Commissioner Slocum--Comment pertains to committee lacking LOS information.

*Response:* See oral response in Planning Commission meeting notes.

- PC 11 Commissioner Slocum--Comment pertains to description of Alternative 3 and need to make more visual.

*Response:* The buildout for Alternative 3 is listed in the Draft EIR (page 18-7). The information has been reformatted to be more visible. Alternative 3 was originally one of the Community Plan alternatives presented during community workshops, before the preferred project was selected.

- PC 12 Commissioner Slocum and Commissioner Hansson--Comment pertains to discussion of height incentives and concern they might exceed maximum permissible increases.

*Response:* See oral response in Planning Commission meeting notes. The height limits for the proposed Plan Update, as well as for Draft EIR Alternative 3, are the same. It is the different distribution of land use categories (as shown in DEIR Figures 12.1 and 18.1) that creates the reduced buildout potential for Alternative 3. Not all of the tables, graphics, and content from the Plan Update are duplicated in the Draft EIR; for referencing, the Plan document was made available concurrently with the Draft EIR. Height limit tables are included in chapter 2, Land Use Designations, of the Plan Update.

- PC 13 Commissioner Slocum--Comment pertains to list of public agencies, entities, organizations, and persons contacted during preparation of the EIR.

*Response:* Draft EIR chapter 20 lists all people who *provided first-hand information included in the Draft EIR*. Chapter 20 does not list everyone who received an NOP or NOC/NOA. Cal-Water is listed in Draft EIR chapter 20 (Tony Carrasco, District Manager).



PC 14 Commissioner Slocum--Comment pertains to reduction in on-street parking and its effects on retail.

*Response:* See oral response in Planning Commission meeting notes.

PC 15 Commissioner Hansson--Comment pertains to need for Caltrain crossing at Second Avenue.

*Response:* The proposed Stanford in Redwood City project development potential is included in the cumulative traffic modeling for the Draft EIR. Study intersections were chosen in close consultation with City Engineering staff.

### **2.3 RESPONSES TO WRITTEN COMMENTS RECEIVED DURING AND IMMEDIATELY AFTER THE DRAFT EIR PUBLIC REVIEW PERIOD**

The following section includes copies of all letters and emails received during and immediately after the Draft EIR review period, each followed by a written response to each comment on the content and adequacy of the Draft EIR or on a substantive environmental point. The comments and responses are correlated by code numbers added to the right margin of each letter or email.





**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
 SACRAMENTO, CA 95814  
 (916) 653-4082  
 (916) 657-5390 - Fax



William Gibson  
 County of San Mateo  
 455 County Center, 2<sup>nd</sup> Floor  
 Redwood City, CA 94063

RE: SCH# 2011042099 North Fair Oaks Community Plan Update: San Mateo County.

Dear Mr. Gibson:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Completion (NOC) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. **USGS 7.5 minute quadrangle name, township, range and section required.**
  - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached.**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

L1.01

Sincerely,  
  
 Katy Sanchez  
 Program Analyst  
 (916) 653-4040

cc: State Clearinghouse





**Native American Contact List**  
San Mateo County  
August 17, 2011

The Ohlone Indian Tribe  
Andrew Galvan  
PO Box 3152  
Fremont , CA 94539  
chochenyo@AOL.com  
(510) 882-0527 - Cell  
(510) 687-9393 - Fax

Ohlone/Costanoan  
Bay Miwok  
Plains Miwok  
Patwin

Linda G. Yamane  
1585 Mira Mar Ave  
Seaside , CA 93955  
rumsien123@yahoo.com  
831-394-5915

Ohlone/Costanoan

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed  
SCH# 2011042099 North Fair Oaks Community Update; San Mateo County..



L 1 Katy Sanchez, Program Analyst, Native American Heritage Commission; August 17, 2011  
(3 pages)


- L 1.01 Comment pertains to process for future projects that might have a significant effect on a historical resource, including archaeological resources.

*Response:* Comment noted. Draft EIR subsection 8.1.3 (Local and Tribal Intergovernmental Consultation) describes the Native American Heritage Commission (NAHC) consultation process implemented for the Draft EIR, and Draft EIR Mitigation 8-1 addresses the potential for encountering Native American remains.

<b>MEMORANDUM</b>
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**SAN MATEO COUNTY  
PARKS DIVISION**

**DATE:** August 22, 2011

**TO:** Will Gibson, Planner 

**FROM:** Gary Lockman, Superintendent

**SUBJECT:** Draft Environmental Impact Report (EIR) for North Fair Oaks Community Plan Update

---

County Parks staff has participated in the development of the North Fair Oaks Community Plan Update, and have reviewed the Draft EIR that has been prepared. We offer the following comments regarding the proposed Plan, EIR, and the Plan's implementation. The Plan and Draft EIR correctly assess that the North Fair Oaks community has unmet park and recreational needs.

The County Parks Division has shared information about what is required to establish a Park Development Fee based on new construction and remodels similar to a Park Development Fee that has been established for the Midcoast. However, it should be cautioned that the Park Development Fee does not provide a long term solution for operations and maintenance of those improvements, nor does it provide residents with desired city type recreational services which the community also wants. The Park Development Fee creates an opportunity for park improvements based on new development, but does not provide for park or recreational capital improvements or services for existing residents. We do not recommend that any actual capital improvements are built until operations and maintenance funding is determined.

L2.01

The Unincorporated North Fair Oaks community is within the annexation area of Redwood City, but the residents also want to preserve its identity as a unique community. The EIR is correct in suggesting that the Park and Development Fee is one option to collect funding for park improvements, but the community should also decide how they would like to fund long term park and recreational services including: 1) extend the funding mechanism Redwood City uses for its residents to include the North Fair Oaks community, or 2) consider adding park and recreation services to the existing Community Service Area 8. All options are long term decisions that will require community consensus, and it could be a combination of methods to fund park improvements, but the two options for services will likely also require LAFCO approval. What is necessary to meet the community's park and recreational needs are the following next steps: 1) community outreach and consensus building on a plan to provide the park infrastructure and services, 2) funding for capital improvements and



resources, 3) funding for operations and maintenance, and 4) funding for recreational services.

L2.01

CC: Peggy Jenson, Deputy County Manager  
Jim Porter, Director, Public Works  
Jim Eggemeyer, Director, Planning and Building  
Martha Poyatos, LAFCO  
Sam Herzberg, Senior Planner

L 2 Gary Lockman, Superintendent, San Mateo County Parks Division; August 22, 2011 (2 pages)

L 2.01 Comment pertains to unmet park and recreational needs and future funding.

*Response:* Comment noted. The comment provides information regarding parks and recreational facilities options that decision-makers would consider in the future. No CEQA-related response is necessary.



**OPPOSITION TO  
THE DRAFT ENVIRONMENTAL IMPACT REPORT  
FOR  
NORTH FAIR OAKS COMMUNITY PLAN UPDATE**

Janet Davis  
September 19 2011  
Deadline September 25 2011

**INADEQUATE NOTICE:**

A Neighborhood Meeting was held on Saturday, September 10, 2011. At that meeting many of the participants stated that they first heard of the DEIR via a newspaper article *that week*. Despite being signed up with the N. Fair Oaks Council website for many months, I was never notified until receiving a postcard the week of the meeting regarding the updated Plan. I would like a list of the Developers/architects/Construction firms/organizations who participated in this "Updated Plan" since it is obvious they had a key role, not the majority of the single family or small unit property owners who will be most impacted by it.

L3.01

The deadline for response should be extended since notice was plainly inadequate.

**SUMMARY:**

The Plan is based on one false premise on top of another. Much of the underlying data appears culled from outdated or inaccurate sources, and has little bearing on what actually exists on the ground. The Plan is, in several instances, internally inconsistent. Stylistically it appears to have been drafted by many different people and cobbled together with insufficient editing. The main problems acknowledged in North Fair Oaks (NFO) are overcrowding and lack of parking. Yet, the plan is to vastly increase density and reduce the existing parking requirements! The net result is that what is envisioned would create either a giant ghetto abutting Atherton or a bedroom community that ousts the present residents.

The goal of this DEIR would seem to be that the County is planning to dump all its housing requirements under ABAG into the North Fair Oaks area and let developers run wild.

L3.02

**AREA HISTORY:**

Even this is incomplete. It stops in 1945! It fails to state that many of the single family homes are on 1/2 lots. Following the war, the area became home to many blue collar workers. Since the 1980's the area has become severely and densely overpopulated with undocumented immigrants from Central and South America many of whom speak no English and are unemployable legally, which has created the overcrowding and parking problems. The area has a very high crime rate related to several different gangs, many of whom have ties to those countries. There is an abundance of illegal construction and a lack of Zoning enforcement. These factors, and poor planning decisions, have contributed to chronic urban blight in some areas.



**FOCUS OF MY OPPOSITION:**

Most of my comments refer to the NFO section between El Camino and the Railroad tracks and that section which is closest to Woodside Road since that is where my rental property is and it is the section with which I am most familiar. My opposition is brief because of time constraints.

**BASIC FALSE PREMISES WITH RESPECT TO EL CAMINO AREA:**

It is stated that 70% of the NFO population is Hispanic. In the Southern area it is probably closer to 98% to 99%, a hefty proportion of whom are undocumented and have no jobs, no job skills and do not speak English.

The DEIR relies on Census data. This is totally unrealistic since most residents will not have filled out the Census forms. Even neighbors often cannot figure out how many people are living in one structure. It is stated that the average household is 3.9 individuals. That is nonsense. The average in the area with which I am familiar, and possibly other areas, is closer to 8 with some "households" having up to 20 people.

L3.03

It is presumed that the present residents will *not* be displaced if development occurs. No commercial developer is going to build out of philanthropy, and the present residents could not pay what constitutes "affordable" rent, or even well below affordable rates.

It is stated that bringing commercial enterprises into NFO will provide employment for *present* NFO residents. Since most of them in the area I am commenting on are undocumented, they could not legally be employed. Even if they were documented, many do not have the skills for the types of employment that might be attracted to the area. My observation is that most of the residents who do have jobs, use automobiles/trucks to work **out of the area** in more affluent places. These occupations include gardening, house cleaning, hauling junk, babysitting, roofing, day laborer jobs, etc. Anyone visiting the area in the evenings will see just how many cars block the streets. Erecting high density apartment buildings with fewer than normal parking facilities would be total insanity.

The population that *might* be drawn to reside in a *revitalized* area would be high tech employees that would be employed in the new developments planned just down the road in Redwood City, or those associated with the Stanford Medical Complex. However, this population would *not* be interested in living in a high crime, impoverished ghetto such as the Plan could create.

**OUTDATED INFORMATION:**

The Plan bemoans the lack of recreational opportunities yet ignores the nearly completed, gigantic gym at the St. Francis Center on Buckingham Avenue and the plans for an even larger facility to be built on Edison Way. Recreational opportunities have been provided in the past only to be trashed by the local community. There are schools in the area that have underused facilities that the community has not troubled to take advantage of, unlike other communities where residents have organized many recreational activities, e.g. Menlo Park.

**SIGNIFICANT IMPACTS:**

Even if all the assumptions were valid, I counted **61 potentially significant impacts**. The mitigations proposed are not meaningful.



L3.04

**POINT BY POINT OBJECTION, MOST SPECIFICALLY RELATED TO THE EL CAMINO AREA CLOSEST TO WOODSIDE ROAD**

**Para. 1.1**

**Objection to "Improved" connectivity at Berkshire:** Prior to the railroad fencing being erected (blocking "connectivity" between the Middlefield Road area and the El Camino Area) there was a problem with gangs migrating from the other side of the tracks and there was a constant problem with graffiti. *As soon as the fence went up* these problems were mitigated.

Palo Alto has connectivity at University, Embarcadero, Oregon, Churchill, Page Mill, all spread out over *several miles*. NFO has connectivity at Woodside and Fifth Avenue, which roads are possibly half a mile apart, if that. That is perfectly adequate and there is no need to import problems from the other side of the tracks.

**Hetch Hetchy right of way (r.o.w):** This is classed as "Parks." I doubt that this has the approval of the SFPUC. It would also drastically impinge of some residents' safety and privacy since the r.o.w. cuts across many lots and is a "non starter" as a connectivity route.

**Level of Density of Development is Unsustainable:**

Adding an additional 3,024 dwelling units to an already totally saturated neighborhood is completely asinine. This is especially so given the fact that the entire infrastructure is already inadequate for what exists now. Most of the infrastructure needs to be replaced *in toto* and step by step redevelopment will not achieve this.

**Para. 2.1**

**Improving Connectivity (at least by creating additional RR crossings)** is NOT desirable and NOT needed.



It is an oxymoron to propose safe, sufficient, and affordable housing for the current (and future) residents. There is a large and transient population inhabiting garages and sheds who (a) are undocumented and therefore unemployable legally, and (b) therefore, could not afford any type of "safe and sufficient" housing. Last time I looked, there were also several violent sex offenders in the area. People willing to pay market rate for housing will **NOT** be willing to live with this population. Proposing to increase access to "Open Space" is internally inconsistent with the plan to drastically increase density of development.

**Providing Adequate Infrastructure:** As documented in the DEIR the water supply and the sewage system is already inadequate for the present developments let alone the planned addition of 3024 dwelling units, 155,000 sf office, 180,000sf retail, 210,000 sf industrial, 110,000 community and school, and 3.8 acres of parks. Therefore, unless there is a very large development planned it would be impossible to provide the necessary infrastructure seriatim.

L3.05

**Table 2.1**

**Air Quality:** This section references only *construction problems*. However, the air quality that exists is poor. The wind in the afternoon comes off the Bay, over the railroad tracks, Everything gets saturated in fine black particulate matter. There is a heavy odor of coffee from Roasting houses. You can tell when it is noon because the air is redolent with smells of greasy tacos. There are gas and diesel odors from the nearby El Camino Real. Many of the local residents drive poorly maintained cars that have smog problems. Many of the mitigation measures would be impossible to do unless development was very large scale since cars blocking the roads would prevent any street sweeping etc. A lot of the mitigation procedures are not even being observed with respect to the present SFPUC activities: nothing is covered and nothing is swept to my observation.

L3.06

The mitigation measures listed pertain to concrete and other trucks *when they are away from residences*. In the area to which I refer that is a physical impossibility unless all the nearby residences are obliterated prior to construction.

**Community Risk:**

"Sensitive receptors" is a euphemism for **people**. "Sensitive Receptors" would presumably be working along El Camino and many residences already exist right next to the Railroad line. Therefore, it has to be assumed that no new residential structures could be located along Westmorland Avenue. This, as noted is inconsistent with the plan. (It is also inconsistent with the proposed plan to have a "park" on the SFPUC row crossing the RR tracks.) The noted alternative is to place air quality receptors or install air filtration systems. Both these measures are ridiculous since people still have to go outside. It is also inconsistent with other sections of the plan where apartments are supposed to have outside recreation areas. The conclusion that with these "mitigations" impact would be less than significant, is pure nonsense.

L3.07

**Odor Impacts:**

Where you have high density housing, especially if balconies are involved, the air is redolent with cooking odors, barbeque lighters, car exhausts, etc. The suggested mitigations are worthless. When the wind direction is right the smell of the paint spraying operations on Middlefield Road can be sensed miles away, as can the coffee grinding and the various

L3.08



L 3

restaurants and food trucks. This is certainly not an impact that can be reduced to a less than significant level.

**Wildlife Impacts:**

Most of this has already been destroyed by the existing overdevelopment.

L3.09

**Historic Resources:**

North Fair Oaks has a fairly large inventory of beautiful (but often run down) "Victorian" houses whether or not they have been recorded. It is to be hoped that these will be kept and not scraped as has happened in Palo Alto. If, as suggested these properties be moved to a new location perhaps there should be an area dedicated to these special houses that would form an attractive development in itself. Funds should be available for this.

L3.10

**Ground Borne Vibration:**

It is all very well to claim that sites are monitored for decibel levels: it just does not happen. I seriously doubt that the County even owns a decibel monitor.

Impact 13-3 is inconsistent with prior paragraphs that **limit** development within the 100 ft. setbacks from the railroad lines

Mitigation 13-4 covers 300 ft. from the RR corridors and 120 ft. from El Camino which is a good portion of the Southerly section of NFO. It does not specific if the "Noise Study" is to be done after the problem has arisen or before the start of operations. In the latter case what would be studied?

L3.11

Additional mitigation measures consider soundproofing of *new* construction, but not of existing residences, which defies logic.

**TRANSPORTATION AND TRAFFIC:**

**Impact 16-2:** Middlefield/Woodside. This intersection at times is already at F. If you try to turn left from Costco and thence to Woodside Road, there are times during the day when there is total gridlock by Sigonas and then at the traffic light. The bridge over El Camino is a solid mass of cars and getting from Middlefield to the freeway is often almost impossible.

In addition, plans are afoot for the Saltworks development that would add many thousands of cars to this intersection. This does not seem to have been considered.

Modifying traffic lights would be akin to arranging the deckchairs on the Titanic.

L3.12

**Impact 16-4:**

Ditto as above

**Impact 16-9:**

Ditto as above

Nothing is mentioned about El Camino itself which, at certain times of the day, is a virtual parking lot through NFO.



**SUMMARY OF ALTERNATIVES:**

This is beset with false premises.

**Alternative 1**

States that there would be "no new development." That is not so. The area is already zoned for multi unit housing and for various commercial uses. A considerable amount of development could easily occur with the present zoning. That does not mean that the *conditions* presently existing could not be ameliorated, **especially if the County enforced some of the ordinances that are presently being violated like illegal conversions.**

**Alternative 2**

This alternative is perfectly functional. It is just not true to state that this alternative would be more auto oriented. That is mere speculation that cannot be supported, especially since there is no necessary connection between what is proposed to be built for residences, and what is to be built for supposed employment resources.

L3.13

**Alternative 3:**

**Is way too dense a development. It is absolutely not true to state that this plan is the superior alternative.**

**Alternative 4:**

**Like where?**

**3.2.2. 1979 Plan**

This plan is perfectly feasible still. Much development could still occur under this Plan, which is a much more resident-friendly plan. The only problem is that the County has done little to enforce zoning violations that affect the overall quality of life in the area.

**3.2.3. Plan Update Process and Community Involvement:**

**This section is a complete fabrication.** I have owned property in NFO for over 20 years and have been vigilant about attending any function about which I have received notice. When I found out that there was a NFO Council I applied for notification of any events and received **nothing** until a postcard came about the Neighborhood meeting. In all of those years I **never** received a single notification of anything involving this plan until I saw something in the paper last week, nor did my tenants or **any** of the people I know in the NFO vicinity. At the Neighborhood Workshop (which itself was an exercise in futility) held Saturday, Sept. 10 most of those attending had a similar experience. This entire process is apparently being driven by developers, immigrant rights organizations and Hispanic business owners. Virtually no one else has been included in any phase of this process and I **deem it discriminatory**, and designed to sneak the Plan through without opposition.

**PROJECT OBJECTIVES:****Improve Connectivity:**

Some of this as already stated, is counter productive and not feasible. Several residents in the Dexter Ave area petitioned to get barriers to prevent the same kind of problems that exist in other streets: namely car races, and crime. Connections across the RR tracks are not needed. When

that opportunity did exist it resulted in gang fights, graffiti and crime. Furthermore, there is little likelihood of SFPUC granting any kind of permission for any transit system across their row. This I know for a fact. Even if, in the unlikely situation that they did, there would be an outcry of protest from those whose residences abut the row.

What is presently needed is **less** connectivity. There should be barriers at the ends of some of the streets parallel to El Camino to prevent the constant speeding which is highly dangerous to children who run all over the road.

**Improving Walkability:**

A way certain to accomplish this is to institute an on street parking permit system. Currently there is a dire problem starting around 3 pm and at weekends. Cars are sometimes double parked blocking the roads. A permit system would also give an indication of just how many people (at least adult men) are *actually* living at each address. This figure would be shown to far exceed what the DEIR claims.

L3.14

How is it possible to increase access to open space and plant trees when the Plan contemplates such a vast increase in density?

**Provide Adequate Infrastructure:**

This is already way below par. There is insufficient water supply and the pipes are old and possibly contaminated in some places. The sewer system is antiquated and the county, when it discovered the decrepit state of the sewers, foisted the responsibility of lateral repair on residents. I recently had to pay \$20,000 to replace 12 ft. of lateral. Some in the vicinity who could not finance that, have taken to self help and dug up the road for individual repairs. The entire system needs replacement as it is. Increasing density will only exacerbate an already dangerous and unhealthy condition.

L3.15

Streets cannot be cleaned properly because of all the cars. I recently found used diapers in the gutter. There is illegal dumping. Cars are repaired on the street and effluent flushed down the storm drains. (Middlefield Road looks and smells like a Toxic Super Fund Site)

**Underused Land:**

Where is this supposed to exist? If this is supposed to be the SFPUC row I think that entity plus Homeland Security and the abutting residents would have some opposition to any potential use of this land.

**Maintaining Local Employment:**

The residents of the area with which I am familiar work in more affluent neighborhoods and use cars. Other employment opportunities might involve the car repair outfits and cafes along Middlefield or the Massage Parlors and Adult Entertainment stores along El Camino. Some of these are definitely not the type of operation that should be continued if the goal is for a safe, healthy environment. As stated previously, much of the population with which I am familiar, is not legally employable, has no skills and cannot speak English.

**Appropriate Densities:**



The El Camino corridor is already zoned for multi unit and does not need increasing. Multi story developments are not desirable or feasible, especially ones with reduced parking since this will increase the problems that already exist. Wherever there are large apartment buildings in NFO there is a higher incidence of crime.

**Access to Parks:**

Missing from this DEIR is reference to the very large Recreation Center at the St. Francis Center and the even larger one that is proposed for Edison Way. In addition to the parks listed in this DEIR there are the following nearby parks within the jurisdiction of Redwood City and within walking distance:

Andrew Spinas Park. 2<sup>nd</sup> and Bay, 1.46 acres  
 Hoover Park at Woodside and Spring, 10.8 acres  
 Jardin de Ninos at Middlefield and Chestnut, 0.31 acres  
 Linden Park 0.22 acres  
 Fleischman Park at locust and McEvoy, 0.63 acres

L3.16

There are schools with large playing fields or open facilities, such as Garfield. Other communities, such as Menlo Park, have mixed use agreements for after school hours. Why has the NFO Community Council not already got this process underway and arranged Little League or other activities?

**PROJECT PURPOSE:**

**3.4.2 (A) Land use**

**Hetch Hetchy Right of Way:**

This is not going to happen given vandalism, Home Land Security issues and because such use would probably infringe on the rights of abutting residents.

**El Camino Corridor:**

Parking is a critical need. What is needed along this corridor is blight elimination. The County is at fault for the current existence of sleazy fronts for prostitution, tacky signs and absence of parking facilities. This could be an attractive business site, but **not residential** because of the noise and pollution. The other side of the road has a Ferrari dealership, a Plant Nursery. A high end apartment complex is planned, back from the road at the old Mel's Bowl site. Building a **two story (not multi story)** office complex/retail along El Camino would eliminate blight, shield the residential homes at the back, from much of the noise of El Camino, *provided* sufficient parking was in place.

**Primary Gateways:**

This is totally useless and unnecessary

**Connections:**

The connection points are totally unnecessary and are thoroughly objectionable as previously stated: they will import crime and gangs.

**Transit Oriented Development Area:**

This is a pipe dream. Rapid transit plans are dysfunctional, unsupported financially and the subject of several lawsuits. As for bus service, that is being cut throughout the Bay Area, not increased.

There is no reasonable expectation that the SFPUC will allow pathways etc. on its row, and even if it did that would result in considerable opposition from neighbors.

### **PROJECT LAND USE GOALS AND POLICIES**

**Policy 1F:** What is needed is LESS infill, not more. Many of the parcels in NFO are half size i.e. have a 25 ft. frontage. This creates parking problems. They are already overcrowded and some have illegal housing units in the back or the garages are illegally converted. There have been instances of people living in sheds and vehicles in the back yard. Enforcement of existing ordinances should be a first priority before there is any consideration of further density.

**GOAL 2.2.:** Live-work uses in Industrial Areas is a bad idea and conflicts with all the policies concerning safe living environments. Use Permits are not feasible in that the County never follows up on Conditions imposed.

**Policy 2C:** I found no definition of “multi-family attached for-sale housing.” It sounds like a developer is seeking to spot zone for spec apartment houses. This is not conducive to a safe and healthy environment. More multi-family is **not going to improve the area: it will turn it into a high rise ghetto.**

**Policy 2D:** It is economically infeasible to turn centrally located vacant or underutilized parcels in residential neighborhoods into parks etc. while simultaneously appealing to developers to build highly profitable multi-family housing. This policy makes absolutely no sense.

**Policy 2E:** What is considered “incompatible?” Is it the many autobody shops?

**GOAL 2:3:** No explanation of what this entails is provided. It would appear that Developers are seeking a speedy way to scrape single family homes and build multi-unit apartments on spec. and eliminate means of opposing this.

**GOAL 2.4** This contains the false premise that higher density housing near transit sources necessarily support reduced automobile use. People may live near a train station, but that certainly does not mean that their job, their grocery store, or anything else is at a location where that train goes, or goes at an appropriate time, or even that people could afford the train fare.

**Policy 4B** makes no sense whatsoever. No definition is given for “unbundled parking.” To advocate for reduction of parking requirements where the main problem in the area is overabundance of parked cars is ludicrous.

**Policy 5A** In order to accomplish this several existing commercial establishments would be eliminated which runs counter to other policies in this plan that seek to retain such ventures. Public Plazas do not generate revenue so how is this to be funded except by massive commercial ventures that will eliminate both housing and retail. This makes no sense.



**PROJECT CIRCULATION:**

**Policy 1B** will increase crime in the El Camino corridor

**Policy 1D:** Not clear what this means. Many of the roads in NFO such as Middlefield, Woodside and El Camino are severely impacted at present. Higher densities will further deteriorate this situation whatever is done with respect to lights or turn lanes.

**GOAL 3.2.** The best way to enhance pedestrian safety/facilities is to have an on street parking system in residential zones to find out how many cars there are to a residence and then utilize Zoning Enforcement to crack down on overcrowding. If the plethora of parked and junked cars is removed, pedestrian safety will be improved. The County has to be more responsible about requiring the appropriate number of parking spaces for businesses. Middlefield Road is a disaster.

**Policy 2D** This policy looks suspiciously like an unconstitutional “taking” and it is not explained.

**Policy 2G** is a **good idea** if it is combined with barriers to prevent on street racing and “doughnuts”

**Policy 2H** How is that feasible given that the road is multi jurisdictional.

**Policy 2N** Could be a good idea. However, it would exacerbate parking problems.

**Policy 3C** Not workable unless the parking situation is improved

**Policy 3D** Not going to happen and if it did it would deteriorate the rights of residents abutting the row

**Policy 3G** Not feasible unless you have an on street parking permit system

**GOAL 3.5 Improve Efficiency of Existing Parking System**

**Policy 5C** On street permit parking is an absolute necessity as of NOW. The same goes for enforcement, especially on garbage collection days. Sometimes garbage is not picked up because vehicles block the garbage containers. Parked cars also prevent street cleaning and there is very infrequent enforcement.

**Policy 5F** “Unbundled” is not defined. This is infeasible since tenants would opt for street parking rather than pay for residential parking and this would further burden the streets.

**Policy 5G** is absolutely unenforceable and unworkable.

**Policy 5H** This is not feasible and will just result in more on street parking.

**Policy 5I** No private property owner in their right mind would agree to this for liability concerns

**Policy 5K** Angled parking is a safety hazard especially on busy streets. Middlefield Road is an absolute nightmare because of angled parking.

**Policy 5L** This is economically not feasible in an area where multi family zoning makes each land parcel highly valuable

**Policy 5M** Every street is overburdened with parking, especially by late afternoon and overnight

**Policy 5N** The money gets paid but the facilities never get built

**Policy 5R** This has been long overdue, but will not happen unless on street parking permits are instituted

### 3.7 PROJECT INFRASTRUCTURE

**GOAL 4.1** Since the area is built out where is this storage facility proposed to be located?

**Policy 1B** Since this only applies to *street* improvements this means that where large scale residential structures are built, there would not necessarily be any improvement on the substandard water pipes.

**Policy 1C** There is a possibility that there may not be sufficient water supply for such large scale development. The WSA is only triggered when there is ONE big development, but a series of smaller projects could have the same impact.

**GOAL 4.2** There appears to be nothing here that would replace the aging pipes and laterals which are in a dilapidated state in much of NFO.

### 3.8 HEALTH AND WELFARE:

**GOAL 5.1 Provide Safe Parks within ½ mile of all homes:** This is a ridiculous and impossible goal. No other neighborhood in the entire Bay Area has a similar plan, even East Palo Alto where there are similar problems.

**Policy 1B:** This is inconsistent with planning high density residential development. You cannot have both: it just does not make economic sense.

**Policy 1B:** If there is high density development, land prices will go up and it will not be economically feasible to “acquire land” for parks.

**Policy 1C:** Develop additional parks, open space, or greenways along the Hetch Hetchy row. This just is not going to happen and it is not in the general public interest to even contemplate this.



**Policy 1D:** Why has the community not already pursued joint use of schools? Other communities have been doing this for years.

**Policy 1F:** Neighborhood watch programs in some areas are a non starter because people who have tried to institute such programs have been threatened with physical harm by gangs.

**GOAL 5.2: Maintain Parks and Playgrounds:**

This is something that should be happening anyway. Apparently some parks that do exist have been trashed by those same residents.

**GOAL 5.3: Provide Quality Recreational Facilities**

As stated on p. 8 there are 5 parks within walking distance of NFO. There is a very large gym to be completed in 2 months on Buckingham Ave. An even larger gym is planned for Edison Way. There is the NFO Community Center on Middlefield Road and a few schools with playing fields. Within biking distance is the 21 acre Flood Park and a little further away are the Baylands at Marsh Road.

**GOAL 5.4: Expand access to fresh fruits and vegetables**

There is already huge Target Store on El Camino and there are small stores on El Camino and Middlefield Road. If the area is redeveloped with market rate apartments and condos this would be redundant.

**Policies 4B-4E:** How is it constitutionally possible to deny a business license to a specific type of legal operation that does not constitute a public nuisance like Massage Parlors?

**Policy 4J: Ensure all residents live within ½ mile of a full service Grocery Store:** Unless commercial establishments are permitted throughout the area, this is unlikely to happen. This is incompatible with planning for a higher density residential community. There is a Target store on El Camino and there are already numerous neighborhood stores on Middlefield. This is a ridiculous policy.

**Policy 4K: Increase percentage of eligible residents in WIC:** Grammatically this is unclear and it fails to indicate what is needed to be accomplished.

**Policies 4O – 4P Limiting Unhealthy and Encouraging Healthy Foods:**

Since fresh fruit and vegetables cost considerably more than tacos, how could this policy possibly be effected? The unhealthy food is supplied by *local residents and businesses and is to their taste*. If **single** family homes were retained, those homes could grow their own fruit and vegetables.

**Policy 4V: Create incentives for local markets to use local organic foods:**

This conflicts with virtually all the other policies. "Organic" produce typically costs about 2X or 3X ordinary produce. No commercial enterprise is going to provide "organic" produce for free or at a reduced rate. That makes no economic sense and is totally unrealistic.

**GOAL 5.5 Expand Opportunities for Resident Gardens:**

This only makes sense where you keep single family homes (not high density apartments) **AND** you have security. Community gardens are prime targets for theft and vandalism, even in schools. This has been a problem in Palo Alto. Again this policy conflicts with the aim of building high density housing.

**GOAL 5.6: Expand Access to Health Care:**

There is a Clinic on Middlefield Road. Lack of health care coverage is not unique to NFO. Had it not been for parking problems there would have been a Planned Parent Clinic on El Camino. **A workable goal** would be to negotiate with PP to open a clinic in NFO.

**Policy 7C: Translate materials into multiple languages appropriate for literacy levels:**

This represents “dumbing down.” A better goal would be to encourage people to learn and speak English. That is a requirement for any employment and for citizenship. If the planned redevelopment goes ahead, there will be no need for such translations because the only people who will be able to afford to live there will be well educated.

**GOAL 5.8: Enhance Access to Transit:**

This is not unique to NFO. It is an unrealistic goal for the near future, since all public transit is being reduced. The Cal Train station is very close, as is the bus line along El Camino. To count on access via the Hetch Hetchy row is also unrealistic and would be a distinct liability issue both for them and for the residents abutting the row.

**GOAL 5:10 Safe Pedestrian routes throughout NFO:**

The **first step** to doing this would be to have on street parking permits to establish exactly who has all the surplus vehicles that impede pedestrian traffic. The **second step** would be to enforce the Zoning Laws forbidding living in garages and vehicles since this contributes to excess vehicles blocking driveways, sticking out into the road and double parking. A **third step** would be to put barriers at internal intersections to prevent road racing. A **fourth step** would be to limit ice cream trucks that are a hazard with respect to kids running in the road. A **fifth step** would be to impound all dogs (especially pitbulls) that run loose on the street, or are not fixed, so that people are not put in fear, and are not chased when on bicycles. A **sixth step** would be to crack down on vehicles parked on the street that block garbage and street cleaning operations.

**Policy 11F: Install bicycle connections over the railroad tracks:**

This is **absolutely UNDESIRABLE** since **gangs, graffiti and crime migrate from the Middlefield area to the El Camino Area.**

**GOAL 5:12: Complete Streets:**

What is needed along Middlefield Road is for the County to limit businesses that have insufficient on site parking for their operations. This is especially true for the Body Shops. Left Turn lanes or 3 way signals would be beneficial, and would make Middlefield less of a nightmare and much safer for pedestrians and cyclists.

**Policy 13E: Attract New Retail Stores:**

A **first step** here would be to eliminate the public nuisance stores such as the Massage Parlors and “Adult” Entertainment facilities along El Camino and by relocating the polluting body shop



activities that exist along Middlefield. Only when these are removed/relocated would retail stores and services be willing to locate in those areas.

**GOAL 5:14 Encourage New Housing:**

738 Acres is a very small area. By definition housing that exists is already close to such facilities.

**Policy 14A: Encourage higher density housing/mixed Use along El Camino:**

This conflicts with all the other provisions to keep housing away from sources of noise and pollution. The area is **already zoned for multi-family zoning**. Adding more, denser, housing is just deteriorating the existing overcrowded area. A prime example of this is the apartment building at the corner of Dumbarton and El Camino. This policy also conflicts with Policy 14B.

**GOAL 5:16: Eliminate Graffiti and Illegal Dumping:**

Zoning Enforcement violations could cut down on overcrowding which is partly responsible for the dumping. Install security cameras at locations where graffiti is common, increase the penalties, and where appropriate, refer perpetrators to Immigration authorities.

**GOAL 5:18: Safer bike/pedestrian routes:**

Excessive vehicles are again the root of this problem in some areas. Middlefield Road is a major hazard because it is impossible to see people on the crosswalks because of the parked cars and traffic chaos.

**GOAL 5:19: Reduce Crime in NFO:**

**Policy 19G: Neighborhood Watch Programs:**

In some places where this has been tried the proponents have been physically threatened. Overcrowding is again a major element in crime. Zoning Enforcement is needed.

**Policy 19L: Support Reentry for Criminals:**

First the Sheriff needs to have an **ACCURATE** list of offenders and keep track of them and those on probation. The Sexual Predator list for the area needs updating and should be readily available. Landlords should be encouraged to do criminal background checks on prospective tenants and be proactive. If you want a safe neighborhood the very last thing you want is to encourage criminals living in the area.

**Policy 19O: Increase Wages:**

In this economy there are people with advanced degrees working for very low wages. If people in NFO want higher wages it is incumbent on **them** to gain some skills in order to acquire a better paying job. A first step would be to learn English. Since many of the employers in the neighborhood are themselves residents it behooves them to increase the wages. Many residents are legally unemployable and it is a liability to employ such persons. This is a ridiculous policy and is not feasible in a market economy.

**GOAL 5:22 Mitigate Toxic Sites:**

Much of the area around Middlefield Road appears to be a toxic site, especially around the Body Shops. It is highly doubtful that these firms have the financial resources to clean up their pollution. At the very least the County Environmental Health Department should be doing some ground contamination testing to determine where any toxic plumes exist.

L3.17

**GOAL 5:23 Maintain Acceptable Noise Levels:**

Apart from construction noises there needs to be enforcement of *residential noise*. Because of overcrowding and excess vehicles there are problems associated with car alarms, bouncing parties, car racing, car radios, ice cream vendors, loud (and often drunken) parties, on-street car repairs accompanied by loud radios, illegal construction or tree trimming etc.. This is a waste of police manpower to deal with, and Zoning Enforcement has to institute some control of overcrowding which is a root cause of many of these problems. On street parking permits are required.

L3.18

“Buffering” noise is not clarified. However, residential noise increases with higher density housing as is plain to note around large apartment structures in NFO

**Policy 1C: Provide for Higher Rise/Density affordable housing:**

The area is already saturated with people and vehicles. Many areas are already zoned for multi-family residences and no change is needed. Increasing density and/or height of structures will just cause further deterioration of the neighborhood and compound all the existing problems. Affordable housing a good goal but many in NFO would never qualify.

**Policy 1D: Enhance Land Use Policies:**

**1D2: Reduce Parking Requirements:**

This policy is total insanity. If a tenant has a choice between paying for parking or not, the choice is obvious and that person will resort to street parking which is already saturated.

**1D3: Modify Lot Sizes for Multi-Unit Housing:**

This is also total insanity and will lead to creation of a high rise ghetto. The area by El Camino is already zoned for multi unit housing and some lots are a mere 25 ft. wide. This creates monumental parking, noise and health and safety problems. It also conflicts with other policies that seek open space, gardens, parks, and trees.

**1D4: Increase density of housing:**

Same comment as above

**1D5: Increase 2<sup>nd</sup> Units:**

First crack down on all the **illegal 2<sup>nd</sup> units/garage conversions/vehicle residences** that are the main cause of many of the problems in NFO. For health and safety reasons, *retain* all the existing requirements in Ch. 22 of the Zoning Ordinances, including setbacks, lot coverage and owner residency of the main unit.

**Policy 1F: Encourage New Residential units:**



This is a totally inconsistent goal. It seeks to discourage demolition of residential uses or affordable housing stock (much of which is available for less than \$200,000) yet other provisions in this DEIR seek to redevelop and increase density levels of the "under utilized" lots. How can you simultaneously keep homes and demolish them to increase density?

**GOAL 6:2 Accommodate Future Housing Demand:**

**Policy 2A: Removing Constraints to allow more multifamily housing:**

The two major problems at present are overcrowding and excess cars with insufficient parking. To allow more of both is insane

**2A.1. Ditto**

**2A.2.** This is entirely too dense a development for the area and is totally inconsistent with the other policies requiring that the area retain its character. Such density is unsustainable and totally objectionable

**2A.3.** This is even more objectionable and will create a high rise ghetto

**2A.4.** To reduce parking by allowing tenants to pay only for parking needed is utterly ridiculous. All it will do is make on street parking more desirable because it will be free. What is needed is *MORE PARKING NOT LESS.*

**2A.5.** To reduce the minimum lot size for multi family units is going to create even more overcrowding and make it a thoroughly unpleasant place to live for the only people who will be able to afford to live there.

**Policy 2B Promote additional second units:**

This is already the source of many of the problems in NFO. Many homes have people living in garages, sheds and in vehicles. All this will do is add to the existing problem.

**GOAL 6.3: Improve Quality of Housing in NFO**

One of the first requirements to improve housing would be to do some "Fair Housing" studies and see how many landlords charge rent by the *number* of occupants in violation of Fair Housing Laws. Many of these landlords are immigrants themselves. Subsidizing this kind of operation is counter productive to the goal.

**Policy 3B Expand Building Code Monitoring and Enforcement:**

**This is about the only goal in the entire EIR that makes any sense.** However, it is phrased backwards. Code enforcement should be applied to *stop all the illegal construction that occurs converting the insides of units and garages to accommodate additional bedrooms, running illegal wiring and plumbing to make additional sleeping and living quarters.* Informing the *present* population about Code requirements is totally useless because no one is going to complain, especially if they are living in garages or crammed into 1 bedroom apartments.

**GOAL 6:4: Preserve Existing Housing and Mitigate Displacement:**

This goal is completely inconsistent with all the other policies that make the area a target for developers to construct high density multi unit housing.

**Policy 4B:** Ditto. Plus this is totally unworkable.

**Policy 4C:** This is already a good part of the problem associated with overcrowding. People are living in garages in some parts of NFO.

**Policy 4D: Discourage Conversions:**

This contradicts many prior policies that encourage development. No developer will convert potentially highly profitable land to parks. This whole section is internally inconsistent.

**Address Overcrowding and Demand for Large Family Units:**

The *basic* problem here is that some areas are largely populated with undocumented aliens who crowd into existing housing. Another problem is that many of the women lack education in birth control. The Planned Parent facility planned for El Camino was abandoned. There needs to be a Planned Parent facility in NFO.

The policies suggested will NOT address the problem of overcrowding because the targeted people who seek large units will not be able to afford them. What will be created will be a dormitory for workers in high tech. areas outside of NFO.

**Policy 5B: Encourage accessory dwelling units:**

This is the source of most of the problems existing now. Some streets have people living in virtually all the garages and sheds that exist. More units (legal or otherwise are NOT needed if overcrowding is to be mitigated)

**Policy 5B.3: Amnesty Program:**

What is needed is *razing* of such structures, not legalizing them. I have previously complained about units where people were living in sheds with extension cords running along the fence. The landlords are profiting from this and amnesty is NOT a solution to the problem.

**Policy 5C: Reduce Parking:**

This is about the *most asinine provision of the entire DEIR*. One of the main problems (apart from people living in garages) is the overabundance of cars on the streets. This contributes to the deterioration of the environment and safety of everybody.

L3.19

**GOAL 6.6: Increase availability of Housing:**

**Policy 6.6A2.**

If you want a livable community you certainly do NOT want to encourage transitional housing for drug addicts and ex cons. There are already a number of violent sex offenders reportedly living in NFO. This is counter to any attempt to revitalize NFO. This policy is utterly objectionable.

**GOAL 6.7 Promote Transit-accessible housing:**

**Policies 7A.1 and 2.**



Most of NFO is *already* near transit. Another policy is to increase commercial use in the same area i.e. along El Camino and along Middlefield Road. To permit reduced parking and higher density is counter to the entire goal of the DEIR which is to reduce overcrowding.

L3.20

**GOAL 6.8 Provide Housing for Homeless:**

There are a homeless people all over the Redwood City area. Many of them seem to have multiple problems that would not qualify them for “transitional housing” Trying to build a thriving community and accommodating homeless people within the same area are mutually exclusive goals. Since virtually all of NFO is near transit that would open the entire area to such housing. How many developers would be willing to invest either in such a building or in developing near such a building?

**3.11: PROJECT ECONOMIC DEVELOPMENT**

**GOAL 8:1: Create New Employment Opportunities in NFO**

It is unrealistic to aspire to train people who, in a large number of cases in NFO, cannot be legally employed, speak no English and are uneducated. Those sort of jobs have disappeared from the U.S. This even conflicts with Policy 1B

**Policy 1B:** High tech workers will NOT include most of the present residents in NFO. If you attract that type of business you will have to provide housing that is attractive to those workers. This will not include high density/reduced parking units or transitional housing nearby.

**Policy 1C: Encourage Urban Agriculture:**

This is counter to most of the other policies. If the land is attractive to developers there will be a lot less available land for gardens. I have not found any “under-utilized” land in the area. If there is such an area in the industrial section, the land would likely be polluted and not suitable for any garden.

**Policy 1D:**

**Support Day Laborers:**

Day laborers are largely undocumented. Any support should be church based *not county sanctioned*.

**Policy 4C: Remediation Sites:**

This would include most of the area around Middlefield Road and other areas near the Bay. Anybody driving in these areas can identify the responsible parties. The problem is how to get them to pay for the damage they have caused.

L3.21

**GOAL 8:5: Expand Retail Services:**

**Policy 5A:**

What is needed along El Camino is the total razing of most of these buildings and the businesses being conducted therein. All the Massage Parlors, Adult Bookstores and other sleazy outfits should be shut down. New buildings and businesses *with adequate parking* should be attracted. Planned Parenthood should be encouraged to relocated to NFO.

**Policy 5B: Recruit New Pharmacy:**

Why? There is already a full service pharmacy at Target along El Camino and another at Longs across the Railroad tracks. These may be in the jurisdiction of Redwood City, but they more than adequately serve the community.

**Policy 5C: Remove barriers to Retail Development by eliminating parking constraints:**

This is foolish in the extreme. This is the main cause of danger to pedestrians and cyclists. Middlefield Road is a prime example of ridiculous parking arrangements. There are insufficient parking spaces as it is. This is a totally abhorrent and counter productive policy to achieve the stated goals.

**3.12 PROJECT DEVELOPMENT CAPACITY ASSUMPTIONS:**

These assumptions are based on incorrect speculation. Putting 3,204 additional dwelling units in the tiny 798 acres that comprises NFO is idiotic in the extreme and will place burdens on surrounding communities, let alone what it will do to NFO. This area is contiguous to Atherton where the average lot is probably 4 acres. This is too abrupt a change. Table 3.1 increases multi family units from 1,550 to 4,574. That is completely unsupportable. There already exists severe overcrowding and lack of services and infrastructure and yet the plan is to increase the multi unit dwelling units more than 200%. That is insanity gone wild. It will result in either a high rise ghetto or a concentration of market rate condos/apartments that will exclude all the present residents.

**4. AESTHETICS:**

**4.1.1(B) Residential Character:**

I am unaware of "Dumbarton ROAD" There is a Dumbarton Avenue along the El Camino corridor. I am also unaware of any NEW 3 story development on that road. There is a dilapidated 3 story building on the corner of el Camino and Dumbarton. There is a 3 or 4 story building at the corner of Buckingham and Devonshire and there is a three story newish building on Buckingham owned by the St. Francis community.

L3.22

**4.3 IMPACTS AND MITIGATION MEASURES:**

**4.3.1.(a) Degradation of Visual Character:**

Increasing height and density and reducing parking requirements would be a critical degradation of visual quality.

L3.23

**Table 4.1: Development standards:** It would seem that the majority of the units in the Southern Area violate the 50% coverage provision

L3.24

**4.3.2 Relevant Community Plan Provisions:**

**(a) Opportunity Areas:** It takes as a given that the SFPUC land would become parks. That is hardly likely. Even if, in the unlikely event that it is approved by SFPUC, this would negatively and significantly impact many residential units in NFO.

L3.25



**(b) Connectivity:**

It is neither desirable nor needed to have connections via Marlborough/Berkshire for the reasons stated above.

**(e) Building Heights:**

**D4-1:** This is unacceptable and conflicts with all other policies advocating retaining existing homes.

**D4-4 and D4-5:**

Allowing 6 story buildings is totally unacceptable

**D5-1:**

I am unaware of any residential units along El Camino except for that at the corner of Dumbarton Ave. and even that is behind a commercial venture. A 15 ft. setback is inadequate.

**D5-2 Setbacks**

15 feet is totally inadequate. The setback needs to be retained at 20 ft.

**4.3.3. IMPACTS AND MITIGATIONS**

Allowing buildings to be up to 7 stories high is absolutely untenable. This is a gross change from what exists now. It is completely contrary to other policies that seek to retain existing character, and to provide a livable environment. Examples of such developments are to be seen further north along the Redwood City part of El Camino. To state that this change would involve no significant impact is beyond ridiculous and is highly objectionable. It would also result in very significant impacts on shadow intensity, light and glare and loss of privacy for existing units. To state that there is no significant impact is utterly ridiculous.

L3.26

**5. AIR QUALITY:**

**5.1.2. Air Pollutants**

**5.1.4 Existing Air Quality:**

Whatever the official statistics show there is air pollution in the southern zone from El Camino Real traffic, and particulate pollution from the railroad. Along Middlefield Road there is a constant stench from the body shops and other commercial activities.

Table 5.5 lists setbacks advisable to protect from air pollutants as less than 100 feet from El Camino but 100 ft. from the railroad. Other policies are advocating only 10 ft. setbacks for residential development along El Camino and intensified development near the tracks. This makes no sense. At p. 5-25 the DEIR states that setbacks from Caltrain should be small because of the limited size of the trains and the limited frequency. It is also stated that Caltrain plans to electrify the system by 2025. That is 14 years from now. In the meantime any development would be exposing many people to harmful air.

L3.27

**Mitigation 5-2:**

L3.28

This provides for a 100 ft. setback from El Camino for human occupied locations (which presumably would include offices and commercial establishments) This seems to be in conflict with other provisions that allow 10 ft. setbacks. This is even acknowledged to be conflicting in paragraph (1) The mitigation measure in para. (2) is not feasible and would not mitigate the problem. This is even less feasible under alternative (b). To conclude that there is NO significant impact is unsupportable.

**Table 8.1 Historical Properties**

Included in this list are 96 Buckingham Ave and 2829 Marlborough (not on the Federal list). The former property was vacant and vandalized for a considerable period before it was rebuilt. The latter may have additions. What is the effect on development potential since demolition is discouraged under San Mateo County Plan for Historical Resources (5.16) and both units are in an area targeted for high density development. Section 5.15 of the County General Plan also mandates that surrounding development be compatible in bulk, height, material and design with the historic resource. This is a distinct conflict.

L3.29

Page 8-14 acknowledges this conflict

**10. HAZARDOUS MATERIALS RELEASE SITES:**

Figure 10.1 appears not to include many sites that have a high potential for such releases should they be monitored. That would include many sites along Middlefield Road and vicinity and the car repair facility at the corner of El Camino and Dumbarton Avenue.

L3.30

**EXISTING DEVELOPMENT STANDARDS**

Table 12.2. It would seem that some existing structures do not conform to existing zoning standards, particularly with respect to maximum lot coverage: Examples: the apartment buildings at the corner of El Camino and Dumbarton; and that at the corner of Buckingham and Devonshire.

L3.31

**12.3 IMPACTS AND MITIGATIONS MEASURES**

**12.3 Community Plan Update Growth Impacts:**

The capacity assumptions are mere speculation and unsupportable especially with respect to intensification of residential development.

The Impacts on Physical Arrangement of the community is not correct. By creating "connectivity" corridors across the railroad tracks the physical impacts will be extensive. As stated previously this will create additional through traffic and associated crime migration/creep. Other sections of this DEIR actually advocate some street barriers to curb traffic problems. Building connectivity between the central and south regions of NFO will be detrimental in the extreme to the southern section. It is also totally unnecessary since there are two main arteries connecting both areas within about 1/2 mile. This exceeds connectivity in other areas.

L3.32

Table 12.3 depicts an unsupportable and totally objectionable level of intensity of development and eliminates potential for additional single family homes. To state that this constitutes no significant impact and is, moreover, a beneficial effect is idiotic in the extreme and is thoroughly



objectionable. It is not in conformity with the present 1979 NFO Plan, and is NOT IN CONFORMANCE WITH THE COUNTY GENERAL PLAN since this is NOT an "improved" use of land. It is creating either a high density ghetto or a bedroom community. The purported "needs" in NFO are for a population, a large proportion of which, that has no legal right to be there. It is totally unfair to the community at large to overdevelop an area for this population.

It also fails to consider the proposed Saltworks development and the Redwood City downtown redevelopment plans.

**13. NOISE AND VIBRATION**

Caltrain and El Camino are noisy. However, most of the truly objectionable noise in the south NFO section is a result of the number of people and cars. This consists of car alarms, amplified music, car radios, car racing, ice cream vendors, parties, children screaming, "bouncing parties," dogs barking, illegal construction, and neighborhood arguments. Increasing the densities and decreasing the off street parking requirements will multiply these aggravations to intolerable levels. It is idiotic to state that these do not contribute substantially to the overall ambient noise level. Whatever the ordinances are with respect to noise, these are not observed and not enforced. Even when the sheriff is called, the unpermitted noise persists as soon as the officer leaves. Each one of these noises apart from the train and El Camino are directly attributable to overcrowding and lack of code enforcement. Radically increasing the potential population is only going to add to this problem, especially if there is to be less onsite parking.

L3.33

**14. POPULATION, HOUSING, AND EMPLOYMENT**

**14.1 Population:**

The estimate of 16,300 residents in 2009 is unrealistic. Since some dwellings have MANY adult residents + children, it is likely that this population is at least twice this amount. It is even more ridiculous to assume that the average household size is 3.9. The reality in the area with which I am familiar, is more like 9. This is so, even though many homes have been foreclosed (and are available at very low prices given the average price for real estate in this general area)

L3.34

**14.1.2. Housing:**

Table 14.3 shows that new housing in NFO was 74% single family homes. However, the new plan is seeking to increase the RENTAL housing by more than 200%. This makes no sense when the economically viable demand is apparently for single family homes.

The population of NFO is estimated to be 15,477 (Table 7.1 at p. 7-17) of whom only 7,527 (p.14-4) were employed. (This conflicts as pointed out, with the estimate in Section 14.1, p. 14-1) of 16,300) However, even this is ambiguous because in Table 7.1 it would imply that the TOTAL population is not 15,477 but 23,004. The estimated population is, in my opinion and to my observation, way underestimated. Whichever way you look at the figures, very few of the residents are employed for the simple reason that many are legally and skills-wise, unemployable. The figures showing the unemployment rate as 18% is not supported. Presumably this figure was culled from data related to those persons filing for unemployment. This would not cover many in NFO, who do not qualify for unemployment benefits.

L3.35



If there are only 3,900 ("official") jobs in NFO that equates to much more than an 18% unemployment rate. However many jobs get created in NFO, that is NOT going to mitigate the unemployment level given the existing population.

Common knowledge is that employment opportunities are mostly in high tech (for which advanced degrees are required) and in health care (which also requires extensive training) The majority of the currently unemployed population in NFO would never qualify for either of these job openings. Therefore, any jobs/housing balance will never be positive with the current population.

L3.35

The major growth in economically driven housing demand in NFO (Table 14.3) over the last decade has been 73.5% single family homes. Therefore any plan touting increased density and more than a 200% increase in multi family units runs counter to the obvious trend and viable demand.

**14.1.2. HOUSING:**

The average residents per dwelling is obviously arrived at by divided the number of officially available units (4214) into the supposed population of approx. 15,400. These figures are, to my observation, fallacious. Many dwelling units have illegal accessory units and each type of dwelling in the area with which I am familiar has many more than 3.9 occupants. This would not be picked up any census or any official document.

L3.36

**14.1.3 EMPLOYMENT:**

Of the estimated 15,477 NFO population, only 7,527 are officially employed. If that total is all adult (which even so, is way under estimated in my opinion) that would seem to compute to about a 50% unemployment rate, not an 18%. Presumably some of the 15,477 are being counted as children. It is not stated WHERE the residents are employed: on or off the area, but in all likelihood the majority are employed off site. Table 14.5 is ambiguous since it states that there are 6,169 employed residents (where?) but only 3,929 jobs in the area. Meaning that only half the people employed in NFO have jobs in NFO.

L3.37

**14.4. EMPLOYMENT PROJECTIONS**

This is highly speculative since it depends on the *type* of resident in NFO. If it is the present largely unskilled and legally unemployable population, there would be little change. If development occurs, the population will change because skilled people will be the only people able to afford the new developments. This will shift the emphasis to high tech/skilled employment *outside* of NFO, and will oust the present population. There is little demand in the Bay Area for unskilled labor, especially for people who speak no English. This is especially so in at least the southern area of NFO: many of the residents work as day laborers, gardeners, nannies, house cleaners etc. in the surrounding more affluent areas, access to which requires vehicles.

L3.38

**Table 14.6. Commute Patterns:**

This is data from more than a decade ago and is not relevant, nor accurate from my observation. However, even that outdated information shows that the majority of residents commute to other

L3.39



areas for employment. It also indicates that the majority of jobs that *do exist* are filled by people from outside the area. This housing/jobs imbalance will continue to exist (a) if the present largely unskilled population remains and (b) if redevelopment occurs because many of the high tech jobs are either in Silicon Valley or San Francisco.

L3.39

**14.12 Preserving Single Family Residential Areas:**

Presumably this refers ONLY to the northern zone and that around Selby/Dexter that is currently zoned for single family homes. Other areas that are zoned for multi-family homes contain many single family residences. Preserving these single family homes, with their gardens and trees, gives the area some character. Protecting these units pursuant to this General Plan Goal is incompatible with the DEIR stated goals of increasing density.

**14.20 Increase LAND available for Residential Use:**

This policy does not state increase *density*.

L3.40

**14.21 Require Maximum Density Development:**

This runs counter to the policy for preserving single family homes and will radically alter some local environments where single family homes have existed in many cases (eight of which are documented in the Historical Structures section **Table 8.1** ) for many decades.

**14.43 Encouraging Second Units:**

This General Plan policy limits 2<sup>nd</sup> units to 20% of the census tract. It is my observation, at least in the area with which I am familiar, that the existing “second,” (3<sup>rd</sup> and 4<sup>th</sup>) units might already be at least twice if not 3 times that. It is a *fact* that subsection (C) minimum building site, off-street parking, and design review requirements are NOT met.

**14.3. IMPACTS AND MITIGATION MEASURES:**

The economic and social effects of this proposed change in the Area Plan are connected to physical environmental effects as indicated under Section 14.3.1.

**14.3.1. The Plan proposes a SUBSTANTIAL growth both directly and indirectly and will displace a substantial number of people.**

**14.3.2. IMPACTS AND MITIGATION MEASURES**

**Growth Inducement:**

The entire NFO area is only 798 acres of which only 365.2 acres are presently zoned residential (Section 12.1.1.) with an estimated number of existing housing units of 4,214 (Section 14.1.2.) The present population was “estimated” in 2009 to be 16,296 (Table 14.1) That works out to be about 48 people per acre.

L3.41

The plan contemplates almost doubling the number of housing units with an additional 3,024 dwellings which is estimated to result in an estimated **11,794 additional new residents**. This means that there would be at least **28,090** people living in NFO living on approximately 400 acres. This is entirely too dense a development. This area is contiguous on one side, and neighboring on another to Atherton, one of the most affluent areas in the U.S. where many of the residential parcels are 4 or more acres.



The potential Saltworks development plans for over 12,000 additional residences. This is not addressed.

It is highly speculative to assume that there would be 1,905 new jobs at any point in the future given the economy. It is even more speculative to assume that such jobs would be of the type that would be filled by the present population. Even assuming best case scenario with all of these speculative assumptions, Table 14.7 indicates that only a tiny fraction of these purported additional residents will find employment in NFO.

L3.41

At p. 14-11 it is theorized that jobs would be created because of the Stanford developments nearby in Redwood City. However, those jobs would **not** be of the type that could be filled by many of the present population.

There is NO discussion of the impact of this proposed revised Plan on nearby communities such as Atherton, Menlo Park and Redwood City as required under CEQA 15126.2(d). It is nonsense to claim that this vast increase in population planned for NFO will not create a significant adverse impact. It would result in ousting of a good proportion of the existing population and a stultifying impact on local transportation throughout the region.

It is **not true** that the amount of new development would be consistent with the general vision, goals, objectives and policies of the County General Plan. It is a **fallacy** to assume that the commercial growth would generate jobs that could be filled by the present community. This is even acknowledged on p. 14-12 where it is stated that only a portion of "indirect" economic activity would occur in NFO. It is a speculative assumption that any such growth in NFO would trigger further development in the area. The reverse might be true. Redwood City has already planned to redevelop the central area of their downtown by increasing commercial space. This might result in an increase in demand for local housing. However, Redwood City is planning on providing that in different locations that could preempt any needs in NFO. If housing need arises for Redwood City employees in NFO, this would displace the current population many of whom lack basic skills and language ability. To state that this revised plan would have no significant impact is utter nonsense.

L3.42

**Displacement of People or Housing:**

This impact is stated to be unknown. However, it is absolutely certain to occur. Much of the existing population would not qualify for "below market" "affordable" housing and would be displaced however much high density housing was provided. This is deemed "too speculative" and therefore of less than significant impact. This is tortive logic.

L3.43

**Temporary Jobs:**

Construction work is largely Union, especially when there are large projects. No responsible firm is going to hire unskilled, undocumented workers who comprise a large percentage of the NFO population.

**Jobs/Housing Balance:**

L3.44



At p. 14-14 it is even conceded that the increased housing density will **add** to the jobs/housing mismatch/imbalance, and that most new residents would be employed **outside NFO**. It **concedes** that there is a mismatch between local skills and job opportunities and acknowledges the reality of housing prices.

L3.44

The DEIR concludes that the cumulative impacts would result in displacement but that since it would (theoretically) occur over time this would be a less than significant cumulative impact, and that other jurisdictions could be responsible for providing affordable housing for those displaced. The DEIR concludes that there would be no need for any mitigation. This is totally unsupportable.

L3.45

**15. PUBLIC SERVICES:**

**Water:**

As noted at p. 15-1 SFPUC is already at its limit with respect to water supply. The Saltworks project is also deficient in anticipated water supply. There is obviously a dearth of water that cannot be rectified. To put the onus on each individual developer is irresponsible. You cannot provide water if none exists unless you do something like install a desalination plant. There is no gray water system in place. Even the supply pipes are below par. It is simply not feasible to replace piping one project at a time when parts of the *entire* system are outdated and possibly dangerous. It is also pointed out that there are insufficient water storage facilities. At p.15-8 it is stated that Redwood City is building three million-gallon storage tanks and that NFO could use part of this if it pays for it. This money is anticipated to come from individual developers. It is pointed out (p.15-5) that dreaming up a Plan does not require that there be sufficient water available, and that *only when an actual development is planned does there have to be a commitment for water supply*. That is irresponsible. If there ARE clearly inadequate supplies of water, as is stated, then it is totally foolhardy to plan something that is not feasible.

L3.46

**15.1.3. Significance Criteria:**

It is conceded that there is a significant impact. However, at p. 15-8 it is stated that there is NO significant impact and that no mitigation is required (at least with respect to emergency storage and distribution.) This is incomprehensible because stored water has to be replenished on a regular basis and if the total water supply and distribution infrastructure is inadequate, it would follow that there is a problem with providing emergency storage and distribution.

L3.47

**15.1.4. Mitigation Measures:**

It is anticipated that there would be an increased demand for 555,560 gallons per day! (Table 15.1) The DEIR concludes that each individual developer is to provide adequate infrastructure. However, that begs the question of where the water is to come from. California is an arid state with very limited water supplies. This cannot be generated absent Desalination plants or constructing massive pipes from Washington State or other less arid states. This is totally not feasible and to state that there is no significant impact is plain false.

L3.48

**Water Distribution:**

It is conceded that the infrastructure system is inadequate with some areas having only 2-4 inch pipes. It is stated that individual developers would have to have fire flow tests and that portions

L3.49



of lines would have to be replaced. Therefore, if a developer wanted to replace a duplex with a fourplex he/she would have the responsibility for replacing the entire line to the source??

L3.49

**15.2 WASTEWATER:**

It is conceded (15.2.1.(a) that the collection system is presently inadequate at least along 16<sup>th</sup> and Barron Avenues. Based on my experience, it is inadequate in other locations also. Plus, that which exists is in dilapidated shape. It is estimated that the Plan would require treatment of 527,780 gallons per day and that replacement of sewers would be accomplished by individual developers. That is not feasible since a good proportion of the *entire* system is under par and dilapidated *as the county knows full well since it recognized this several years ago and immediately thrust the entire cost of lateral replacement on residents.* I recently paid \$20,000 to replace 12 feet of lateral. Most of the sewer system along Devonshire Avenue is dilapidated.

L3.50

To state that no mitigation is required for new development is utterly ludicrous.

**15.3 POLICE SERVICE:**

The police coverage in NFO is good, but it does not manage to prevent a lot of crime or nuisances. Increasing the density and number of residents is going to increase the need if the present population is in place. This would be especially so if the "connectivity" routes are implemented that would cause gangs to migrate from the central district to the El Camino area. If the new residents are employed high tech workers, the crime rate might go down because (a) those people would not be wandering the streets during the day or night, and (b) they would be unlikely to be gang bangers.

L3.51

However, the Plan, by creating more and denser housing also creates many more opportunities for property crimes and for emergency services. It is entirely speculative to conclude either that there is or there is not a need for mitigation.

**15.4 FIRE AND EMERGENCY SERVICES**

The central region is served by 2 Fire Stations. The El Camino region has one station and one fire engine serving the area and that capacity cannot be enlarged. It is obvious (and stated at 15.4.4.) that additional equipment would be needed to serve multi story buildings, and additional personnel would be required. Many traffic signals would have to be altered and adequate access would have to be maintained. It is claimed that there is no mitigation required because nothing has been built yet! Should a fire station be needed in the future a separate CEQA review process would have to be initiated and additional traffic control facilities would be needed. However, this DEIR concludes that despite increased need for services, and insufficient water supplies, there is no significant impact! This is ludicrous and foolhardy.

L3.52

**15.5 SCHOOLS:**

**15.5.4. Impacts:**

L3.53



The document claims that a full build out with 3,024 additional dwelling units would generate only 468 new students! Given the large number of children per household in the present NFO area this guesstimate is entirely unupportable if the present demographics are retained. It is also claimed that school overcrowding is a social and not a physical "environmental" issue and therefore, does not constitute a significant impact. This ignores the fact that taking kids to school generates vehicular traffic and construction of physical plant. (conceded p. 15-25) This is claimed to be too speculative to cause environmental impacts. It is no more speculative than any other portion of this DEIR which is rife with assumptions and faulty conclusions.

L3.53

**15.6 PARKS AND RECREATION:**

A host of parks and recreation facilities are listed on pp. 15-26, 15-27, 15-28. Omitted from this section is the huge gymnasium that is almost complete at the St. Francis Center on Buckingham Ave, and the even larger facility that is being planned for Edison Way in the Central Area.

It is highly unlikely to impossible, to assume that the Hetch Hetchy right of way would be available as park, trail or anything else. If it were, it could present a Homeland Security threat. An even more likely event would be that it would present a danger and liability both to the SFPUC and to abutting residents whose own property rights would be affected. This proposal is a non starter.

L3.54

It is mystifying that the community has not already availed themselves of the opportunity to create joint use agreements with the local schools for after school use of the available fields.

**16. TRANSPORTATION:**

The thoroughfares with which I am most familiar: El Camino, Middlefield Road and Woodside Road are all at capacity as it is. Middlefield Road is a giant obstacle race, Woodside Road is frequently gridlocked, and El Camino is at capacity. (Refer to p. 16-29) None of the supposed mitigations under Section 16, are going to do anything to alleviate the situation (Refer to p16-34, Table 16.5). Table 16.6 is pure speculation. Table 16.8 is pure fantasy. It is contemplated to add thousands of additional units, placing many high rise developments along the El Camino Corridor yet it is hypothesized that there will be no significant impact at Dumbarton and El Camino and at three other intersections because of proposed mitigations, five of the ten of which are totally outside the jurisdiction of the County.

The internal roads in the El Camino Section are blocked by parked cars a good part of the time and are abused by car racers.

L3.55

The bus stops along El Camino are right outside an Adult Entertainment store and near sleazy "Massage" parlors.

According to the SWIRTS reports there have been many bicycle and pedestrian accidents in NFO.

The County General Plan (12.15 at p. 16-24) advocates minimal through traffic in residential areas yet this occurs in some of the side streets to El Camino.

L3.55

**CEQA ASSESSMENT CONCLUSIONS:**

It is stated that population increase would not itself constitute a significant impact. However, a proposal that increases population by 200% and reshapes the entire landscape and likely the demographics of that population **IS A SIGNIFICANT IMPACT.**

L3.56

**17.2. UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS:**

Nine are listed

**17.3. IRREVERSIBLE ENVIRONMENTAL CHANGES**

This section points out the major negative impact of future residents

**17.4. CUMULATIVE IMPACTS**

Nine are listed

**18. ALTERNATIVES TO PROPOSED PROJECT:**

The DEIR characterizes the Unavoidable Significant Impacts in Chs. 4-16 but posits that these can be reduced or mitigated. That is NOT the case.

The Existing Community Plan is the preferable alternative.

L3.57

**18.1.3. ATTAINMENT OF PROJECT OBJECTIVES:**

This section contains several false assumptions: for example that increased connectivity would be a benefit.

L3.58

**18.2 EXISTING COMMUNITY PLAN:**

This existing plan is perfectly adequate to achieve the goals outlined for the Revised Plan. Subsections (a) through (j) show this would result in less significant impacts. Section (k) is speculation since the existing plan allows for substantial development already assuming developers thought the area was safe and economically feasible for additional housing given the existing population. However, with the existing demographics, and skill sets, no such development is viable until Code Enforcement and the Sheriff clean up the area to make it a desirable place for investment.

L3.59

**18.3 UPDATING THE PLAN WITH LOWER DENSITY:**

This level of dense development is still too intense. Including the rail crossings is an invitation to crime and gangs.

L3.60

**18.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE:**

This is to retain the **existing** Community Plan since it has adequate provision for reasonable development. The proposed plan is full of speculation, assumptions and incorrect facts.

L3.61

**19. MITIGATION MONITORING:**

This entire section is pure fantasy. The County does absolutely NOTHING to monitor mitigations. This has been proven to an absolute certainty in Stanford Weekend Acres.

L3.62



**CONCLUSION:**

This proposed Plan is likely to obliterate much of NFO as it presently exists. It will certainly displace most of the existing population because many (at least in the Central and the El Camino non single family zoned area) will not have the means to rent or own any new units, even if they are "affordable. Neither will that same demographic be able to take advantage of any job opportunities that might open up in the commercial sectors.

Alternatively, if the area is developed with largely subsidized housing (which is not desirable from a developer's or from a community's point of view,) then the Plan will create a giant ghetto right next to Atherton.

The various sections are based largely on insupportable assumptions, speculative suppositions, conclusions or erroneous facts. The Plan reads as if two separate factions composed it: one from a potential developer's point of view, geared to potential maximum profit. The other faction appears to comprise immigrant rights groups seeking to integrate as many subsidized facilities as possible. Therefore, much of the Plan is internally inconsistent and at cross purposes.

The Proposed Revised Community Plan is objectionable on all of the above criteria and is replete with unmitigatable significant impacts that would create problems for decades.

Janet Davis  
September 19, 2011

> Save Paper.  
 > Think before you print.>>> "Janet Davis" <jadjad@sbcbglobal.net>  
 > 9/11/2011 12:40 PM >>>  
 > -  
 >  
 > Thank you for taking time out of your weekends to host the meeting at  
 > the  
 > Garfield School and thank you for the hard copy of the EIR which I  
 > plan  
 > to  
 > plough through and respond to as soon as I can. My comments, which  
 > are  
 > centered  
 > on the area between El Camino and the RR tracks, are below in very  
 > brief note  
 > form:  
 >  
 > It amazed me that Rose Jacobs Gibson was not present. Don Horsley  
 > e.g.  
 > has been  
 > very good at coming to our neighborhood functions in Stanford Weekend  
 > Acres, as  
 > has Carol Groom. Even Dave Pine and Adrienne Tissier have taken the  
 > time to  
 > come to see and understand what our issues are.  
 >  
 > Notice of this whole issue has been deficient. No resident at my  
 > table, or that  
 > I spoke to other than those in the NFO CC, was aware of this process  
 >  
 > and only  
 > knew of the meeting because there was an article in the Daily News  
 > recently. To  
 > my mind that negates the EIR. I am vigilant about checking local  
 > papers for  
 > issues in which I have an interest and saw NOTHING. Several months  
 > ago, when I  
 > became aware of the existence of the N. Fair Oaks Council I signed up  
 > for e-mail  
 > notice of significant events. Nothing ever came to me until the  
 > little  
 > postcard  
 > notice of the meeting arrived – after the newspaper article.  
 >  
 > I am vehemently opposed to virtually everything in the proposal since  
 > it looks  
 > at the issues from the wrong perspective and will exacerbate existing  
 > problems,  
 > about which the County has done virtually nothing. I also feel that  
 > the entire



L3.63





- > plan is a something dreamt up by the Management Consultants to keep
- > themselves
- > employed. The person leading the discussion at Table 2 seemed to have
- > zero idea
- > of what existed in N. Fair Oaks or any of the issues, and seemed
- > uninterested
- > in any position other than that contained in the proposal.
- >
- > OVERCROWDING:
- > This is a direct result of an influx of thousands of illegal aliens
- > who
- > cannot
- > be hired legally, and most of whom speak no English. One or two
- > people
- > rent or
- > buy a house and then they erect walls, or convert garages to rent out
- > to others
- > to cover the cost of the rent/ mortgage/living expenses. Next to my
- > property is
- > a minute house on a 25 ft. lot. The prior owners remodeled and made
- > it a
- > pretty little 2 bdrm, 1 bath house. Then the husband died. The new
- > owners
- > immediately moved in over 20 adults and several children. They had
- > reportedly
- > 14 cars. Eventually the property was foreclosed and left in a trashed
- >
- > condition. New people moved in and the same situation occurred. The
- > noise and
- > disturbances were intolerable and resulted in numerous complaints to
- > the
- > police. Many of the other houses on Devonshire also have illegal
- > conversions
- > and very few garages contain cars. Where apartments exist the
- > problems
- > are
- > compounded. Prime examples are the buildings at the corner of
- > Buckingham and
- > Devonshire and that at the corner of Dumbarton and E
- > I Camino. The
- > situation is
- > even worse the other side of the railroad tracks. Where there are
- > large
- >
- > apartments, gangs proliferate. Drive by shootings have occurred on
- > Devonshire by
- > the apartment building.
- >
- > Overcrowding also puts pressure on schools, sewers, garbage
- > collection,
- > street

- > cleaning and police. If the Zoning Enforcement people put a stop to
- > an illegal
- > conversion, it is only a matter of months before it resurfaces.
- >
- > NOISE:
- > This is a huge issue because of the over crowding. Car alarms go off
- > continually. Because apartments are over crowded, people use the
- > sidewalks for
- > recreation, blasting car radios. The latest craze is to rent those
- > huge rubber
- > bouncing castles for kids' birthdays and have amplified music
- > outside. At the
- > weekends there are often loud and drunken parties out into the street
- > until the
- > wee hours of the morning. The police come and then after they leave,
- > the noise
- > resumes. If Code Enforcement would crack down on illegal construction
- >
- > modifications that result in overcrowding, and landlords would
- > restrict
- > the
- > number of people in apartments, the situation could be resolved.
- > However, I was
- > told by one apartment owner on Devonshire Ave, that he charges, not by
- > the size
- > of the apartment, but by the number of inhabitants since Hispanics
- > (especially
- > illegal immigrants) do not know the law. This is something that Fair
- > Housing
- > Advocates should be investigating.
- >
- > NEED FOR 'LOW COST' HOUSING:
- > That need is critical throughout the Bay Area where land is at a
- > premium. There
- > are many vacant homes in the area because of foreclosures. Some of
- > these homes
- > are selling for under \$200,000 which is indeed already low cost
- > housing.
- > However, no one wants to live where there are drive by shootings.
- > Cramming more
- > people in smaller spaces will exacerbate the existing problem. This
- > is
- >
- > especially t
- > rue where much of the target population cannot legally be
- >
- > employed.
- >
- >
- > The first priority should be to clean up the area BEFORE any long term
- > plan is

L3.64

L3.65



- > evolved. This is especially true along the El Camino corridor which
- > is
- >
- > immediately adjacent to the affluent properties in Atherton. It is
- > also very
- > close to the redevelopment of Redwood City land near the train
- > station. The El
- > Camino corridor is blighted by a virtual "red light district"
- > involving several
- > "Massage" parlors, Adult Entertainment shops, Liquor stores, and
- > other unsavory
- > establishments, most with little parking. This specific area does
- > need
- > to be
- > rezoned, but first it needs to be sanitized before considering housing
- > needs.
- >
- > Since "Low Cost" housing starts at salaries of \$98,000, and there
- > are many high
- > tech start ups in the area, a more beneficial use of the land in the
- > El
- > Camino
- > Real corridor, would be to put in condos or duplexes with some
- > gardens,
- > NOT huge
- > apartment buildings. First and foremost, more zoning enforcement is
- > required.
- > The sheriff's office has been very proactive in responding to crime
- > problems but
- > it cannot cope with noise complaints and other zoning issues that are
- > the basic
- > problem in that area. There is a need for an enforcement officer
- > specifically
- > assigned to N. Fair Oaks.
- >
- > I have initiated proceedings to change the ordinances with respect to
- > Massage
- > Parlors and have met with Carol Groom and Ceidi Zapparoni, County
- > Counsel, with
- > respect to this issue. I have also met with, and taken on a
- > neighborhood walk,
- > Ray Lunny, Chief Investigator for the Sheriff's Office to point out
- > the various
- > problems in my particular area. All of these officials have been
- > cooperative
- > but Zoning Enforcement is required.
- >
- >
- > PARKING/SPEEDING
- > A good part of the parking problem could be resolved by issuing on
- > street

L3.66

- > parking permits. This would provide a more accurate measure of how
- > many
- > cars/house are involved and would mitigate problems of garbage in the
- > street
- > that cannot be cleaned up because of parked cars. Another issue is
- > large
- > trucks. Some residents make thei
- > r living hauling junk, selling food
- > from
- > trucks, gardening, etc.. This requires oversize vehicles which are
- > often parked
- > on the street blocking other residents. People even park in the
- > middle
- > of the
- > road on occasion.
- >
- > Some residents have illegal on-street car repair operations which
- > often
- > involves
- > pouring chemicals down the storm drains. This needs to be stopped.
- >
- > There are frequent car races around the streets. Blocking off the
- > ends
- > of some
- > cross streets, such as Devonshire and Marlborough would put an end to
- > this and
- > make the streets safer.
- >
- >
- > As to Middlefield Road, it is a total disgrace. The County has
- > allowed
- > numerous
- > businesses to operate with inadequate to non existent parking. The
- > Adult
- > Education Center is a prime example of this. There is NO parking
- > except for
- > faculty.
- >
- > SEWERS:
- > These are decrepit. Since the county foisted the responsibility of
- > laterals
- > onto residents, I had to pay \$20,000 two years ago to replace the
- > ancient
- > lateral in the street. Most of the residents could not qualify for a
- > loan of
- > this magnitude so they resort to self help and dig up the street and
- > replace/repair laterals themselves.
- >
- >
- > CONNECTIVITY:
- > This is an egregious and idiotic plan. Palo Alto has very limited



- > through
- > connections across the RR tracks to El Camino: Embarcadero, Churchill,
- > Oregon,
- > and Arastradero. All of which are spread out over many miles.
- > Redwood
- > City
- > has Fifth Avenue and Woodside, both of which are about ¼ mile apart.
- > Prior to
- > Caltrain installing the cyclone fences along the tracks in N. Fair
- > Oaks
- > there
- > were continuous problems with gangs, graffiti and crime in the
- > Southern
- > Fair
- > Oaks area because of the gangs the other side of the tracks invading
- > the south
- > Fair Oaks area. When that fence went up the crime and gang activity
- > plummeted.
- > I am utterly opposed to any more connec
- > tions with the crime ridden
- > Middlefield
- > to the tracks area.
- >
- > RECREATION FACILITIES/PARKS:
- > There is a very large one going in at the St. Francis Center, despite
- > there
- > being no parking in the vicinity. The Center purports to use the
- > SFPUC
- > Hetch
- > Hetchy right of way for parking. However, realistically this will just
- > be taken
- > over by the nearby apartment residents. There is also a large gym
- > planned for
- > Edison Way. There are a few parks in the area. Much more use could
- > be made
- > of the local schools' playing fields. In Menlo Park some of the
- > schools'
- > playing fields double as park areas and there is absolutely no reason
- > this could
- > not happen at, e.g. Garfield School. On the day of the meeting there
- > was no
- > one on that field! Why does the community not organize childrens'
- > games like
- > other zoning district residents do? Also, if the Planning Dept.
- > ensured that
- > only 50% of lots was built upon as is required, and zoning enforcement
- > stopped
- > the illegal construction in back yards, there would be some playing
- > areas for
- > kids.
- >

L3.67

- >
- > SUMMARY:
- > I felt that this proposal was a travesty driven by advocates for
- > immigrants and
- > Hispanic merchants anxious to maximize commerce, to the exclusion of
- > all the
- > other residents of N. Fair Oaks who seem to have been deliberately
- > excluded from
- > the process. It also totally ignores the peripheral communities and
- > their plans
- > for development. Input is needed from other than a consultant who
- > apparently
- > knows nothing of the area, and Hispanic advocates.
- >
- >



L 3 Janet Davis; September 11 and September 19, 2011 (38 pages)

*Master Response Regarding Comment Letter 3:*

The comment letter includes anecdotal information and personal opinions on a wide range of issues related to North Fair Oaks. In the majority of cases, the commenter's conclusions regarding the Draft EIR: (1) are not supported by "substantial evidence" as defined by the California Environmental Quality Act (CEQA section 21082.2[c] and CEQA Guidelines section 15384), or (2) are unrelated to the CEQA-based impact significance criteria as identified in each Draft EIR environmental topic chapter (chapters 4 through 16).

CEQA (Public Resources Code section 21082.2[c] and CEQA Guidelines section 15384) states, "Substantial evidence' as used in these [CEQA] guidelines means enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached....Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment does not constitute substantial evidence....Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts."

Also note that comments made on the Community Plan Update itself--with no reference or relation to the content, findings, or adequacy of the Draft EIR--are not responded to here. CEQA *requires* that only comments regarding a draft EIR be responded to in a final EIR.

The environmental issues commented on in the letter have been evaluated in the Draft EIR by experienced, qualified professionals in full compliance with CEQA. None of the comments in Letter 3 require changes to the Draft EIR. Although many of the comments do not rise to the level of "substantial evidence" under CEQA, decision-makers may consider such comments in their deliberations on the Draft EIR and Community Plan Update.

L 3.01 Comment pertains to inadequate notice of Plan and community meetings.

*Response:* See response to comment PC 7. The "Acknowledgments" at the beginning of the Community Plan document includes a list of the committee members who participated throughout the Plan process. See section 1.3 of the Community Plan for a summary of the Plan process.

L 3.02 Comment pertains to County focusing its ABAG housing requirements solely on North Fair Oaks.

*Response:* See Master Response Regarding Comment Letter 3. The County's Regional Housing Needs Allocation (RHNA) is a countywide requirement, not specific to North Fair Oaks, and the North Fair Oaks Community Plan is unrelated to the County's RHNA.

L 3.03 Comment pertains to average household size figures and their reliance on U.S Census data.

*Response:* See Master Response Regarding Comment Letter 3.

- L 3.04 Comment pertains to number of potentially significant impacts (61) and lack of meaningful mitigation.

*Response:* See Master Response Regarding Comment Letter 3.

- L 3.05 Comment pertains to inadequate infrastructure in the Plan area.

*Response:* The commenter misstates the Draft EIR information and conclusions. Please see Draft EIR section 15.1 (Water Service) and Master Response Regarding Comment Letter 3.

- L 3.06 Comment pertains to poor air quality and lack of mitigation measures to address anything other than construction period air quality impacts.

*Response:* See Master Response Regarding Comment Letter 3. The commenter is referring to Impact/Mitigation 5-1 in the Draft EIR summary table. Impacts/Mitigations 5-2 (Community Risk and Hazard Impacts) and 5-3 (Odor Impacts of Mixed Use Development) in the summary table also address air quality. The information is summarized from Draft EIR chapter 5 (Air Quality).

- L 3.07 Comment pertains to air quality impacts on sensitive receptors and how proposed mitigation measures would not effectively address impacts.

*Response:* See Master Response Regarding Comment Letter 3. The commenter misstates the Draft EIR information and conclusions. Please see full Draft EIR chapter 5 (Air Quality).

- L 3.08 Comment pertains to odor impacts and how proposed mitigation measures would not effectively address impacts.

*Response:* See Master Response Regarding Comment Letter 3.

- L 3.09 Comment pertains to limited wildlife resources due to built out nature of the area.

*Response:* See Master Response Regarding Comment Letter 3.

- L 3.10 Comment pertains to historic preservation needs for older houses.

*Response:* The Draft EIR does not "suggest" that historic houses be relocated. Draft EIR Mitigation 8-2 (historic resources) includes a series of mitigation options consistent with CEQA, beginning with adherence to the Secretary of the Interior's Standards, to relocation, to documentation. Consistent with the comment, other jurisdictions have relocated historic buildings to dedicated locations (e.g., Oakland, Berkeley, Los Angeles).

- L 3.11 Comment pertains to potential groundborne vibration impacts.

*Response:* See Master Response Regarding Comment Letter 3. The commenter misstates the Draft EIR conclusions. The referenced mitigations do not prohibit new



development within certain areas, but rather require additional mitigations for properties within those certain areas, based on distance from noise sources. As stated in the Draft EIR, noise and vibration studies must be completed before new development is approved--because the studies could require noise and vibration reduction measures in the design and site planning of the proposed development, as described in Draft EIR Mitigations 13-3 and 13-4.

- L 3.12 Comment pertains to intersection impacts at Middlefield Road/Woodside Road, Middlefield Road/Semicircular Road, and El Camino Real/Fifth Avenue, and on El Camino in general.

*Response:* See Master Response Regarding Comment Letter 3. The Saltworks proposal was incorporated into the traffic modeling under cumulative conditions for the Draft EIR.

- L 3.13 Comment pertains to the discussion of alternatives to the Plan.

*Response:* See Master Response Regarding Comment Letter 3. The commenter is referring to Draft EIR section 2.4, Summary of Alternatives. Draft EIR Alternative 1 (No Project--Existing Conditions) is a CEQA-defined alternative that does refer to "existing conditions," the baseline from which the proposed Community Plan Update is analyzed in the Draft EIR. The commenter appears to be advocating Alternative 2 (No Project--Existing Community Plan), which is described directly below the Alternative 1 section in Draft EIR section 2.4. Alternative 4 (Alternative Plan Location) is also a CEQA-defined alternative, which in this case is considered infeasible, as noted in section 2.4.

- L 3.14 Comment pertains to need for an on-street parking permit system.

*Response:* See Master Response Regarding Comment Letter 3. See Draft EIR chapter 14 (Population, Housing and Employment).

- L 3.15 Comment pertains to inadequate infrastructure and need to repair/replace existing infrastructure.

*Response:* See Master Response Regarding Comment Letter 3. See Draft EIR chapter 15 (Public Services and Utilities).

- L 3.16 Comment pertains to park access and recreational programs.

*Response:* Regarding parks noted by the commenter, the St. Francis Center community garden is listed in Draft EIR subsection 15.6.1 (Parks and Recreation, Environmental Setting), as are Spinus, Hoover, and Linden parks, all of which are considered conveniently accessible to North Fair Oaks residents. School sites are also listed in Draft EIR subsection 15.6.1. The commenter has identified two other small parks in the general vicinity of North Fair Oaks, which residents are free to visit. The information does not change the conclusions or findings of the Draft EIR.

- L 3.17 Comment pertains to hazardous materials and need to test for potential toxic sites along Middlefield Road.

*Response:* Draft EIR chapter 10 (Hazards and Hazardous Materials) documents and analyzes existing and potential hazardous materials conditions in North Fair Oaks and in the vicinity.

L 3.18 Comment pertains to need for enforcing County noise ordinance.

*Response:* See Master Response Regarding Comment Letter 3. See Draft EIR chapter 13 (Noise and Vibration).

L 3.19 Comment pertains to concern about reduction in parking.

*Response:* See Master Response Regarding Comment Letter 3.

L 3.20 Comment pertains to concern about increasing commercial use, reducing parking, and promoting residential near transit.

*Response:* See Master Response Regarding Comment Letter 3. Nowhere does the Draft EIR state that “the entire goal of the DEIR...is to reduce overcrowding.” Also, the commenter appears to equate “density” with “overcrowding”; the terms are not synonymous.

L 3.21 Comment pertains to hazardous materials remediation.

*Response:* See response to comment L 3.17.

L 3.22 Comment pertains to existing residential character.

*Response:* The reference to “Dumbarton Road” should be to “Dumbarton Avenue.” The use of the term “new” is relative, similar to the commenter’s use of the term “newish.” This information does not change the environmental analysis, conclusions, or findings of the Draft EIR. The information in Draft EIR subsection 4.1.1(b) is based on field surveys taken of the area for the Community Plan Update.

L 3.23 Comment pertains to degradation of visual character.

*Response:* See Master Response Regarding Comment Letter 3.

L 3.24 Comment pertains to “southern area” units exceeding maximum coverage for combining districts.

*Response:* See Master Response Regarding Comment Letter 3.

L 3.25 Comment pertains to negative impacts of using SFPUC land for park development.

*Response:* See Master Response Regarding Comment Letter 3. The Community Plan Update *proposes* new parkland along the Hetch-Hetchy right of way; the Plan does not take it “as a given.”

L 3.26 Comment pertains to impacts of excessively high buildings allowable under the Plan.



*Response:* See Master Response Regarding Comment Letter 3. See Draft EIR chapter 4, Aesthetics.

- L 3.27 Comment pertains to poor air quality and limitations of proposed residential setback requirements to protect residents.

*Response:* See Master Response Regarding Comment Letter 3. Draft EIR Table 5.5 (Screening Setback Distances for Sources of TACs and PM2.5) and accompanying Mitigation 5-2 do not prohibit or recommend development within these distances. The distances are thresholds for requiring additional mitigation, as detailed in Mitigation 5-2.

- L 3.28 Comment pertains to inconsistency between setback requirements in the Plan and EIR air quality mitigation regarding setbacks.

*Response:* See response to comment L 3.27.

- L 3.29 Comment pertains to inconsistency between County historical resource preservation policies and development objectives.

*Response:* See Draft EIR subsection 8.2.3(a)(1) (Historical and Archaeological Resources Element), 8.2.3(b) (Historic Preservation Ordinance), 8.2.3(c) (Historic Resources Advisory Board), and Mitigation 8-2 (historic resources) for an explanation of the Plan Update's relation to County historic resource policy.

- L 3.30 Comment pertains to possible hazardous waste sites not identified in the EIR, particularly at El Camino and Dumbarton Avenue and along Middlefield Road and vicinity.

*Response:* See Master Response Regarding Comment Letter 3. As noted in Draft EIR chapter 10 (Hazards and Hazardous Materials), Figure 10.1 compiles existing hazardous materials sites identified by various state and local agencies, not sites that have a "high potential for such releases."

- L 3.31 Comment pertains to existing zoning violations with respect to maximum lot coverage at El Camino and Dumbarton as well as Buckingham and Devonshire.

*Response:* See Master Response Regarding Comment Letter 3. The comment does not pertain to the content, adequacy, or findings of the Draft EIR, but rather to a perceived existing issue. No further response is necessary under CEQA.

- L 3.32 Comment pertains to future cumulative growth and development capacity assumptions.

*Response:* See Master Response Regarding Comment Letter 3.

- L 3.33 Comment pertains to noise impacts due to increased residential densities and decreasing off-street parking requirements.

*Response:* See Master Response Regarding Comment Letter 3.

- L 3.34 Comment pertains to unrealistic population estimates, particularly average household size.

*Response:* See Master Response Regarding Comment Letter 3.

- L 3.35 Comment pertains to jobs/housing balance, conflict between single family housing demand and planned rental housing increase, and underestimated population figures.

*Response:* See Master Response Regarding Comment Letter 3. Also, the commenter is mistakenly equating “multifamily” housing with “rental” housing. The terms are not synonymous. Regarding population and employment statistics in the Draft EIR, please note the descriptions of sources and years in the tables. Particular to Table 7.1 (greenhouse gas emissions), “employment” refers to jobs in North Fair Oaks, and “population” refers to residents of North Fair Oaks.

- L 3.36 Comment pertains to incorrect average household size.

*Response:* See Master Response Regarding Comment Letter 3.

- L 3.37 Comment pertains to current employment figures stated in EIR.

*Response:* See Master Response Regarding Comment Letter 3.

- L 3.38 Comment pertains to potential jobs/housing imbalances.

*Response:* See Master Response Regarding Comment Letter 3.

- L 3.39 Comment pertains to old data used to assess potential jobs/housing balance.

*Response:* The 2000 data is the most recent available for these commute pattern statistics. The commenter’s conclusions regarding the data are unsubstantiated.

- L 3.40 Comment pertains to inconsistencies between current San Mateo County General Plan policies regarding residential area development and proposed goals and objectives of the Community Plan.

*Response:* The commenter is referring to a countywide policy from the current San Mateo County General Plan. The policy is not referring to any particular area of North Fair Oaks. Relevant to this County General Plan policy, see Draft EIR section 3.9, Project Housing Goals and Policies. Under the Community Plan Update, no property currently zoned for one-family residential use would be rezoned for multifamily use.

- L 3.41 Comment pertains to potential population increases resulting from Plan-facilitated development and speculative availability of jobs in the region.

*Response:* See Master Response Regarding Comment Letter 3. The potential effects of the Plan Update on growth inducement, residential displacement, employment, and jobs/housing balance are discussed in Draft EIR chapter 14. Other potential



environmental effects related to population growth (e.g., demand for public services and utilities, traffic generation) are discussed in their own Draft EIR chapters.

- L 3.42 Comment pertains to imbalance between population growth triggered by new residential development and overall economic development.

*Response:* See Master Response Regarding Comment Letter 3.

- L 3.43 Comment pertains to displacement of people or housing.

*Response:* See Master Response Regarding Comment Letter 3. As described in Draft EIR chapter 1 (Introduction), the Draft EIR is a “program” EIR as defined by CEQA. The EIR discussion in chapter 14 of potential displacement of people and housing under the long-term Community Plan Update conforms to CEQA. “Speculation” as defined by CEQA Guidelines 15145 is prohibited.

- L 3.44 Comment pertains to jobs/housing balance and potential mismatch between local skills/job opportunities and housing prices.

*Response:* As described in Draft EIR chapter 14, jobs/housing balance in itself is not an environmental topic under CEQA. Potential environmental effects related to population growth and employment are evaluated throughout the EIR (e.g., under public services and utilities, transportation).

- L 3.45 Comment pertains to lack of mitigation for cumulative displacement impacts.

*Response:* The commenter misstates Draft EIR conclusions. Please see the entire discussion of cumulative population and housing impacts in Draft EIR chapter 10, page 14-14.

- L 3.46 Comment pertains to lack of water for future Plan-facilitated development.

*Response:* See Master Response Regarding Comment Letter 3. The commenter misstates information in the Draft EIR. See Draft EIR section 15.1 (Water Service) for a full and accurate description and evaluation pursuant to CEQA.

- L 3.47 Comment pertains to a perceived significant water impact.

*Response:* The commenter is misreading the water service Significance Criteria (Draft EIR subsection 15.1.3), which states, “[T]he updated Community Plan would result in a significant impact on water service *if it would*”.... The criteria are not conclusions regarding environmental impacts; they are the criteria for evaluating CEQA-defined impact topics.

- L 3.48 Comment pertains to lack of water for future Plan-facilitated development.

*Response:* See Master Response Regarding Comment Letter 3. See Draft EIR subsections 15.1.1 (Environmental Setting) and 15.1.4 (Impacts and Mitigation Measures) for a complete and accurate discussion of water supply related to the Community Plan Update.



- L 3.49 Comment pertains to inadequate water distribution and individual developer responsibilities.

*Response:* Draft EIR section 15.1.5 (under “Water Distribution, Fire Flow and Emergency Storage Impacts” and “Cumulative Water Service Impacts”) describes the process proposed for ensuring adequate water service infrastructure, including development and connection fees, fair share payment toward infrastructure improvements, and project review by the Public Works Department.

- L 3.50 Comment pertains to inadequate existing wastewater pipelines and infeasible future mitigation.

*Response:* See Master Response Regarding Comment Letter 3. The Draft EIR concludes that “no mitigation is required” for wastewater collection impacts because improvements to the wastewater system are incorporated into the Community Plan Update, and existing County development permitting procedures would be applied to individual developments. This information is included in Draft EIR subsection 15.2.4 (Impacts and Mitigation Measures, Wastewater Collection Impacts).

- L 3.51 Comment pertains to potential increase in need for police services based on connectivity routes and increased residential density.

*Response:* See Master Response Regarding Comment Letter 3. Information regarding police service impacts was provided by the County of San Mateo Office of the Sheriff, as noted in Draft EIR section 15.3 (Police Service).

- L 3.52 Comment pertains to potentially inadequate future fire and emergency services.

*Response:* The commenter correctly states some of the Draft EIR information and misstates other information. Please see Draft EIR section 15.4 (Fire and Emergency Medical Service) for a complete and accurate discussion. Both the Redwood City Fire Department and the Menlo Park Fire Protection District were consulted during the preparation of this section, as noted in the footnotes.

- L 3.53 Comment pertains to school capacity, student generation assumptions, and secondary impacts resulting from increased enrollment (e.g., traffic, construction of physical plant).

*Response:* See Master Response Regarding Comment Letter 3. The student generation data was supplied by the Redwood City School District. The forecast of new students is not simply based on household size; the forecast takes into account, for example, students graduating each year (leaving the school system), students moving to the next grade (remaining in the system), and new students (entering the system). Draft EIR page 15-25 does not “concede” that new schools would be needed as a result of the Community Plan Update. Traffic impacts--including trips to school generated by new residential development--are evaluated in Draft EIR chapter 16 (Transportation).



L 3.54 Comment pertains to parks and recreation facilities listed in the Draft EIR.

*Response:* See Master Response Regarding Comment Letter 3. As clearly described in the Draft EIR, the list of parks and recreation facilities comprise *existing* facilities. Also see response to similar comment L 3.16.

L 3.55 Comment pertains to existing, existing plus project, and cumulative traffic impacts.

*Response:* See Master Response Regarding Comment Letter 3.

L 3.56 Comment pertains to EIR conclusion that anticipated population growth as a result of the Plan will not constitute a significant impact in and of itself.

*Response:* See response to comment 3.41.

L 3.57 Comment pertains to inability of alternatives to reduce or mitigate identified impacts.

*Response:* See Master Response Regarding Comment Letter 3.

L 3.58 Comment pertains to assumption that increased connectivity would be beneficial.

*Response:* The commenter appears to disagree with the stated *goals* of the Community Plan Update. No comment on the adequacy or findings of the Draft EIR has been made. No response under CEQA is necessary.

L 3.59 Comment pertains to adequacy of current community plan to achieve the goals and objectives of the proposed Plan Update.

*Response:* See Master Response Regarding Comment Letter 3. In conclusion, the commenter prefers Draft EIR Alternative 2 (Existing Community Plan). No response under CEQA is necessary.

L 3.60 Comment pertains to the density of development proposed in Alternative 3.

*Response:* See Master Response Regarding Comment Letter 3.

L 3.61 Comment pertains to retaining the current (1979) community plan.

*Response:* See response to comment L 3.59.

L 3.62 Comment pertains to lack of County monitoring of mitigations.

*Response:* See Master Response Regarding Comment Letter 3.

L 3.63 Comment pertains to inadequate public notice.

*Response:* See response to comment PC 7.

L 3.64 Comment pertains to increased population density and its potential impacts on schools, sewers, and other public services.

*Response:* See Master Response Regarding Comment Letter 3. Also, the commenter appears to be equating “density” with “overcrowding”; the terms are not synonymous. Pursuant to CEQA, the Draft EIR addresses the following issues listed in the comment: schools, sewers, garbage collection, and police.

L 3.65 Comment pertains to existing transient noise impacts in the community.

*Response:* The comment refers to a perceived existing condition, not to a potential impact resulting from the Community Plan Update. See Draft EIR chapter 13 (Noise) for a complete discussion pursuant to CEQA.

L 3.66 Comment pertains to need for “enforcement officer” to respond to noise complaints and other zoning issues.

*Response:* The comment refers to a perceived existing condition, not to a potential impact resulting from the Community Plan Update. See Draft EIR section 15.3 (Police Service) for a complete discussion pursuant to CEQA.

L 3.67 Comment pertains to park access and recreational programs.

*Response:* See response to similar comments 3.16 and 3.54.



> Save Paper.  
> Think before you print.>>> "Donna Heuman" <drh@heuman.org> 9/12/2011  
> 1:46 PM >>>  
> I appreciated Janet Davis taking the time to voice her concerns; and, I  
> would just like to join in the concern about lack of notice.  
>  
> More salient is the fact that the EIR report and the complete only  
> recently-published plan are given to the public after two years and are  
> supposedly to be considered on September 14, 2011, which gives concerned  
> citizens less than three weeks to thoroughly digest an enormous amount  
> of material.  
> Furthermore, since it was stated at the meeting that 70 per cent of the  
> North Fair Oaks residents are Latino/a; it is incredible to me that the  
> EIR was never translated into Spanish, thereby leaving in the dark many  
> of the North Fair Oaks residents who obviously are not English speaking  
> [to my regret].  
>  
>  
> It took the group that knew about this two years to prepare the EIR and  
> plan without much input from any but a small closely-knit, mainly County  
> group; yet, this is to be decided upon and pushed through very quickly.  
>  
> I would say that that is not the transparency that one would wish for  
> when reinventing an entire area. Furthermore, it is interesting that  
> you quickly brush aside the North Fair Oaks Council stating that they  
> "are not in charge of the process." It would seem they would be the  
> ones tasked with moving forward with this project by the Board of  
> Supervisors. Perhaps that is incorrect.  
>  
> I suppose a better question is: "Who is in charge of this process?"  
>  
>  
> Sincere best wishes,  
>  
> Donna Heuman  
> former North Fair Oaks advisory Council vice-chair  
> attorney at law  
> former 11 year San Mateo County employee  
>

L4.01

L 4 Donna Heuman; September 12, 2011 (1 page)

- L 4.01 Comment pertains to inadequate public notice as well as failure to translate the EIR into Spanish.

*Response:* See response to comment PC 7. Also, the commenter appears to presume--because many aspects of the Community Plan Update process have been voluntarily translated into Spanish--that the Draft EIR should be required to be translated into Spanish. The presumption is unfounded. There is no requirement under CEQA that EIRs be translated, nor is there any legal precedent requiring it. Environmental issues germane to CEQA raised at the community workshops, Plan committee meetings, and other public meetings--whether in English or Spanish--were addressed in the EIR preparation process.





## Town of Atherton

L 5

Town Administrative Offices  
91 Ashfield Road  
Atherton, California 94027  
650-752-0500  
Fax 650-688-6528

September 21, 2011

William Gibson, Planner  
San Mateo County  
Planning and Building Department  
455 County Center, 2<sup>nd</sup> Floor  
Redwood City, CA 94063

RE: North Fair Oaks Community Plan Update Draft EIR

Dear Mr. Gibson,

The Town of Atherton staff has reviewed the Menlo Gateway Project Draft Environmental Impact Report (DEIR) dated July 2009 and has the following comments.

### Noise and Vibration

Impact 13-1 (page 13-12) includes the statement that demolition and construction activities associated with the updated Community Plan could temporarily increase noise levels at nearby residential and commercial sensitive receptors and this possibility represents a potentially significant impact. Mitigation 13-1 (page 13-15) suggests scheduling noise-generating construction activity between the hours of 7 a.m. and 6 p.m. weekdays, 9 a.m. and 5 p.m. Saturdays and no activity on Sundays or holidays. Atherton requests modification of this mitigation measure to limit noise-generating construction activity between the hours of 8 a.m. and 5 p.m. weekdays with no activity on Saturdays, Sundays and holidays when the activity is within 500' of a residential use.

L5.01

### Transportation (Middlefield Road/Marsh Road Intersection)

Impact 16-3 (page 16-56) includes the statement that under Cumulative Plus Project conditions, operations at the Middlefield Road/Marsh Road intersection would deteriorate from an acceptable LOS C (No Project) to an unacceptable LOS E during the PM peak hour. Mitigation 16-13 contains the statement that the Menlo Gateway Project Draft EIR (2009) identified a mitigation measure of constructing an additional southbound left turn lane from Middlefield Road onto Marsh Road in order to improve the intersection operation to acceptable LOS D

L5.02

during the PM peak hour. Further, it is stated that this mitigation measure may require obtaining additional right-of-way from adjacent developed properties, and is therefore potentially infeasible. Additionally, since the intersection is in the jurisdiction of the Town of Atherton, the improvement would exceed the County's authority to implement. It was recommended that the County coordinate with the Town of Atherton to consider implementation of the mitigation. Until such time as this mitigation is considered feasible, the impact is considered significant and unavoidable.

It should be noted that subsequent to certification of the Menlo Gateway Project Draft EIR (2009) the City of Menlo Park City Engineer's Office prepared a study of the possible alignment for an additional southbound left turn lane from Middlefield Road onto Marsh Road. It was concluded that there is currently sufficient right-of-way available to accommodate the improvements. When the City of Menlo Park approved the Menlo Gateway Project they included a condition of approval that required the developer to contribute to the cost of those improvements.

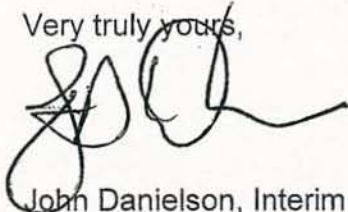
L5.02

Therefore, the conclusion as stated in Mitigation 16-13 is incorrect. Construction of an additional southbound left turn lane from Middlefield Road onto Marsh Road in order to improve the intersection operation to acceptable LOS D during the PM peak hour is feasible. A condition of the Menlo Gateway Project requires a developer contribution to the cost of the improvement and the City of Menlo Park City Engineer's Office has been coordinating with the Town of Atherton Public Works Department in order to implement the mitigation measure.

The Town of Atherton requests that Mitigation 16-13 be corrected and also to include a provision that requires developers of North Fair Oaks properties that will create additional traffic using the Middlefield Road/Marsh Road intersection to contribute to the cost of the additional southbound left turn lane. The mitigation measure should also recommend that the County coordinate with the Town of Atherton in order to facilitate implementation of the mitigation.

Thank you for allowing us to comment on the DEIR.

Very truly yours,



John Danielson, Interim City Manager

Cc: City Council  
 Planning Commission  
 Theresa DellaSanta, City Clerk  
 Michael Kashiwagi, Public Work Director  
 Neal Martin, Town Planner  
 Lisa Costa Sanders, Deputy Town Planner



L 5 John Danielson, Interim City Manager, Town of Atherton; September 21, 2011 (2 pages)

- L 5.01 Comment pertains to noise impact and the scheduling of noise-generating construction activity.

*Response:* Draft EIR Mitigation 13-1 is reiterated from the County Noise Ordinance (see EIR section 13.2, Regulatory Setting, page 13-8), which is the governing ordinance for construction-related noise for all development in the County. Additional construction noise mitigation would be required only if specific additional impacts were identified under future CEQA analysis, should such analysis be required, for specific projects.

- L 5.02 Comment pertains to existence of sufficient right-of-way for implementation of Mitigation 16-13 and need for future project developers to make fair-share contributions for any traffic improvements identified in the mitigation.

*Response:* Mitigation 16-13 has been revised with the updated information provided by the City of Atherton.

**DEPARTMENT OF TRANSPORTATION**

111 GRAND AVENUE  
P. O. BOX 29660  
OAKLAND, CA 94623-0660  
PHONE (510) 286-5541  
FAX (510) 286-5559  
TTY 711



*Flex your power!  
Be energy efficient!*

September 22, 2011

SM082274  
SM-82-2.5  
SCH #2011042099

Mr. William Gibson  
San Mateo County  
Planning and Building Department  
455 County Center, 2<sup>nd</sup> Floor  
Redwood City, CA 94063

Dear Mr. Gibson:

**NORTH FAIR OAKS COMMUNITY PLAN UPDATE – DRAFT ENVIRONMENTAL IMPACT REPORT**

Thank you for including the California Department of Transportation (Department) in the environmental review for the North Fair Oaks Community Plan Update project. The following comments are based on the Draft Environmental Impact Report (DEIR).

***Traffic, Highway Operations, and Forecasting***

- 1. Please provide the following:
  - a. An analysis of the intersections of El Camino Real/Fair Oaks Lane and Woodside Road/Broadway as study intersections.
  - b. Freeway segment analysis for US-101, State Route (SR) 82, and SR 84 near to the study area for our review. Also, indicate if there is any impact to any freeway on-ramp or off-ramp due to this project.
  - c. 95<sup>th</sup> percentile queuing data on Traffix and conduct queuing analysis on the major intersection on SR 82 and SR 84.
  - d. Fair share amount to be contributed by this project.
- 2. Administrative Draft Traffic Impact Analysis:
  - a. Existing Peak Hour Intersection Volumes, Figure 4: Please provide a narrative that clearly states the underlying assumptions and methodology that led to the conclusions in this Figure.
  - b. Project Trip Generation Estimates, Table 5, applies internal, transit, and pass-by trip reductions to the generated trips for Existing uses and project development. However, the Department's position is that these trip reductions should be applicable to trips generated from Project Only, not Existing traffic generated from Existing uses. Existing traffic should reflect these three reductions. More trip reductions to Existing traffic would be considered a double count. Therefore, the Department recommends

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L6.01

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L6.02

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L6.03

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Mr. William Gibson/County of San Mateo  
September 22, 2011  
Page 2

the net traffic be equal to Project Generated trips minus these three trip reduction.  
Please revise Figure 8, Project Only Intersection Volumes, and others accordingly.

L6.03

**Alternative Transportation**

DEIR, page 16.25 includes references to the 1986 San Mateo County General Plan which contains now outdated information. The document should be revised to reflect the updated information:

1. Item 12.25, Caltrain Service, refers to Caltrans as the agency responsible for upgrading Peninsula Train Service. Please note that the Peninsula Corridor Joint Powers Board currently owns and operates Caltrain and is responsible for any upgrades to Caltrain service.
2. Item 12.59, Role of Riders for Bay Area Commuters, Inc, refers to RIDES as the agency responsible for encouraging ridesharing. Please note that the Metropolitan Transportation Commission currently oversees the Regional Rideshare Program which disseminates rideshare and other transportation information to commuters in the Bay Area region via the 511.org website.

L6.04

**Cultural Resources**

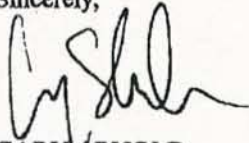
The Community Plan states that there is potential for historical archaeological resources, but there is no mitigation plan outlined for these impacted resources. Although, it is stated that historic resources in the project area are considered ineligible to the National Register as a built resource, there is potential for National Register eligibility for mid-19<sup>th</sup> to early-20<sup>th</sup> century domestic and commercial archaeological sites. Mitigation measures for historical archaeological resources should include a qualified historical archaeologist to conduct appropriate documentary research, and if necessary, prepare a treatment plan for these resources prior to construction activities.

L6.05

Should construction activities within the state right-of-way (ROW) take place as part of this project, these mitigation measures shall be implemented for an archaeological discovery. If there should be an inadvertent archaeological or burial discovery with the state ROW, the Caltrans Office of Cultural Resource Studies shall be immediately contacted at (510) 286-5618. A staff archaeologist will evaluate the finds within one business day after contact. The Department requires review of any potential data recovery plans within the state ROW.

Please feel free to call or e-mail Sandra Finegan at (510) 622-1644 or [sandra\\_finegan@dot.ca.gov](mailto:sandra_finegan@dot.ca.gov) with any questions regarding this letter.

Sincerely,



GARY ARNOLD  
District Branch Chief  
Local Development – Intergovernmental Review

c: State Clearinghouse



L 6 Gary Arnold, District Branch Chief, Local Development--Intergovernmental Review,  
Department of Transportation (Caltrans); September 22, 2011 (2 pages)

- L 6.01 Comment pertains to additional study intersections and freeway segment analysis, and project fair share contribution amount.

*Response:* The County of San Mateo published a Notice of Preparation of a Draft Environmental Impact for the North Fair Oaks Community Plan Update and Notice of EIR Scoping Meeting (NOP) on April 27, 2011 for public and agency review and comment. Through this CEQA process, as well as the Community Plan Update process, the County worked with respondents to the NOP, other agencies, and municipalities to develop the study area for the Draft EIR transportation and circulation analysis. The study area facilities were chosen based on their location relative to the Plan area and the potential for impacts on the transportation network. The County developed and approved the list of study area intersections. During the NOP and scoping process, Caltrans did not provide any comments requesting additional study intersections, roadways, or freeway facilities to be included in the Draft EIR traffic analysis. Because this is a Program EIR for a long-term plan, future traffic analyses could be required by the County as the Community Plan Update is implemented over time.

- L 6.02 Comment pertains to need for discussion of assumptions and methodology leading to conclusions in Figure 16.4 (Existing Peak Hour Intersection Volumes).

*Response:* Draft EIR subsection 16.2.2(b), Intersection Operations, explains the assumptions and methodology used in establishing the existing peak hour intersection turning movement volumes shown on Figure 16.4.

- L 6.03 Comment pertains to project trip generation methodology and Caltrans-recommended adjustments.

*Response:* The project trip generation estimates were calculated using a methodology designed to sufficiently reflect only the net new external vehicle trips generated by the Community Plan Update. In order to accomplish this, the baseline "Existing" trip generation is first calculated using ITE trip rates and methodology for the land uses within the planning area, including adjustments to properly reflect existing transit/walk/bike use, trip internalization, and retail pass-by trips. This adjusted "Existing" trip generation is then compared to the calculated "Existing Plus Project" trip generation, which reflects the trips generated with buildout of the proposed development program under the Community Plan Update. The "Existing Plus Project" trip generation also is adjusted to appropriately reflect transit/walk/bike use, internalization, and retail pass-by. The resulting incremental difference between the adjusted "Existing" and "Existing Plus Project" trip generation defines the net new external vehicle trips generated by the Plan Update.

If the adjustments for transit/walk/bike use, internalization, and retail pass-by were applied to the "Existing Plus Project" trip generation only, and not to the "Existing" baseline trip generation, the resulting net increase attributed to the Plan Update would be underestimated. This is because such an approach would result in an overestimate of the "Existing" trip generation, which would lead to a lower and less conservative



incremental difference when compared to the “Existing Plus Project” trip generation. If the “Existing” trip generation were derived based on actual traffic data collected within North Fair Oaks, then this data would already inherently reflect effects of transit/walk/bike use, trip internalization, and retail pass-by. However, because the “Existing” trip generation is estimated using ITE trip rates, which are based on data collected from mostly isolated suburban sites with poor transit access, the “Existing” base trip generation estimates must be adjusted to reflect the true external vehicle trips.

- L 6.04 Comment pertains to need to update outdated information in the 1986 San Mateo County General Plan.

*Response:* These policies are quoted directly from the County General Plan. A note has been added to the Draft EIR text updating the information.

- L 6.05 Comment pertains to historical and archaeological resource impacts.

*Response:* Draft EIR Mitigations 8-1 and 8-2 adequately address the comment.



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September 22, 2011

Mr. William Gibson  
Planner  
San Mateo County Planning and Building Department  
455 County Center, 2<sup>nd</sup> Floor  
Redwood City, CA 94063

**RE: Comments on the Draft Environmental Impact Report for the North Fair Oaks Community Plan Update**

Dear Mr. Gibson:

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the North Fair Oaks Community Plan Update. SamTrans applauds your focus to improve the pedestrian environment, enhance public spaces, and implement more transit-oriented development that encourages transit use.

We respectfully submit the following comments:

- o Section 3.4.2b(4) (Pg. 3-10) under the Plan Update Development Framework indicates a preferred North Fair Oaks area route for a potential light rail line identified along Middlefield Road and 5th Avenue: *Intended to be coordinated with a proposed City of Redwood City streetcar line, the North Fair Oaks route would run west-east along Middlefield Road from the western edge of the community to 5th Avenue, then north-south along 5th Avenue. The feasibility and timing, as well as the technical details, of an actual future light rail project remain to be determined, and would depend on actions of the City of Redwood City as well as the County Board of Supervisors.*

L7.01

SamTrans currently does not have any long-term plans to develop light rail lines for its system. In addition, a street car alignment as proposed by Redwood City along Middlefield Road would require a comprehensive analysis of different alternative alignments that should be included in any feasibility and environmental documents.

- o Goal 3.4 Policy 4A and 4H (Pg. 3-16) *Strengthen the local and regional transit connectivity of the North Fair Oaks community and support SamTrans' long-range planning goals for Bus Rapid Transit service, which would likely include high-frequency rapid service along El Camino Real (SR-82) and possibly along Middlefield Road.*

L7.02

**SAN MATEO COUNTY TRANSIT DISTRICT**  
1250 San Carlos Ave. – P.O. Box 3006  
San Carlos, CA 94070-1306 (650)508-6200



Letter to Mr. Gibson  
September 22, 2011  
Page 2 of 2

SamTrans supports the Plan's approach to study the feasibility, potential improvements required, and necessary land use and zoning policies needed to support a future multi-modal transit hub in North Fair Oaks. However, it should be noted that SamTrans currently has no long-range plans for proposed bus rapid transit service along Middlefield Road.

L7.02

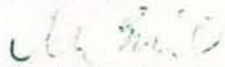
- o Impact 16-7: Transit Facilities. *The Existing Plus Project scenario would generate additional transit trips, which would place substantial additional demands on the existing and planned SamTrans, Caltrain and High Speed Rail Authority transit network in the Plan area. This would represent a potentially significant impact.*

L7.03

Overall, SamTrans supports the efforts of the plan to provide opportunities for current and future residents to significantly utilize transit to meet their mobility needs. The generation of additional transit trips would need to be monitored over time as the implementation of the North Fair Oaks Community Plan is phased in, to ensure transit service can keep pace with proposed development.

We look forward to continuing to work with you on planning and support your encouragement of the use of different modes of transit while creating a more pedestrian friendly environment within the North Fair Oaks community.

Sincerely,



Marisa Espinosa  
Manager, Planning and Research

Cc: Hilda Lafebre, Capital Project and Environmental Planning  
Aidan Hughes, Interim Executive Officer, Planning and Development  
Laura Sliker, Senior Planner

L 7. Marisa Espinosa, Manager, Planning and Research, San Mateo County Transit District (SamTrans); September 22, 2011 (2 pages)

- L 7.01 Comment pertains to a possible future light rail route, lack of any long-term SamTrans plans that include such a route, and need for additional analysis of any proposed Redwood City street car alignment along Middlefield Road.

*Response:* Comment noted. The Draft EIR text quoted in the comment notes the need for future decision-making regarding the “feasibility and timing” of any potential light rail project. A light rail project is considered conceptual at this time. Any future proposed light rail project would be subject to its own CEQA process. The SamTrans information does not change any of the Draft EIR conclusions or findings.

- L 7.02 Comment pertains to bus rapid transit service and lack of any long-term SamTrans plans that include this service along Middlefield Road.

*Response:* Consistent with this comment, the Draft EIR does not assume SamTrans bus rapid transit service along Middlefield Road. The SamTrans information does not change any of the Draft EIR conclusions or findings.

- L 7.03 Comment pertains to need to monitor transit service to keep pace with development facilitated by the Plan Update.

*Response:* Comment noted. See accompanying Draft EIR Mitigation 16-7.





September 22, 2011

Mr. William Gibson  
Planner  
San Mateo County Planning and Building Department  
455 County Center, 2<sup>nd</sup> Floor  
Redwood City, CA 94063

**RE: Comments on the Draft Environmental Impact Report for the North Fair Oaks Community Plan Update**

Dear Mr. Gibson:

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the North Fair Oaks Community Plan Update. The Peninsula Corridor Joint Powers Board (PCJPB) applauds your focus to improve the pedestrian environment, enhance public spaces, and implement more transit-oriented development that encourages transit use.

We respectfully submit the following comments:

- The North Fair Oaks Community Plan Update Circulation section (pg. 3-9) as well as Policy Goal 3.1.b (Pg. 3-13) note expansion of the bicycle network with proposed crossings at Berkshire Avenue, across the Caltrain tracks, and at 8th Avenue and Fair Oaks Avenue, across the Southern Pacific Railroad tracks.

L8.01

While we support bicycle access to station areas, the PCJPB which manages the active Caltrain railroad, wants to bring to your attention the inherent danger railroads have, and our policy of not allowing the public onto our right of way except at existing crossings with active warning devices. If additional bike crossings were to be created, significant safety and operational mitigations would be required to ensure the continued operation of the railroad is balanced with the need for community access.

- Section 3.4.2b(4) (Pg. 3-10) under the Plan Update Development Framework indicates a preferred North Fair Oaks area route for a potential light rail line identified along Middlefield Road and 5th Avenue: *Intended to be coordinated with a proposed City of Redwood City streetcar line, the North Fair Oaks route would run west-east along Middlefield Road from the western edge of the community to 5th Avenue, then north-south along 5th Avenue. The feasibility and timing, as well as the technical details, of an actual future light rail project remain to be determined, and would depend on actions of the City of Redwood City as well as the County Board of Supervisors.*

L8.02

A street car alignment as proposed by Redwood City along Middlefield Road would require a comprehensive analysis of different alternative alignments that should be included in any

Letter to Mr. Gibson  
September 22, 2011  
Page 2 of 2

feasibility and environmental documents. Currently Middlefield Road crosses the north and south legs of the Redwood Junction wye at grade. These tracks are currently active. Caltrain does not support the creation of new at grade crossings, nor the at grade crossings of two different rail systems with vehicular and pedestrian traffic for reasons of system incompatibility and safety. In addition, we recommend that FRA and CPUC, as governing agencies for grade crossings, be part of the coordination and approval process.

L8.02

- o Goal 5.10 Policy 10G (Pg. 3-28): *Provide safe, accessible, and convenient pedestrian routes throughout North Fair Oaks aims to create and facilitate new pedestrian connections across the Southern Pacific Railroad and Caltrain tracks.*

L8.03

Similar to Policy Goal 3.1.b, if additional pedestrian crossings were to be created, significant safety and operational mitigations would be required to ensure the continued operation of the railroad is balanced with community access needs.

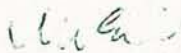
- o Impact 16-7: Transit Facilities. *The Existing Plus Project scenario would generate additional transit trips, which would place substantial additional demands on the existing and planned SamTrans, Caltrain and High Speed Rail Authority transit network in the Plan area. This would represent a potentially significant impact.*

L8.04

Overall, the PCJPB supports the efforts of the plan to provide opportunities for current and future residents to significantly utilize transit to meet their mobility needs. The generation of additional transit trips would need to be monitored over time as the implementation of the North Fair Oaks Community Plan is phased in, to ensure transit service can keep pace with proposed developments.

We look forward to continuing to work with you on planning and support your encouragement of the use of different modes of transit while creating a more pedestrian friendly environment within the North Fair Oaks community.

Sincerely,

  
 Marisa Espinosa  
 Manager, Planning and Research

Cc: Hilda Lafebre, Capital Project and Environmental Planning  
Aidan Hughes, Interim Executive Officer, Planning and Development  
Laura Sliker, Senior Planner



L 8 Marisa Espinosa, Manager, Planning and Research, Peninsula Corridor Joint Powers Board (Caltrain); September 22, 2011 (2 pages)

- L 8.01 Comment pertains to safety; and operational needs required with respect to bicycle access to Caltrain right-of-ways (e.g., bike crossings).

*Response:* Comment noted. See Draft EIR Impact and Mitigation 16-8 (Safety Impacts at At-Grade Railroad Crossings).

- L 8.02 Comment pertains to need for additional analysis of any proposed Redwood City street car alignment along Middlefield Road as well as involvement of the Federal Railroad Administration (FRA) and California Public Utilities Commission (CPUC).

*Response:* See responses to comments L 7.01 and L 8.01.

- L 8.03 Comment pertains to safety and to operational needs required with respect to pedestrian access to Caltrain right-of-ways (e.g., pedestrian crossings).

*Response:* See response to comment L 8.01.

- L 8.04 Comment pertains to need to monitor transit service to keep pace with development facilitated by the Plan Update.

*Response:* See response to comment L 7.03 (same comment as L 7.03).

VIA E-MAIL AND FACSIMILE 650-363-4849

September 23, 2011

William Gibson, Planner  
San Mateo County  
Planning and Building Department  
455 County Center, 2<sup>nd</sup> Floor  
Redwood City, CA 94063

Re: *North Fair Oaks Community Plan Update Draft Environmental Impact Report  
Menlo Park Fire Protection District Comment Letter on Draft EIR*

Dear Mr. Gibson:

This letter is submitted on behalf of the Menlo Park Fire Protection District (Fire District) and sets forth its comments on the Draft Environmental Impact Report (EIR) for the North Fair Oaks Community Plan Update (Plan). The Fire District appreciates the opportunity to review and comment on the Draft EIR. The Fire District wants to ensure that it can provide high quality emergency services and response to the new development authorized under the Plan.

Our comments are organized by page number in the Draft EIR. Attached is a mark-up of the Public Services Chapter of the EIR showing where these comments should be addressed by changes in the text.

(1) Page 15-19, Section 15.4.2 – Regulatory Setting – Add a reference to the Menlo Park District Fire Prevention Code as a new subsection (d) with the following description of the regulations: “The Menlo Park Fire Protection District adopted by ordinance a new amended and restated District Fire Prevention Code that makes local amendments to the 2010 California Fire Code as authorized by State law. Ordinance No. 32-2010 sets forth the District Fire Prevention Code adopting the 2010 California Fire Code with local amendments.”

L9.01

(2) Pages 15-21 – 15-22, Section 15.4.4 - The conclusion in the third paragraph on page 15-22 which states that the impact on the Fire District is “highly speculative” and does not result in a significant impact under CEQA is not consistent with the other information included in the Draft EIR and needs to be revised. As described in the second paragraph of Section 15.4.4, the large number of new residents and employees resulting from development under the Plan, and the taller buildings, mix of uses and denser development

L9.02



allowed under the Plan would result in the need for larger fire suppression apparatus, new specialized equipment or more personnel which would require either an expansion or relocation of Fire Station 5 to maintain Fire District standards of service. Since the EIR is a Plan-level review, information about the exact nature and timing of development is not available at this time. However, as development occurs, the Fire District will experience these adverse impacts. Therefore, the Fire District believes that the impact is potentially significant and requires mitigation. The Fire District requests that the impact finding be revised to "potentially significant" and the following mitigation be added - "At the time of project-level review and approval of new development projects proposed under the Plan, the Menlo Park Fire Protection District shall review the proposed project and specifically identify any impacts on the Fire District caused by the Project and any mitigations needed to reduce the impacts of the Project to less than significant. The mitigation measures shall be included as conditions of approval. This mitigation shall apply to the following types of Projects: a project with 3 stories or more; a mixed use project involving residential uses; and a residential development project of 30 units or more." With this mitigation, the impact will be less than significant.

L9.02

(3) Page 15-21 – 15-22 – The Draft EIR states that as development occurs over time, traffic control devices may have to be modified in order to meet Fire District response times. Therefore, signal preemption devices should be specifically included as a mitigation measure in the Traffic Chapter (under emergency access) or the Public Services Chapter. The amount and type of development proposed under the Plan is expected to increase traffic in the area and may affect primary response routes used by the Fire District. The Fire District requests that the following mitigation be added to the EIR under the Traffic Chapter (under emergency access) or the Public Services Chapter: "If traffic from a development project under the Plan adversely affects primary response routes used by the Fire District, especially during peak travel times, the project shall contribute to the cost of installation and maintenance of signal preemption devices or other changes to traffic control devices located on the primary response routes in order to address these impacts."

L9.03

(4) Page 15-22 – Please see specific edits in attached document and references to applicable comments in this document.

L9.04

(5) Page 15-22 – 15-23, Cumulative Fire and Emergency Medical Services Impacts – This section should be revised to discuss the cumulative projects that will occur in the Fire District boundaries within the Plan timeframe. These include, but are not limited to, the following: Menlo Park Downtown Specific Plan, Facebook campus (Menlo Park), Ravenswood/4 Corners Project (East Palo Alto), and Gateway Project (Menlo Park). The combined impact of these projects will result in a large increase in residents and employees in the Fire District area and result in taller buildings and more dense development. These changes would result in the need for larger fire suppression apparatus, new specialized equipment or more personnel which would require either an expansion or relocation of District Fire Stations in order to maintain Fire District standards of service. Therefore, the cumulative impact of development on the Fire District is significant. Based on the above discussion of the Plan's impact on the Fire District, the EIR should be revised to state that

L9.05



L 9

the Plan's contribution to this cumulative impact would be cumulatively considerable. The EIR should include mitigation to address the Plan's contribution to cumulative impacts. The Fire District plans to conduct a fire impact fee study to establish a fee to impose on new development throughout the Fire District to address cumulative impacts. The Fee will likely not be adopted before approval of the Plan. The significant cumulative impacts of the Plan on the Fire District require mitigation to support a finding that the impact will be less than significant. The Fire District requests that the following mitigation measure be added to the EIR: "Each development project under the Plan shall either (1) pay their "fair share" of the costs of new facilities, equipment and personnel for which Plan impacts contribute to the need or (2) to pay any applicable fire impact fee that covers these costs, approved by the Fire District and adopted by the County of San Mateo, that is in effect at the time permits are approved for the development project."

L9.05

(6) General comment – There are several places in the EIR that state that increased property and sales tax under the Plan would be sufficient to address the impacts on the Fire District. The EIR does not contain any study or evidence to support this conclusion and it is inaccurate. First, the Fire District does not receive any sales tax revenue. Second, property tax revenues are not expected to cover future needs of the Fire District. Annual property tax growth has declined in recent years from +10% to -2.8%. Future property tax growth is not anticipated to increase in the near term and any increase in future years will be less than past years. Future Fire District funding is also at risk if the voters do not approve the extension of the Gann limit override at the November 2011 election. Therefore, the Fire District requests that these statements be deleted and revised as shown in the document attached to this letter.

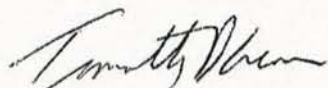
L9.06

(7) General Comment - We ask the County to confirm that the Plan does not result in any changes to the zoning or development standards applicable to the Fire District Station 5 property.

We appreciate the County's request for the Fire District to review the Draft EIR. If there are any questions about the information in this letter, please contact the undersigned.

L9.07

Sincerely,



Timothy D. Cremin

Attachment  
TDC:cs

c: Harold Schapelhouman, Fire Chief, Menlo Park Fire Protection District  
Steve Meyers, District Counsel

1718733.1



ATTACHMENT TO COMMENT LETTER FROM MENLO PARK  
FIRE PROTECTION DISTRICT DATED Sept 23, 2011

North Fair Oaks Community Plan Update  
County of San Mateo  
August 5, 2011

(Page 1 of 6)

15. Public Services and Utilities  
Draft EIR  
Page 15-18

L 9

Sub-Station at 4<sup>th</sup> Avenue and Middlefield Road.<sup>1</sup> Although speculative at this time, if such a situation occurs in the future, this EIR can be used as the first-tier evaluation of a relocated sub-station, with additional site-specific CEQA analysis required as necessary.

Based on the above evaluation, the impacts of the updated Community Plan related to police service would be **less than significant**.

**Mitigation.** No significant impact has been identified; no mitigation is required.

**Cumulative Police Service Impacts.** Development facilitated by the updated Community Plan, together with projected areawide growth in neighboring communities, would result in additional residential and non-residential development by the year 2035. This cumulative development would result in a corresponding increase in calls for police service and a need for additional staffing, equipment, and facilities to maintain the police service staffing ratios and response time goals. Cumulative development would bring additional annual revenue in the form of increased local property taxes and sales taxes that would help offset the increased demand for police service by funding increases in police personnel, training, and equipment. Therefore, cumulative impacts related to police service would be **less than significant**.

**Mitigation.** No significant cumulative impact has been identified; no mitigation is required.

#### 15.4 FIRE AND EMERGENCY MEDICAL SERVICE

This section describes existing conditions and the regulatory setting related to fire and emergency medical service, and the potential impacts of the updated Community Plan. Emergency response is addressed in Chapter 10, Hazards and Hazardous Materials, of this EIR.

##### 15.4.1 Environmental Setting

Fire and emergency medical service (EMS) in North Fair Oaks is provided by the Redwood City Fire Department (RCFD) and the Menlo Park Fire Protection District. Generally, the RCFD serves the Plan area north of the Caltrain rail line, and Menlo Park District serves the area south of the Caltrain line. The RCFD service area is referred to as "Fire Protection Subzone of County Service Area 8 (CSA-8)."

(a) Redwood City Fire Department.<sup>2</sup> RCFD Fire Station 11, located at 1091 2<sup>nd</sup> Avenue (at Broadway), serves CSA-8. Housed there is a 1,500 gpm pumper staffed by a fire captain and two firefighters. Station 11 is located approximately 0.18 miles to the closest point of CSA-8 and 0.91 miles to its farthest point (see previous Figure 4.3 in this EIR).

RCFD Fire Station 9, located at 755 Marshall Street (between Jefferson and Main), also serves CSA-8, with a fire captain and two firefighters staffing Engine 9 and a fire captain and three

<sup>1</sup>Munk.

<sup>2</sup>Uli Peretz, Fire Prevention Officer, Redwood City Fire Department, written communication, May 11, 2011.



firefighters staffing Truck 9. Station 9 is located between approximately 0.8 and 2.2 miles from CSA-8 (see previous Figure 4.3 in this EIR). An automatic-aid engine company is also received from the Menlo Park Fire Protection District on an as-needed basis.

Each Engine and Truck 9 are staffed with a licensed firefighter/paramedic to provide Advanced Life Support (ALS). The remaining company members on all fire equipment are licensed Emergency Medical Technicians (EMT).

Average response time for the RCFD in North Fair Oaks in fiscal year 09/10 was 4 minutes, 23 seconds, which is within the Department's goal. According to the RCFD, the existing level of fire protection is adequate to serve CSA-8. Possible future budget cuts may force a reduction in current fire protection levels and response times.

Two designated emergency landing zones for helicopters are located less than 0.7 miles from any point in CSA-8. Also, the RCFD participates in a countywide automatic aid system that provides the closest resources to an incident, and also signatory to various statewide mutual aid agreements.

(b) Menlo Park Fire Protection District.<sup>1</sup> In the eastern portion of North Fair Oaks, the Menlo Park Fire Protection District operates Fire Station 5 at Fair Oaks Avenue and 15<sup>th</sup> Avenue (see previous Figure 4.3 in this EIR). The single-bay station accommodates a single fire engine and three personnel. The current lot configuration and station size cannot accommodate more than one fire engine and three personnel.

#### **15.4.2 Regulatory Setting**

(a) Uniform Fire Code. The Uniform Fire Code (UFC) contains regulations relating to the construction, maintenance, and use of buildings. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. The UFC contains specialized technical regulations related to fire and life safety.

(b) California Health and Safety Code. State fire regulations are set forth in Sections 13000 et seq. of the California Health and Safety Code, which includes regulations for building standards (as set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers, smoke alarms, high-rise building, childcare facility standards, and fire suppression training.

(c) San Mateo County General Plan. The following San Mateo County General Plan policies are relevant to consideration of the fire and emergency medical service impacts of the updated Community Plan.

*∩ INSERT new subsection (d) on Menlo Park District  
Fire Prevention Code*

<sup>1</sup>Harold Schapelhouman, Fire Chief, Menlo Park Fire Protection District, written communication, May 27, 2011.



(1) *Natural Hazards Element*

15.27 *Appropriate Land Uses and Densities in Fire Hazard Areas....*

c. *In urban areas, consider higher density land uses to be appropriate if development can be served by CDF/County Fire Department, a fire protection district or a city fire department, adequate access for fire protection vehicles is available and sufficient water supply and fire flow can be guaranteed.*

15.29 *Review Criteria for Locating Development Outside of Fire Hazard Areas. Insure that fire safety is adequately addressed in the review of new development proposed in unincorporated areas located outside of fire hazard areas through measures including but not limited to referral of proposals for development to appropriate fire protection agencies for conditions of approval.*

15.30 *Standards for Water Supply and Fire Flow for New Development.*

a. *Require connection to a public water system or private water company or provision of an on-site water supply as a condition of approval for any new development proposal.*

b. *Determine the quantity of on-site water supply, fire flow requirements and spacing and installation of hydrants in accordance with the standards of the agency responsible for fire protection for the site proposed for development.*

c. *Consider the use of additional on-site fire protection devices including but not limited to the use of residential sprinkler systems and contracting the services of private alarm companies for development proposed in remote areas.*

15.31 *Standards for Road Access for Fire Protection Vehicles to Serve New Development.*

a. *Consider the adequacy of access for fire protection vehicles during review of any new development proposal.*

b. *Determine the adequacy of access through evaluation of length of dead end roads, turning radius for fire vehicles, turnout requirements, road widths and shoulders and other road improvement considerations for conformance with the standards of the agency responsible for fire protection for the site proposed for development....*

15.32 *Street Signing. Support efforts to identify all roads, streets and major public buildings in a manner so that they are clearly visible to fire protection and other emergency vehicles.*

15.33 *Road Patterns.*

a. *Ensure road patterns that facilitate access for fire protection vehicles and provide secondary access and emergency evacuation routes when reviewing proposals for new subdivisions.*

b. *Encourage the Department of Public Works to study existing road patterns that have access problems to determine the feasibility and costs of access improvements.*

c. *Encourage fire protection agencies to identify emergency access and evacuation routes for existing developed areas and to provide this information to area residents.*

15.35 *Fire Retardant Vegetation. Encourage the use of fire retardant vegetation when reviewing new development proposals.*

15.41 *Incorporate Fire Hazard Concerns During Review of Proposals for New Development. Incorporate fire hazard concerns into the review of proposals for new development through measures, including but not limited to: (1) regulation of land use and limitation of density, (2)*



review of access, water supply and hydrant location, (3) conformance to defined hazardous areas design criteria, and (4) conformance with established building code requirements.

#### **15.4.3 Significance Criteria**

Based on the CEQA Guidelines,<sup>1</sup> the updated Community Plan would result in a significant impact on fire and emergency medical service if it would:

(a) Result in a need for new or physically altered facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire and emergency medical service.

#### **15.4.4 Impacts and Mitigation Measures**

**Project Fire and Emergency Medical Service Impacts.** The updated Community Plan would provide for the development of up to an additional 3,024 dwelling units, 180,000 square feet of retail uses, 155,000 square feet of office uses, 210,000 square feet of industrial uses, 110,000 square feet of institutional uses, and 3.8 acres of parks and recreation uses within the Community Plan area by 2035. This additional development would result in an estimated 11,794 new residents and 1,905 new jobs in the Community Plan area. This additional development would contribute to an increase in service calls and an incremental need for additional staffing and equipment to maintain fire protection/EMS response time goals and staffing ratios.

The Menlo Park Fire Protection District has concluded that the projected potential growth in the Plan area may result in the need for larger fire suppression apparatus (e.g., quint/aerial ladder truck), more than one apparatus (e.g., engine and squad), and more personnel, which would require the District to either expand the Fire Station 5 site or relocate to accommodate the additional equipment and personnel. In addition, new types of development possible under the Plan Update (e.g., transit-oriented development) may require specialized equipment and procedures for fire suppression and emergency medical service related to train, light rail, streetcar, and other potential transportation options.<sup>2</sup>

Until any specific Menlo Park Fire Protection District expansion needs can be identified in terms of size, staffing, equipment, and location, assessment of associated environmental impacts would be highly speculative. As a result, this effect does not represent a significant "environmental" impact under CEQA--i.e., would not meet the criteria suggested in Appendix G (Environmental Checklist Form), item XIV (Public Services) of the CEQA Guidelines: "result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services." If and when identified by the District, any proposal for an expanded or new fire station would require its own CEQA review process and documentation. The Menlo Park Fire Protection District has noted that, as new development in the Plan area occurs over time, traffic control devices may need to be modified or eliminated in order for the District to meet acceptable response time standards. For example, traffic pre-emption devices

See  
revisions  
in  
comment  
letter  
item  
2a3

<sup>1</sup>CEQA Guidelines, Appendix G, item XIV(a).

<sup>2</sup>Schapelhouman.



(e.g., a system allowing firefighters to change traffic signals remotely as the fire truck approaches an intersection) may need to be installed and maintained.<sup>1</sup> The installation of such equipment, as deemed necessary as Plan area growth occurs over time, could be coordinated with traffic mitigations identified in chapter 16 (Transportation) of this EIR. *See Comment letter item 3.*

In a process independent of the Community Plan Update, the Menlo Park Fire Protection District is planning to prepare a development impact fee study applicable to structures over three stories in height.<sup>2</sup> As of the preparation of this EIR, this fee study has not been completed, and no fee has been adopted. Therefore, assessment of a District impact fee cannot be assumed in this EIR. However, if such a fee is adopted, future development under the Plan Update would be subject to the fee, as applicable.

Development under the Community Plan Update would be subject to the policies, regulations, and standards of the County, including appropriate standards for emergency access roads, emergency water supply, and fire preparedness, capacity, and response. New developments may incorporate up-to-date fire protection features and technology (e.g., smoke alarms, interior sprinkling systems). ~~The updated Community Plan would bring additional annual revenue to the County in the form of increased local property taxes and sales taxes that would help offset the increased demand for fire and emergency medical services by funding increases in firefighters, administrative personnel, training, and equipment. No additional mitigation would be required beyond the mandatory application of these standard, adopted procedures.~~ *and Menlo Park District Fire Prevention Code*  
In addition, new development within the Community Plan area would be required to incorporate design features identified in the California Building Code, and the Redwood City Fire Department and Menlo Park Fire Protection District review and comment on the design of any project that could affect fire or public safety. *See Comment letter items 2+6*  
*Menlo Park District Fire Prevention Code*

~~Since development would be subject to the County's normal development review and permitting procedures, and building and fire code requirements, the impacts of the updated Community Plan related to fire and emergency medical service would be less than significant.~~

*See Comment letter item 2, 3 & 4*  
**Mitigation.** ~~No significant impact has been identified; no mitigation is required.~~ *ADD proposed mitigation measure in Comment letter item 2 & 3*

**Cumulative Fire and Emergency Medical Service Impacts.** Development facilitated by the updated Community Plan, together with projected areawide growth in neighboring communities, would result in additional residential and non-residential development by 2035. This cumulative development would contribute to an increase in service calls and an incremental need for additional staffing and equipment to maintain fire protection/EMS response time goals and staffing ratios. *and Menlo Park District Fire Prevention Code*

Development would be subject to the policies, regulations and standards of the County, including appropriate standards for emergency access roads, emergency water supply, and fire preparedness, capacity, and response. New development may incorporate up-to-date fire protection features and technology (e.g., smoke alarms, interior sprinkling systems). ~~Cumulative development would bring additional annual revenue to the County in the form of increased local property taxes and sales taxes that would help offset the increased demand for~~

<sup>1</sup>Schapelhouman.  
<sup>2</sup>Schapelhouman.



~~fire and emergency medical services by funding increases in firefighters, administrative personnel, training, and equipment. No additional mitigation would be required beyond the mandatory application of these standard, adopted procedures.~~ In addition, new development within the Community Plan area would be required to incorporate design features identified in the California Building Code, and the RCFD and Menlo Park Fire Protection District review and comment on the design of any project that could affect fire or public safety.

*and Menlo Park Fire Prevention Code*  
~~Since cumulative development would be subject to the County's normal development review and permitting procedures, and building and fire code requirements, cumulative impacts related to fire and emergency medical service would be less than significant.~~

~~Mitigation. No significant cumulative impact has been identified; no mitigation is required.~~

*See Comment letter item 5. Add mitigation measure.*

## 15.5 SCHOOLS

The Redwood City School District and the Sequoia Union High School District (SUHSD) serve the Community Plan area. This section describes existing conditions related to the school district, the relevant regulatory setting, and the potential impacts of the updated Community Plan related to schools.

### 15.5.1 Environmental Setting

The 2010/2011 enrollment at schools serving children in North Fair Oaks is presented in Table 15.3.

### 15.5.2 Regulatory Setting

(a) School Facilities Act of 1986. The California School Facilities Act of 1986 (AB 2926) authorizes entities to levy statutory fees on new residential and commercial/industrial development in order to pay for school facilities. AB 2926 was revised by the passage of AB 1600, which added Section 66000 *et seq.* of the Government Code.

(b) California Government Code Sections 65995, 65996(a) and 65996(b). The California State Legislature has determined that school impact fees shall be the exclusive method of mitigating the school facilities impacts of a project or plan, has set limits on school impact fees, and has determined that payment of school impact fees shall be deemed to provide full and complete school facilities mitigation.

(c) San Mateo County General Plan. The San Mateo County General Plan does not contain any policies specifically related to the schools impacts of the updated Community Plan.



L 9 Timothy D. Cremin, Meyers Nave (representing the Menlo Park Fire Protection District);  
September 23, 2011 (9 pages)

L 9.01 Comment pertains to fire service regulatory setting information in the Draft EIR.

*Response:* The suggested text has been added to Draft EIR subsection 15.4.2.

L 9.02 Comment pertains to potential need for additional fire district personnel, larger fire suppression and other specialized equipment, and new facilities as a result of future Plan-facilitated development.

*Response:* Appendix G of the CEQA Guidelines regarding fire protection service (see Draft EIR subsection 15.4.3) limits potential impacts to *new construction impacts*. Also, CEQA prohibits “speculation” (CEQA Guidelines section 15145). An increased demand for fire protection in itself is not a CEQA impact unless a specific need for a “new or physically altered” fire protection facility is identified by funding, location, size, staffing, design, and other factors that can be evaluated under CEQA. At this time, the Fire District has not proposed a specific project for a new or physically altered fire station to address the impacts of Community Plan Update buildout as evaluated in this Program EIR. As described in Draft EIR subsection 15.4.4, “Any proposal for an expanded or new fire station would require its own CEQA review process and documentation.”

The commenter’s suggestions regarding District review of future projects are in the Draft EIR text (subsection 15.4.4). To supplement that information, the commenter’s suggestions regarding District review of projects with “3 stories,” “mixed use,” “30 units or more,” etc., has been added as part of the mandatory, standard review process for individual development projects proposed under the Community Plan Update.

L 9.03 Comment pertains to need for traffic signal pre-emption devices through primary fire district response routes.

*Response:* This issue is addressed in the Draft EIR (subsection 15.4.4). The Draft EIR text has been modified to include the commenter’s suggestion. Also see response to comment L 9.02.

L 9.04 Comment pertains to project fire and emergency medical services impacts and mitigations.

*Response:* The commenter’s suggested references to the Menlo Park District Fire Prevention Code have been added to the Draft EIR text. Also see responses to comments L 9.01 through L 9.03.

L 9.05 Comment pertains to potential need for additional fire district personnel, larger fire suppression and other specialized equipment, and new facilities as a result of cumulative fire and emergency medical services impacts of future Plan-facilitated development.

*Response:* The District’s potential fire impact fee is described in Draft EIR subsection 15.4.4. The commenter’s information regarding the District’s potential fee has been

added to the Draft EIR text. Consistent with the response to comment L 9.02, the commenter's suggestion for paying a "fair share" should an impact fee *not* be adopted has not been added to the Draft EIR; without a nexus study and adopted fee program, such a statement would not be consistent with CEQA. However, County staff supports the Fire District's plans for adopting a fire impact fee.

- L 9.06 Comment pertains to incorrect attribution of property and sales tax support of the fire district.

*Response:* The DEIR text has been modified appropriately. Although the commenter has asked that certain text be deleted, the text that still holds true for the Redwood City Fire Department has been retained and clarified.

- L 9.07 Comment pertains to zoning or development standard applicability with respect to Fire District Station 5 property.

*Response:* Confirmed: the Community Plan Update does not result in any changes to the zoning or development standards applicable to the Fire District Station 5 property.



Save Paper.

Think before you print.>>> Martha Poyatos 9/23/2011 3:21 PM >>>

Dear Mr. Gibson:

Thank you for the opportunity to comment on the North Fair Oaks Community Plan and E.I.R.

On behalf of LAFCo I congratulate County Planning & Building for preparation of a comprehensive plan for the County's most populous unincorporated area that thoroughly addresses the municipal service, infrastructure and health and safety needs of the community.

As it relates to LAFCo, in January 2011 San Mateo LAFCo completed a municipal service review and sphere of influence update (MSR/SOI update) for the City of Redwood City and associated County-governed districts that serve unincorporated areas in the sphere of the City of Redwood City. This included County Service Area No. 8 (CSA 8) serving North Fair Oaks. The MSR/SOI update referenced the draft infrastructure chapter, in particular the existing conditions section of the NFO Plan as it contained useful information about infrastructure deficiencies in North Fair Oaks. In particular the community's lack of storm drain conveyance infrastructure that results in frequent flooding in many areas of North Fair Oaks.

The LAFCo MSR/SOI also identified that in the portion of North Fair Oaks that is not in Menlo Park Fire District, CSA 8 receives property tax revenue originally collected for the purpose of fire protection. CSA 8 contracts with the City of Redwood City for fire protection to this portion of North Fair Oaks. The property tax apportioned to CSA 8 for this purpose exceeds the cost of the contract for fire protection. The MSR/SOI identifies that given identification of infrastructure deficiencies in the areas of flood control, parks and drainage, opportunities may exist to expand the services of CSA 8 by application to LAFCo in order to allocate property tax revenues not needed for fire protection to address these deficiencies.

LAFCo supports provisions of the NFO Plan that harmonize land use in North Fair Oaks with that of Redwood City as this promotes likelihood of annexation in the future.

LAFCo has no comments on the E.I.R.

**L10.01**

Attached for your reference are the LAFCo adopted Municipal Service Review determinations for City of Redwood City.

Thank you,

Martha Poyatos, Executive Officer  
San Mateo LAFCo  
455 County Center, 2nd Fl.  
Redwood City, CA 94063  
650/363-4224  
650/363-4849 (fax)

SAN MATEO

**LOCAL AGENCY FORMATION COMMISSION**

455 COUNTY CENTER, 2ND FLOOR • REDWOOD CITY, CA 94063-1663 • PHONE (650) 363-4224 • FAX (650) 363-4849

**Attachment B****Recommended Municipal Service Review Determinations  
City of Redwood City, County Service Area 8 and Related County  
Governed Districts****1. Growth and Population Projections**

- a. Growth projections for the City of Redwood City range from 16,998 or 16% over 2000 Census population by 2030 and growth of 20,798 or 27.5% over 2000 by 2035. Projections are not available for individual unincorporated areas.

**2. Present and planned capacity of public facilities and adequacy of public services, including infrastructure needs or deficiencies:**

- a. The City of Redwood City Adopted Budgets contain information concerning the City's Capital Improvement Plan, which provides for the construction, maintenance, and repair of City streets, traffic and transportation systems, public buildings, parks, water, storm drain and sewer systems, and other City facilities.
- b. Many unincorporated areas have infrastructure deficiencies that negatively impact the quality of life in the community and serve as obstacles to city annexation. Deficiencies include sewer infrastructure for developed areas served by septic systems, lack of storm drain and flood control facilities in many areas, and lack of sufficient park and recreation facilities or suitable land for same in some communities.
- c. Financing infrastructure improvements to serve existing development in unincorporated areas is dependent upon a new funding source such as an assessment, parcel tax or "pay as you go" funding common with new development.
- d. Flooding due to lack of adequate storm drain infrastructure occurs in eastern areas of Redwood City on both sides of U. S. 101 as well as in Unincorporated North Fair Oaks. Flooding east of U.S. 101 is further impacted by high tides. Because rainwater runoff that flows to the area originates in areas outside of Redwood City including parts of Atherton, Menlo Park and unincorporated San Mateo



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County, opportunities exist for these agencies to work with Redwood City to collaboratively plan capital projects to reduce flooding.

- e. Near Edgewood Road and Cordilleras, 18 properties receive water service from the Cordilleras Mutual Water Company, a mutual water company owned by the property owners and directly connected the SFPUC transmission line. Efficiencies and improved operation and safety of the water supply can be achieved by transferring this system and operation to another entity such as City of Redwood City or CalWater.

**3. Financial Ability of City to Provide Services**

- a. The City of Redwood City, like all California local government, is in a multi-year process of correcting a structural budget imbalance resulting primarily from the economic downturn and State shifts of local government revenue.
- b. Measures to balance the budget include measured use of reserves, program and service reductions, personnel reductions and freezing of salaries, outsourcing, contracting, service sharing and revenue enhancement.
- c. The City Council has an adopted policy on general fund reserves to maintain reserves of not less than 15% and not more than 20% of anticipated revenues.

**4. Status of, and opportunities for, shared facilities**

- a. By necessity and best practice, the City of Redwood City practices resource sharing and shared facilities with the County, cities and other agencies as detailed in the Municipal Service Review.
- b. At the writing of this report, the County, cities and special districts are considering various resource sharing and cost-cutting measures including but not limited to contracting and sharing services in the areas of police, fire and public works services to achieve efficiencies and economies of scale.

**5. Governance, accountability for community service needs, including governmental structure and operational efficiencies**

- a. The City of Redwood City maintains a robust website that provides access to City programs, documents and other information in a timely manner.

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January 10, 2011

- b. The Council adopted boards, committees and commissions provide for public input and participation in a variety of city programs and services.
- c. Opportunities exist to collaborate with the County of San Mateo to annex areas in the City's sphere of influence that are surrounded by the City, that could benefit from City services and contribute to city property tax and other revenues.
- d. Opportunities exist to collaborate with the County of San Mateo to explore governance alternatives of sewer and sanitation districts that serve areas in the City's sphere of influence and flow through the City's sewer system to a shared sewage treatment plant and result in more cost effective and efficient service and equitable rates.
- e. In the area of fire protection and emergency response, collectively the County of San Mateo, cities and fire districts spend \$185 million dollars annually on fire protection and emergency response.<sup>1</sup> A countywide (versus agency-by-agency) study of fire protection and emergency response and potential efficiencies including consolidation is merited because fire agency resources and budgets are inherently interdependent as the result of a longstanding automatic aid agreement.
- f. Existence of non-contiguous unincorporated neighborhoods creates inherent inefficiencies in provision of municipal services by the County including services such as road maintenance, sewer service, police and fire protection and building inspection.
- g. Opportunities exist for the County of San Mateo and the City of Redwood City to examine alternatives in road maintenance where small sections of roadway of one jurisdiction are isolated from that agency's road system and may be more efficiently served by the neighboring agency.
- h. Opportunities exist for the City and County to collaboratively plan for the long-term water supply needs of unincorporated areas in the City's water service area extending water to County-approved development on a case-by-case basis.
- i. In County Service Area 8, property tax revenues collected in the zone outside of Menlo Park Fire Protection District exceed the cost of providing contract fire service and are used for other programs and services. Given the identified infrastructure deficiencies such as flood, control, parks

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<sup>1</sup> Based on 2010/2011 appropriation budgets of the County Structural Fire Fund, cities and special districts that provide fire protection and emergency response. See attached table.



Municipal Service Review -City of Redwood City  
& Related County-governed districts  
January 10, 2011

and drainage, opportunities may exist to expand the functions of County Service Area 8 to allocate excess revenues to address these deficiencies.

L 10 Martha Poyatos, Executive Officer, San Mateo LAFCO; September 23, 2011 (5 pages)

L 10.01 Comment pertains to San Mateo LAFCO review of the EIR.

*Response:* Comment noted; no response is necessary.



Save Paper.

Think before you print.>>> "Valerie Gardner" <valerie@tiemann.net> 9/23/2011 4:43 PM >>>

**L11**

Dear Project Manager Gibson,

We are writing to you regarding the North Fair Oaks EIR plan and what we see as a very big need to improve Middlefield Road through North Fair Oaks to enhance the safety of the those who are commuting by bike. Elizabeth Lewis, an Atherton council member and chair of the Atherton Environmental Programs Committee, and Valerie Gardner, a member of the Environmental Programs Committee and chair of Atherton 2020, are both committed to the improvement of routes for bicyclists in and around Atherton.

Atherton as well as our broader environment, is greatly enhanced when more people can ride bikes from our residential neighborhoods to schools, jobs, libraries, stores, friends and activities in nearby areas of Redwood City, Menlo Park, North Fair Oaks and Palo Alto. There is already very high bicycle use along Middlefield, because El Camino is very dangerous for bicyclists. As a result, a very large number of workers and students are riding along Middlefield, despite many hazards and obstacles. As residents who do a lot of riding ourselves, as well as living just off of Middlefield, we have seen too many close encounters between bikes and cars and worry considerably about the safety of those currently riding. At the same time, we believe that if biking along Middlefield were substantially improved for safety and flow purposes, that many more people would opt to ride their bikes to avoid the considerable commuter traffic along Middlefield and this would greatly reduce the amount of traffic.

**L11.01**

Therefore, we are writing to request that the EIR take a much more serious look at the ways to improve separation of bikes and cars, create better flow-through for bikers (including no stopping on the southbound direction at Marsh Road) and seriously evaluate the traffic mitigation benefits of improving the overall biking experience along Middlefield.

We believe that the EIR needs to specifically mention and design bike lanes that will attract more people onto their bikes, especially students and workers commuting shorter distances, such as between Redwood City, Atherton, Menlo Park and Palo Alto, and to assess the traffic mitigation of these improvements.

It is very important that we make it as safe as possible for those people who are willing to get out of their cars and reduce the carbon emissions associated with commuting by petroleum fuels. There is also a moral obligation to make it possible for more students to safely navigate by bike to area schools, of which there are many along Middlefield, including Garfield and the Adult Language school in Redwood City and Encinal, Laurel and Menlo Atherton High School in Atherton are among those right on Middlefield, that students,

**L11**

teachers, parents and staff want to have safe bike lanes to get to.

**L11.01**

Thank you very much for your consideration of these comments and please feel free to contact us if we can be of assistance in discussing the needs of bicyclists through and around Fair Oaks Lane at Middlefield, Marsh Road at Middlefield and other nearby roads with intersections that are dangerous for bicyclists.



Sincerely,

Valerie Gardner and Elizabeth Lewis  
info@athertongreen.net  
www.athertongreen.net



L 11 Valerie Gardner and Elizabeth Lewis; September 23, 2011 (2 pages)

L 11.01 Comment pertains to bicycle safety and improvements (creation of) bicycle lanes.

*Response:* The bicycle facilities recommended by the commenters are vital components of the Community Plan Update. Bicycle facilities proposed as part of the Plan Update are described in Plan chapter 3, Circulation and Parking. Draft EIR Figure 16.6, Existing and Proposed Bicycle and Pedestrian Facilities, is reproduced from the Circulation and Parking chapter of the Plan Update, and Draft EIR subsection 16.2.2(e) describes existing and proposed bicycle facilities under the San Mateo County Comprehensive Bicycle Route Plan, recently updated as the San Mateo County Comprehensive Bicycle and Pedestrian Plan. The Community Plan does contemplate separated bicycle lanes as a desirable and potential improvement.

Save Paper.

Think before you print.>>> "Andrew Boone" <nauboone@gmail.com> 9/23/2011 4:46 PM >>>

Dear San Mateo County Board of Supervisors, Planning Commission, and Planning Staff,

I'm very glad to know that the North Fair Oaks Community Plan will soon be adopted. There is so much potential to alleviate serious problems this community faces through a new up-to-date plan that incorporates current and future residents' needs.

Here are my comments on the \*Chapter 16 Transportation\* section of the North Fair Oaks Community Plan Draft Environmental Impact Report (EIR):

1. On page 16-18, the San Mateo County Comprehensive Bicycle Route Plan (October 2000) is discussed and bicycle facilities proposed by this plan are listed. However, this plan is out of date. A new San Mateo County Comprehensive Bicycle and Pedestrian Plan was adopted by the City/County Association of Governments of San Mateo County (C/CAG) on August 8, 2011. The EIR should refer to this updated (2011) bicycle and pedestrian plan and not to the old (2000) bicycle plan.

L12.01

2. On page 16-23, the San Mateo County Comprehensive Bicycle Route Plan (October 2000) is referred to again. The updated 2011 San Mateo County Comprehensive Bicycle and Pedestrian Plan should be referred to instead.

3. The North Fair Oaks Community Plan proposes many improvements for bicycle and pedestrian transportation, such as wider sidewalks, sidewalk curb extensions, improved crosswalks, bike lanes or bike routes on the most heavily-used streets, and most importantly, a 4-to-3 vehicle lane conversion on Middlefield Rd that would calm vehicle traffic and create a safer and more inviting environment for bicycling and walking. However, in \*Section 16.4.3 Existing Plus Project Conditions\* beginning on page 16-31, the Draft EIR appears to ignore the effect that these improvements will have on reducing the number of vehicle trips in North Fair Oaks. It is well documented that bicycle and pedestrian improvements increase the numbers of people who bicycle or walk instead of driving for some trips. The reduction in vehicle trips due to these improvements should included in the \*Project Trip Generation\* analysis beginning on page 16-31.

L12.02

4. All of the Mitigation Measures to Traffic Impacts listed beginning on page 16-39 concern only automobile and transit transportation. They are all either changes to intersections such as turning lanes or signal timing or improvements to transit service. Specific bicycle and pedestrian improvements should be included as Mitigation Measures. For example, the proposed 4-to-3 lane vehicle conversion of Middlefield Rd will increase the number of trips taken by bicycle and on foot because it will add bike lanes and wider sidewalks to Middlefield Rd and therefore reduce the number of trips taken by automobile, thus \*mitigating the impacts\* of additional vehicle traffic.

L12.03



Thank you very much.

- Andrew Boone, Resident, San Mateo County

L 12 Andrew Boone; September 23, 2011 (2 pages)

- L 12.01 Comment pertains to need to consult and reference the new San Mateo County Comprehensive Bicycle and Pedestrian Plan adopted by C/CAG on August 8, 2011.

*Response:* The information has been updated in the EIR.

- L 12.02 Comment pertains to reduction in vehicle trips as a result of increased bicycle and pedestrian mode utilization.

*Response:* The vehicle trip reductions credited to increased bicycle use are included in the Draft EIR traffic analysis; please see Draft EIR subsection 16.4.3(2) (Project Transit Trip Reduction) and Table 16.4 (Project Trip Generation Estimates, especially footnote #4).

- L 12.03 Comment pertains to reduction in vehicle trips as a result of increased bicycle and pedestrian mode utilization.

*Response:* Bicycle and pedestrian improvements are not described as “mitigation measures” because the improvements are already included as part of the Plan Update and are incorporated into the Draft EIR analysis (see response to comment L 12.02).



Written Comments on DEIR for North Fair Oaks Community Plan Update  
Durham: p. 1/11

To: William Gibson, Project Planner  
From: P. Durham  
Subject: Written Comments on DEIR for North Fair Oaks Community Plan Update  
Date: September 23, 2011

NOTES:

- As residents/homeowners at large were not informed of the release of the DEIR in a timely fashion, if at all, a thorough consideration of the DEIR has not been possible in the short time available (i.e. only since the third community meeting on September 10).
- I have not had time to complete my reading of, let alone commenting on, the DEIR.
- Visual illustrations to accompany these points are being submitted separately.

CEQA PROCESS

The Planning Department states that they and the Housing Department began work on this Plan update in 2009. My own household (and others, to my knowledge) was never invited to participate in any Scoping activity, either at that time or since.

The DEIR "was released" on August 10, 2011. But what method was used to inform the population of this release? Realistically, what proportion of those most affected by proposed changes are or were aware of them?

L13.01

The first of the three "community workshops" to which my household was invited [confirmed by the Planning Department] was the third (last) such. At that time the DEIR was already completed and four weeks into its review period, with most of the public completely unaware of this. Furthermore, this meeting was scheduled only four days before the Planning Commission's Public Hearing on the DEIR. This places myself and others at an appalling disadvantage in having to read and respond to this momentous document which holds the potential to create major changes, including significant and admittedly unmitigable changes, in the Plan area.

At the first public hearing before the Planning Commission on the DEIR (the only hearing before the close of written comments), only one resident out of c. 16,000 [figure from Planning Dept.] spoke -- that is 0.00625 per cent of the resident population.

Even when a second chance was provided for the Planning Department to do its due diligence and to be more inclusive (by means of a mailer about the hearings, requested by the Planning Commission), no mention was made in the mailer about the drastic changes in building heights, nor about the CEQA process and deadlines for commenting on the Plan and DEIR.

Written Comments on DEIR for North Fair Oaks Community Plan Update  
Durham: p. 2/11

The area defined in the Plan includes diverse neighborhoods many of whose residents have historically considered that they live in "unincorporated Redwood City, Menlo Park" etc. As such, even had they heard of the North Fair Oaks Community Plan, they might fairly assume that it does not affect them directly. Most people think of North Fair Oaks as the Middlefield corridor and surrounding residential streets only. For example, the so-called "Fair Oaks Beautification Association" acts on behalf of only one neighborhood (covering a few streets on one side of Middlefield).

The DEIR mentions input from certain groups. However, these organizations focus on specific social issues. According to the DEIR [3.1.2.(b)], the area is predominantly (two-thirds) residential. At least equal weight should therefore be given to what it is like to live in North Fair Oaks, to experience living in the area as it is now. The "public at large" has a vital contribution to make and has apparently in large number been excluded from the process by failure to inform or invite to scoping or other meetings.

L13.02

The changes proposed are in some cases drastic and will affect neighboring communities. Has Atherton been consulted about the building heights proposed for a stretch of El Camino Real that, on the opposite (Atherton) side of the street, is entirely single-family residential?

There are terms and designations within the DEIR that require definitions or prior knowledge or research. For example, the exact significance of the zoning changes is insufficiently explicit and hard to find. This obscures the true impacts of the proposed development and changes.

L13.03

CEQA is designed to include public input in projects such as the current one. Including maximum public input at the earliest stages enables a better end product. Holding inviting the wider public in at the last moment allows them only to critique an existing plan rather than to contribute to the planning process.

L13.04

If there are funding deadlines, as in this case, the process timeline should be moved up accordingly to avoid a detrimental last-minute truncating of the democratic process.

Requirements should be placed to inform the public throughout the Greater North Fair Oaks area prior to changes resulting from this plan, such a zoning and parking or any implementation.



Written Comments on DEIR for North Fair Oaks Community Plan Update  
Durham: p. 3/11

AESTHETICS

Some of the greatest potential changes outlined in the Plan DEIR are aesthetic. Yet aesthetics is omitted from the list of "key issues identified in the North Fair Oaks Community Plan Update" [3.2.2].

Some of the language in the Aesthetics section is laden with value-judgements and aesthetic bias, which consequently favor redevelopment over preservation. The purpose of a DEIR is to lay out possibilities, not to proselytize for a particular vision.

Rather than a "diverse neighborhood with a distinct visual character" [4.1.1 (a)], the area included in the Plan and DEIR consists of a collection of diverse neighborhoods with several distinct visual characters: light industrial and warehouse, trailer parks, mixed use areas, quiet streets with single family houses, small-scale shops and businesses and eating places. Much of the area retains a calm and rural feel or an "edge" feel (deriving from the type of uses often found at the outskirts of towns).

L13.05

The unifying "visual character" of the area (that would better be described as "Greater North Fair Oaks") is primarily the amount of skyline, and the absence of tall buildings, allowing distant views of the mountains in two directions; secondarily, a decidedly non-urban character, with a softer aesthetic resulting from less signage, fewer curbs, lights, and other hard structures; and thirdly, smaller, human-scale buildings, many with great charm and historic value.

One contributor to the amount of skyline is the number of railroad tracks that afford long views and provide rest for the eye. Placing high-rise development around the tracks would result in a drastic and unmitigable change of visual character and sense of place.

It is stated that "There are no officially designated scenic vistas within the Plan Area" [4.1.2]. In order to meet the goals of the Plan, some scenic vistas need to be designated as benchmarks for future planning and development.

L13.06

The characterization "underutilized land" is negatively value-laden. The Planning Department's definition [land whose structures are less valuable than the real estate they occupy] applies to almost the entire area and therefore devalues the existing aesthetic of almost all of North Fair Oaks. (This definition of "underutilized" probably even applies to large parts of Atherton.)

L13.07

"North Fair Oaks residential neighborhoods lack basic ... amenities ... such as .. sidewalks and street lights" [ 4.1.1 (b) ]

An emphasis on vegetation over paving and a lack of light pollution, when applied to Atherton and Woodside and Los Altos, for example, is typically described as "retaining rural character".

Written Comments on DEIR for North Fair Oaks Community Plan Update  
Durham: p. 4/11

In lower income North Fair Oaks neighborhoods, the same characteristics are described in the DEIR as a "lack of basic amenities". Many residents value the absence of light pollution and the emphasis on vegetation over paving in their streets.

"Streets in North Fair Oaks would benefit from ... curbs and sidewalks, signage, lighting ..." [4.1.1 (e)]

L13.07

These are again value judgements introduced into the Aesthetics section. They encourage the introduction of more visual clutter, harder lines and more hardscape into a suburban setting.

City dwellers are familiar with the exhaustion generated by an environment entirely of hard lines. Suburbs were designed to contain some of the restful visual qualities of the natural world.

It is well-established that installing curbs and sidewalks results in faster-moving traffic which is inappropriate on residential streets. Traffic calming devices can still be installed, without the necessity of speeding up the traffic before "calming" it down again.

ARCHITECTURE

Architecture is a crucial element of the individual "visual character" and other qualities of a place. The buildings embody most of the cultural and historical resources of North Fair Oaks. Yet local character is treated in the DEIR with great vagueness. No attempt has been made to identify or study the characteristics that are intended to be protected and strengthened in the Plan. Without this, the stated goals and objectives of redevelopment are at odds with what is in the Plan. Good planning and "good design" [4.14] require inclusion of history and architecture. This is a glaring omission from this DEIR and creates internal inconsistency.

L13.08

Examples of the lack of awareness of vernacular architecture is already visible in some new structures within North Fair Oaks with jarring effect.

OPEN SPACE

North Fair Oaks has a glaring lack of park space and the few open parcels (such as the long-vacant gas station at 5th and Middlefield, on which it had been proposed to the County to acquire as a park), have since been built on. The park spaces in the current plan and DEIR are already inadequate, without any further development at all (No Project Alternative).

L13.09



Written Comments on DEIR for North Fair Oaks Community Plan Update  
Durham: p. 5/11

School yards can not be described as parks: they are not generally usable, and not at all during school hours or after-school sports periods; they generally lack park amenities, such as trees and benches and paths, and in some instances are covered with AstroTurf. Under no circumstances should AstroTurf be used for park space: 1) it outgasses (with a very unpleasant smell); 2) it is essentially a form of paving over compacted ground; 3) it is reflective and hot to be on; 4) it is painful to fall on, therefore unsuitable for play, and unpleasant to sit on. It is also shiny and unattractive to look at and, instead of doing the work that parks do to enhance the environment, it constitutes an environmental degradation. Insufficient environmental information is provided regarding AstroTurf.

The other sections set aside for park are pieces of the Hetch Hetchy easement. The largest of these is at one end of the Greater NFO area and not easily accessible to most inhabitants. As park space, Hetch Hetchy would require parking and other amenities. Properties that abut the easement would become more vulnerable and would lose historical/existing privacy and security and quiet. Such changes would be significant and unmitigable. Creating a bike path along the Hetch Hetchy easement [Page 3-15 Policy 3D] would actually replace some existing natural open space with paving.

L13.09

If Hetch Hetchy is to become park space, it is most suitable (owing to size, shape and location) for a natural (rather than highly landscaped) area -- as it was before the pipe replacement and consequent removal of large amounts of trees and natural vegetation.

Small neighborhood park spaces could possibly be created, to mitigate existing conditions -- as has been done in Palo Alto, by purchasing blocks of private property here and there -- but this process has its own problems, including selection criteria. No effort has been made to identify desirable locations for park spaces, nor which structures would be most desirable to retain, if creating park space required the removal of buildings. There are existing standards which can be consulted for desirable distances between park spaces and ratios of housing or development to park space.

If dense development occurs, as laid out in the DEIR, with tall buildings, an immense need would be created for dedicated park land within the area, far above anything that is mentioned in the plan. Specific mitigations are required, far beyond requiring developers to provide some amount of open space within developments.

L13.10

The greatest need within the area, even more so with the densities proposed in the DEIR, is for natural or "green" open space. Paved "plazas" do not provide sufficient contrast (visual, auditory, temperature, etc.) with urban hardscape.

L13.11



Written Comments on DEIR for North Fair Oaks Community Plan Update  
Durham: p. 6/11

A plaza sited at 5th and Middlefield does not specify which buildings would be required to be moved to create it. As this is a critical traffic intersection with a high volume of traffic, it would not seem the most appropriate spot for a plaza. What would be the benefits and what would be the impacts? How would this affect the local businesses and residents and what would be removed to created it? Where small businesses are removed and the shapes of existing steets changed significantly (such as for the Fifth Avenue underpass) a great loss of local character occurs. Plazas often become neglected and full of litter and they easily appear as undefined public space.

**L13.11**

**NOISE**

The DEIR addresses only certain types of noise, prinicipally traffic and construction, and does not include decibel levels for numerous types of sound that would result from the Plan. Nor does it provide mitigations for these. Noise carries over large distances and does not fit tidily into the zoning areas on the map but often spills into surrounding zoning areas. Noise levels need to meet the County's noise regulations.

Some noise results from uses. For one example, trucks delivering soft drinks and beer to grocery stores and restaurants park on residential streets and produce a variety of loud noises throughout the day. Examples such as this, where problems from one zone spill into a neighboring zone, increase as development increases and are not addressed here.

**L13.12**

Increased development requires larger numbers of garbage and recycling pickups. Garbage and recycling from commercial and dense residential (multi-unit) buildings is collected from dumpsters which produces extremely high decibel levels (above what is permitted). Different parts of the waste stream are collected separately requiring multiple pickups to each address. The DEIR does not address these increases or provide mitigations.

Specific noise information should be included for proposed transit. For example, what vibration and vehicle noise would result from the installation of light rail along residential Fifth Avenue? (Consult San Francisco, regarding noise and vibration from its new trollies.) Transit routes typically run into the quiet hours stipulated by the County noise regulations. What would be the impacts and can they be mitigated?

**L13.13**

Increased development soon necessitates greater numbers of traffic crossings. What are the decibel levels of audible indicators [p 3-15, Policy 2L] for the visually impaired and how can they be mitigated to avoid a potential neighborhood cacophony? Exisiting audible indicators at crosswalks are very loud and the sound carries over a long distance, especially at night.

**L13.14**



Written Comments on DEIR for North Fair Oaks Community Plan Update  
Durham: p. 7/11

Tall (or taller) buildings also create new sound patterns, with sound direction diversions and echo effects. This needs to be studied well, considering the unforeseen effects of freeway sound walls, for example, on residential areas removed from the freeway and which received little or not freeway sound before the walls.

L13.15

LIGHT AND SHADE

The greatest change to light and shade is in the proposed building heights. Six stories (a recent example of which can be seen on El Camino Real in Redwood City) on two sides of a street creates a canyon effect. The tall TOD buildings proposed for the tracks at Middlefield would turn one of the most light and open "edge" areas with the greatest views and skyline, to one of the most cluttered "urban" skylines and darkest areas. Public views would disappear and become the property of the inhabitants of the new tall buildings.

L13.16

The introduction of more street lighting would create a significant change in some areas. On residential streets, lighting should be kept to a minimum and low lights used that reduce light pollution and provide light only where it is needed.

At the time of the PGE undergrounding, new lights were installed, with detrimental some effects. For example, the lights on Fifth were described by one resident as "overkill to the max"; the lights installed on one block of Sixth were the same as used on Middlefield, and inappropriate for a residential street where people are sleeping at night.

L13.17

VEGETATION

Trees are an important element of light and shade, as well as temperature, aesthetics, visual character, etc.. For example, evergreen trees, such as the Coast Live Oak, provide year-round temperature control, cooling in summer and protecting against cold in winter.

L13.17

Use local native plant materials should be emphasized to minimize environmental impacts, such as water consumption, visual character.

L13.17

Where tree-panting is proposed, proper care practices should be required. San Mateo County does not have a dedicated staff arborist and some functions are performed by unqualified staff, such as road crews. Examples of poor tree care abound. For example, trees planted along Middlefield at the time of the PGE undergrounding, have since been lopped by road crews, rather than pruned by arborists, and (according to a City Arborist from another jurisdiction) will probably never recover to grow in a proper shape.

Written Comments on DEIR for North Fair Oaks Community Plan Update  
Durham: p. 8/11

"Tree canopy coverage is higher in the neighborhoods adjacent to the City [sic] of Atherton." [4.1.1 (e)]

Most of the tree canopy of Atherton is on private land. Tree planting would be beneficial in public spaces in North Fair Oaks. But the Plan needs to discourage "brutalism" in landscaping, such as that on El Camino Real in Menlo Park, where a single species of trees has been planted in large numbers, inappropriately spaced and poorly proportioned in relation to the buildings, with a heart-sinking instead of pleasing aesthetic result.

L13.17

Language concerning tree removal is meaningless as either good tree protection ordinances operate or do not.

TERMINOLOGY

Woolly goals result in a poor planning document and some terminology is vague and undefined. For example, the term "vibrant" is used liberally in the DEIR but its meaning is not provided.

L13.18

DENSITY

CEQA's purpose is to prevent environmental degradation. The language of this DEIR, such as its goals and objectives, is one-sided and strongly favors development: e.g. "Promote development and redevelopment of unused and underutilized land". The purposes of an EIR include examining the wisdom of building at all. In view of regional development pressures and severe lack of public open space, the desirability of full buildout should be seriously questioned and studied with a long-term view in mind. The Project Alternatives in this DEIR are sketchy and the pro-development/redevelopment bias is strong. This is partly the result of lack of broad-based public input.

L13.19

INFRASTRUCTURE

All infrastructure improvements should include a policy of required financial assistance for lower income residents (as was provided in the case of the PGE undergrounding project).

Would assessments be needed and would these require a public vote?



Written Comments on DEIR for North Fair Oaks Community Plan Update  
Durham: p. 9/11

TRAFFIC, TRANSIT, PARKING

Mention is made of High Speed Rail (HSR). However attempting to serve HSR directly would be inappropriate as it is at odds with local transit needs. HSR is a long-distance means of transport, comparable to an airport, and requires large amounts of long-term parking which would be very contrary to goals and policies of the North Fair Oaks Plan.



L13.20

Whom would be "multi-modal transit hub" be intended to serve -- North Fair Oaks or the region? Would traffic be drawn in to the area from surrounding communities traveling to and from the "hub"? Are these impacts considered?



Structured parking [Appendix] is often unsuccessful as the upper levels remain unused. Structured parking is experienced as unsafe and "creepy" -- (think "All the President's Men").

The diminished levels of service at several intersections are a sizeable problem. The railroad tracks limit the number of alternate routes in this area. LOS at Woodside and Bay, and Woodside and Middlefield, and Middlefield and Marsh are already very poor.



L13.21

Since the addition of a new light outside Costco (in Redwood City), for example, has greatly snarled up that stretch of Middlefield Road. Prior to the changes, LOS at Woodside and Middlefield was designated D, at Middlefield and Charter C; Middlefield and Willow, before the installation of the new signal, was a B. (Redwood City is doing follow-up studies on these intersections and the results should be available some months from now. Watch this space for lower LOS.)



The planning staff's intention to "get people out of their cars" can be partially realized by the creation of accessible alternatives. However, this does not mean that residents would not still own cars which would still require parking spaces. Where apartments have been built, even with parking provided, street parking has deteriorated, as residents, for example, still receive long- and short-term visitors, or find it more convenient to park outside.



L13.22

GATEWAYS

Much is made in the Plan of "gateways" yet it is not stated in the DEIR what purpose they are intended to serve, nor what benefit (or other) they provide. No reason is given as to why North Fair Oaks needs "distinct points of entry" (unless tollbooths are to be installed and fees levied). The reason for the number is also unclear as there are numerous ways to "enter" the area. Is the purpose to inform residents who formerly were unaware that they lived in North Fair Oaks?



L13.23

Written Comments on DEIR for North Fair Oaks Community Plan Update  
Durham: p. 10/11

Simple informational signs exist in a few places at the edge of incorporated cities, such as Redwood City or the Town of Atherton, but typically not for unincorporated areas. Pompous entrances are used by developers of gated communities to convey a message of exclusivity, with the intention of raising property prices. "Gateways" have been marked in some places by similarly pretentious structures which are both expensive and out of keeping with the vernacular. If form follows function, this should apply equally to signage.

L13.23

Do "gateway" signs affect traffic volumes or patterns?



PLAN VERSUS REALITY

Some suggested mitigations and planning proposals depend on available funds and a commitment to implementation, or else may result in a poor outcome. Mitigations for impacts must be realistic and fundable. For one example, the Community Plan cites one corner of the Fifth Avenue overpass as suitable for a public open space. Yet, in actuality, ten years later nothing has been done here.



L13.24

The Fifth Avenue overpass is a cautionary tale for planners. Implemented without an EIR and over the wishes of the local inhabitants (who had the wisdom to predict the true impacts and articulated them), the benefits remain unclear to this day, while the impacts -- especially to pedestrian passage -- are all too evident. Traffic has not improved in this area, as the public predicted it would not, and a barrier was created.

Adding traffic lanes is an example of predicted mitigations that often results in no improvements.



REGIONAL CONSIDERATIONS

Greater North Fair Oaks, far from being isolated, is close to and partly surrounded by other jurisdictions where enormous developments are currently being proposed (most notably in Redwood City) which would have far-reaching effects on the region. Some of the traffic predictions in this DEIR would be rendered meaningless in actuality without taking into account the effects, for instance, of the Redwood City downtown and the so-called "Saltworks" proposed developments on Woodside Road (to take one example).



L13.25





Written Comments on DEIR for North Fair Oaks Community Plan Update  
Durham: p. 11/11

INCONSISTENCIES

Some of the stated purposes of this plan are at odds with each other.  
"To support a vibrant pedestrian-friendly community ... a number of "Opportunity Areas" have been identified ..."  
"These areas [i.e. Opportunity Areas] are considered to have the most potential for change..." [3.4.2.(a)]

Probably the most "vibrant" areas in all of North Fair Oaks are currently in the very areas that are being identified for the most change. In creating these changes, the danger is high of destroying what is currently working well -- of "fixing" what "ain't broke".

The designated areas of Middlefield Road are notably economically successful, as demonstrated by the high level of pedestrian activity as well as by the extremely small number of vacant commercial properties, as compared to many other "downtowns" in the region. The current small shops apparently already support "a healthy mix of locally oriented uses".

North Fair Oaks is described as 73% Latino yet the street illustrations provided in the Community Plan communicate a very Anglo-, "yuppie" vision for this area. As redevelopment areas typically result in displacement of minority, lower income residents, the Plan needs to demonstrate how it will meet its stated goal, "to strengthen neighborhood and community character". To quote a statement from a PBS series: "Redevelopment is code for minority removal".

GOVERNMENT STRUCTURE

A "key goal in the ... Plan" is to "Provide a governmental structure which best serves a majority of NFO residents" [3.2.2.]  
What is the government structure proposed? Where are the details? Is it the intention of the Plan to incorporate North Fair Oaks as a city? If so, there are a whole host of impacts that need to be addressed in the DEIR.

L13.26

WHEELCHAIR RAMPS [3-14]

Where wheelchair ramps are installed at a corner, there should be a ramp for each direction (crossing each street), not a single ramp ON the corner. The latter configuration has been installed at various places in the County and wheelchair users find it not only threatening but dangerous to deal with traffic on two roads simultaneously, as they are spilled directly into the intersection.

COMMENTS UNFINISHED OWING TO SHORT TIME AVAILABLE...

L 13 P. Durham; September 23, 2011 (11 pages)

*Master Response Regarding Comment Letter 13:*

The comment letter includes anecdotal information and personal opinions on a wide range of issues related to North Fair Oaks. In the majority of cases, the commenter's conclusions regarding the Draft EIR: (1) are not supported by "substantial evidence" as defined by the California Environmental Quality Act (CEQA section 21082.2[c] and CEQA Guidelines section 15384), or (2) are unrelated to the CEQA-based impact significance criteria as identified in each Draft EIR environmental topic chapter (chapters 4 through 16).

CEQA (Public Resources Code section 21082.2[c] and CEQA Guidelines section 15384) states, "Substantial evidence" as used in these [CEQA] guidelines means enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached....Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment does not constitute substantial evidence....Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts."

Also note that comments made on the Community Plan Update itself--with no reference or relation to the content, findings, or adequacy of the Draft EIR--are not responded to here. CEQA *requires* that only comments regarding a draft EIR be responded to in a final EIR.

The environmental issues commented on in the letter have been evaluated in the Draft EIR by experienced, qualified professionals in full compliance with CEQA. None of the comments in Letter 13 require changes to the Draft EIR. Although many of the comments do not rise to the level of "substantial evidence" under CEQA, decision-makers may consider such comments in their deliberations on the Draft EIR and Community Plan Update.

L 13.01 Comment pertains to notice to public of Plan and EIR process.

*Response:* See response to comment PC 7.

L 13.02 Comment pertains to notice to public of Plan and EIR process.

*Response:* See Master Response Regarding Comment Letter 13. Regarding the City of Atherton, the City's comments on the Draft EIR are included in this Final EIR as comment letter 5.

L 13.03 Comment pertains to technical terms and designations in the EIR that are difficult to understand without prior knowledge or definitions.

*Response:* See Master Response Regarding Comment Letter 13.

L 13.04 Comment pertains to notice to public of Plan and EIR process.



*Response:* See response to comment PC 7. The planning process for the Community Plan Update itself has been ongoing since late 2009. See subsection 3.2.3 of the Draft EIR for a summary of the Plan Update process.

- L 13.05 Comment pertains to value-laden aesthetic judgment of impacts of the Plan.

*Response:* Aesthetic and visual issues related to the Plan Update are evaluated in accordance with CEQA in Draft EIR chapter 4 (Aesthetics).

- L 13.06 Comment pertains to need to designate scenic vistas to serve as benchmarks for future planning and development.

*Response:* The commenter states an opinion, but the identified Draft EIR statement remains accurate: "There are no officially designated scenic vistas within the Plan area."

- L 13.07 Comment pertains to negative characterization of "underutilized land" in the Plan area.

*Response:* See Master Response Regarding Comment Letter 13.

- L 13.08 Comment pertains to lack of identification or study of local architectural history.

*Response:* See Master Response Regarding Comment Letter 13. Related to the comment on "history and architecture," see Draft EIR chapter 8 (Cultural and Historic Resources).

- L 13.09 Comment pertains to lack of adequate park space.

*Response:* See Master Response Regarding Comment Letter 13. Parks and recreation issues related to the Plan Update are evaluated in accordance with CEQA in Draft EIR section 15.6 (Parks and Recreation).

- L 13.10 Comment pertains to need for specific park dedication mitigations.

*Response:* See response to comment L 13.09.

- L 13.11 Comment pertains to need for "green" open space.

*Response:* See Master Response Regarding Comment Letter 13. Draft EIR section 1.3 (Program EIR Approach and Assumptions) describes the programmatic nature of the EIR, where future CEQA determinations would be made when site-specific, detailed projects are proposed.

- L 13.12 Comment pertains to existing transient noise impacts in the community and the potential for increased impacts as a result of Plan-facilitated development.

*Response:* Noise issues related to the Plan Update are evaluated in accordance with CEQA in Draft EIR chapter 13 (Noise and Vibration).

- L 13.13 Comment pertains to noise and vibration impacts from installation of light rail along Fifth Avenue and need for mitigation.

*Response:* Draft EIR section 1.3 (Program EIR Approach and Assumptions) describes the programmatic nature of the EIR, where future CEQA determinations would be made when site-specific, detailed projects are proposed. Noise and vibration issues related to the Plan Update are evaluated in accordance with CEQA in Draft EIR chapter 13 (Noise and Vibration). Also see response to comment L 7.01.

- L 13.14 Comment pertains to decibel levels of accessible (audible) pedestrian signals at traffic crossings.

*Response:* The decibel levels of audible pedestrian crossing signals can be automatically adjusted for time of day or for when the ambient sound level decreases. A signal that is 2 to 5 decibels above ambient sound, as perceived at the departure curb, is loud enough to be heard by pedestrians waiting at that location. Automatic volume adjustment provides flexibility and allows the audible indicators to adjust so they are not disturbing to neighbors at night or times of low traffic volume. [Sources: (1) MIG; (2) National Cooperative Highway Research Program, Transportation Research Board, *NCHRP Web-Only Document 150*]

- L 13.15 Comment pertains to need to study acoustic reflection effects of taller buildings on residential areas.

*Response:* See response to comment L 13.13.

- L 13.16 Comment pertains to light and shade impacts resulting from proposed increased building heights as well as impacts of additional street lighting.

*Response:* See Master Response Regarding Comment Letter 13. Light and shade issues related to the Plan Update are evaluated in accordance with CEQA in Draft EIR chapter 4 (Aesthetics).

- L 13.17 Comment pertains to use and proper care of local native plants and trees.

*Response:* See Master Response Regarding Comment Letter 13. The County's "Heritage Tree Ordinance" and "Significant Tree Ordinance" are described in Draft EIR subsection 6.2.3, Biological Resources--County of San Mateo. Their relationship to the Community Plan Update is discussed in subsection 6.3.2 under "Potential Loss of Heritage Trees or Significant Trees."

- L 13.18 Comment pertains to use of vague terms (e.g., "vibrant").

*Response:* See Master Response Regarding Comment Letter 13. As a descriptive adjective, the term "vibrant" is not used in the Draft EIR in any quantitative way in relation to any significance criteria for potential impacts.

- L 13.19 Comment pertains to pro-development bias in EIR and project alternatives.



*Response:* See Master Response Regarding Comment Letter 13. The goals and objectives stated in the Draft EIR are taken directly from the Community Plan Update, the CEQA “project” that is evaluated in the EIR. Also see responses to comment PC 7.

L 13.20 Comment pertains to high speed rail and multi-modal transit hubs.

*Response:* See Master Response Regarding Comment Letter 13. Draft EIR section 1.3 (Program EIR Approach and Assumptions) describes the programmatic nature of the EIR, where future CEQA determinations would be made when site-specific, detailed projects are proposed, including any future multi-modal transit hub operations. For example, the Draft EIR (page 3-10) states, “The feasibility and timing, as well as the technical details, of an actual future [TOD/future light rail project] remain to be determined, and would depend on the actions of the City of Redwood City as well as the County Board of Supervisors.”

L 13.21 Comment pertains to diminished levels of service at some intersections.

*Response:* See Master Response Regarding Comment Letter 13.

L 13.22 Comment pertains to parking.

*Response:* See Master Response Regarding Comment Letter 13.

L 13.23 Comment pertains to use of term “gateway” and, specifically, what purpose gateways are to serve.

*Response:* See Master Response Regarding Comment Letter 13. The comment refers to a component of the Community Plan Update that is summarized in the Draft EIR. Gateways and nodes are fully described in Community Plan chapter 2 (Land Use Designations), section 2.2 under “Gateways and Nodes.” Gateway signs in themselves are not known to cause a redistribution of traffic. See Draft EIR chapter 16 (Transportation), section 16.1 (Methodology).

L 13.24 Comment pertains to feasibility, funding, and results of proposed mitigations.

*Response:* See Master Response Regarding Comment Letter 13. See Draft EIR chapter 16 (Transportation) for a comprehensive evaluation of traffic impacts and mitigations pursuant to CEQA.

L 13.25 Comment pertains to regional growth and its effects on North Fair Oaks.

*Response:* The cumulative analysis (including traffic) for the Draft EIR includes approved and pending development in San Mateo County to the year 2035. For example, see Draft EIR subsection 16.4.8 (Cumulative [2035] No Project Conditions).

L 13.26 Comment pertains to a key goal of the 1979 North Fair Oaks community plan.

*Response:* The identified goal is intended to help guide the future implementation of the Community Plan Update. In itself, the goal does not create environmental impacts.

The potential physical changes resulting from Plan implementation are evaluated in the Draft EIR in accordance with CEQA.



Save Paper.

Think before you print.>>> "Adina Levin" <aldeivnian@gmail.com> 9/23/2011 4:59 PM >>>

Dear San Mateo County Board of Supervisors, Planning Commission, and Planning Staff,

As a resident of neighboring Menlo Park who travels through North Fair Oaks by bicycle on a regular basis, I am glad to see the proposed improvements in the North Fair Oaks Community Plan.

In particular, the conversion of Middlefield Road from 4 to 3 vehicle lanes will be particularly valuable to create a safer environment for bicycling and walking. However, the Draft EIR does not consider these improvements as mitigations for auto traffic. Many cyclists also have cars, so when an individual chooses to bicycle on Middlefield, that is often a choice that is made instead of driving. The bike improvements in particular should be considered as auto traffic mitigations.

Thank you very much.

Adina Levin  
Menlo Park

**L14.01**

L 14 Adina Levin; September 23, 2011 (1 page)

L 14.01 Comment pertains to reduction in traffic impacts as a result of increased bicycle and pedestrian mode utilization

*Response:* See responses to comments L 12.02 and L 12.03.





**San Francisco  
Water Power Sewer**  
Services of the San Francisco Public Utilities Commission

**L 15**

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September 23, 2011

William Gibson, Planner  
County of San Mateo  
Planning & Building Department  
455 County Center, 2nd Floor  
Redwood City, CA 94063

Via Facsimile: (650) 363-4849

Subject: North Fair Oaks Community Plan Update  
Draft Environmental Impact Report  
State Clearinghouse No. 2011042099

Dear Mr. Gibson:

The San Francisco Public Utilities Commission (SFPUC) appreciates the opportunity to review the North Fair Oaks Community Plan Update (Plan) Draft Environmental Impact Report (DEIR prepared by the County of San Mateo (County). The Plan area is approximately bounded by El Camino Real, Marsh Road, Bay Road, and Douglas Avenue in North Fair Oaks, an unincorporated area within the County. The proposed Plan would facilitate the development of approximately 3,024 net new dwelling units, 180,000 net new s.f. of retail uses, 155,000 net new s.f. of office uses, 210,000 net new s.f. of R&D and general institutional uses, 110,000 net new s.f. of community and school uses, and 3.8 net new acres of parks and recreation uses.

As part of our utility system, the SFPUC operates and maintains approximately 1,600 miles of water pipelines and tunnels and other related appurtenances that run through real property "Rights of Way" (ROW). The SFPUC Commercial Land Management Operating Manual addresses our ROW Access Permit Process, Encroachment Policy, and Integrated Vegetation Management Policy per:

<http://sfwater.org/index.aspx?page=183>

In specific cases, the SFPUC will allow use of the ROW by third parties in order to enhance maintenance efforts and reduce maintenance costs.

**Edwin M. Lee**  
Mayor

**Francisca Victor**  
President

**Anson Moran**  
Vice President

**Ann Moller Egan**  
Commissioner

**Art Torres**  
Commissioner

**Vince Courtney**  
Commissioner

**Ed Harrington**  
General Manager

**L15.01**



North Fair Oaks Community Plan Update DEIR  
SFPUC Comments, September 23, 2011  
Page 2 of 3

For example, the SFPUC provides for the leasing or permitting of portions of the ROW with nominal revenue-generating potential to property owners whose land is bisected by the SFPUC ROW, neighborhood associations, municipal governmental entities, non-profit groups and similar entities at little or no cost, provided they agree to maintain the surface of the ROW in a good and safe condition acceptable to the SFPUC and to indemnify the SFPUC for any injury or loss relating to such third-party use. It is contemplated that this effort will focus on non-commercial uses such as parks and recreation areas.

The SFPUC supports the Plan's overall goals to improve access to park and recreational facilities and to improve health and safety by increasing walkability and bikeability, increasing access to open space and recreational opportunities, and promoting land uses that abate health and safety issues. However, we must review requests to use our ROW on a case by case basis. To date a significant number of encroachment permits have been issued, or promised to, adjoining property owners whose parcels are bisected by our ROW.

Over the past few months, the SFPUC has been meeting with neighbors and San Mateo County officials to discuss options for preserving an oak tree in our ROW between 14<sup>th</sup> and 18<sup>th</sup> Avenues in North Fair Oaks. We believe that the preservation of this oak tree is now a reasonable option based on the County's future proposed use of the space as a linear park consistent with our ROW policy. We also understand the County is interested in using the ROW between Friendship Park and Caltrain, and between 10<sup>th</sup> Avenue and Marsh Road, for linear parks which is generally consistent with our ROW policies. We encourage you to participate in our required Project Review Process for either of these projects per: <http://sfwater.org/index.aspx?page=450> The Project Review Committee will promptly evaluate the applications which will also be analyzed by our Real Estate Services Division and, if appropriate, forwarded to the Commission for approval.



North Fair Oaks Community Plan Update DEIR  
SFPUC Comments, September 23, 2011  
Page 3 of 3

Feel free to contact Cynthia Servetnick at (650) 652-3216 or  
cservetnick@sflower.org of my staff should you have questions  
regarding these comments.

Sincerely,



Steven R. Ritchie  
Assistant General Manager, Water Enterprise

Cc: Ed Harrington, SFPUC-GM  
Michael Carlin, SFPUC-AGM  
Tim Ramirez, SFPUC-NRLMD  
Juliet Ellis, SFPUC-EA  
Rosanna Russell, SFPUC-RES  
Irina Torrey, SFPUC-BEM  
Bill Wycko, CCSF PD-ER  
State Clearinghouse

L 15 Steven R. Richie, Assistant General Manager, Water Enterprise, San Francisco Water Power Sewer (SFPUC); September 23, 2011 (3 pages)

L 15.01 Comment pertains to County use of SFPUC right-of-way.

*Response:* The comment pertains to the Plan Update and provides information regarding obtaining permission to use the Hetch-Hetchy right of way for park and recreational use. No change to the Draft EIR is necessary.



**Planning Services**

*Community Development Services*  
1017 Middlefield Road  
P.O. Box 391  
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September 27, 2011

County of San Mateo  
Planning & Building Department  
Attn: William Gibson  
455 County Center, 2<sup>nd</sup> Floor  
Redwood City, CA 94063

**RE: North Fair Oaks Community Plan Update - Draft Environmental Impact Report**

Dear Mr. Gibson,

Thank you for providing Redwood City the opportunity to comment on the Draft Environmental Impact Report (Draft EIR) regarding the North Fair Oaks Community Plan Update. We appreciate your collaboration with City staff regarding the potential environmental review topics that have a direct or indirect relationship to Redwood City. We have the following comments:

**Hazards and Hazardous Materials:**

Section 10.3.2 Impacts and Mitigations, page 10-12 Known Hazardous Materials Release Sites

The analysis explains that hazardous materials sites occur in the plan area and refers to section 8.1.1. rather than section 10.1.1 which describes and depicts on a map (Figure 10.1) the locations of properties known to be contaminated. The analysis indicates that the Department of Toxic Substance Controls (DTSC) may impose land use restrictions in the future to prevent the use of some properties for residential, school, hospital, or day care purposes. To clarify, please include a reference to "child care" in addition to or instead of "day care" depending upon the intent. Also, because so many portions of the plan area currently include single use industrial and commercial areas, which will in the future allow residential uses, the analysis could be more specific (or a mitigation measure could be prepared) that requires conclusion of the DTSC assessment before zoning amendments are approved for these areas, especially in the case of areas which are currently in industrial use, to ensure that future conflicts are avoided.

L16.01

**Hydrology and Water Quality:**

11.3.1 Stormwater Drainage

Redwood City has no specific comments on the Draft EIR in this topic area other than to encourage on-going collaboration between the County and City with respect to the known stormwater drainage situation that occurs in the North Fair Oaks portion of San

L16.02

**L 16**

Mateo County as well as the Haven Avenue neighborhood in Menlo Park and portions of Redwood City due to the same topographic challenges of this area. This explanation relates to the City's comments on the Notice of Preparation for this EIR: "There are known areas of poor drainage within North Fair Oaks that can be improved on a local level...Localized flooding may not be able to be properly corrected until both local and regional storm drainage systems are improved."

**L16.02**

**Land Use and Planning:**

Redwood City has no specific comments on the Draft EIR in this topic area other than to note the following:

- Consistency with Redwood City General Plan: The land use designations proposed for the North Fair Oaks area are consistent with many of the recent changes made to Redwood City's General Plan land use designations, which feature a wide range of mixed use categories and focus on various corridors such as Middlefield Road and El Camino Real for pedestrian and transit use, etc. At the time that the City's General Plan was developed and eventually adopted in October 2010, the land use designations in the North Fair Oaks Community Plan Update were not yet known. North Fair Oaks is located within Redwood City's sphere of influence and thus, although the new land use designations do not specifically match all designations shown in Redwood City's 2010 General Plan for the area, these differences should not be considered a significant land use conflict per CEQA, but rather a matter of timing and sequencing of the relevant planning documents. We note that Redwood City's General Plan could be mentioned in the cumulative impact discussion from the context of land use compatibility and potential for future annexation, including citation of relevant County and City General Plan policies.

**L16.03**

- Plan Implementation through Development: The densities, heights, and other building form-based aspects of the new land use designations proposed in the Draft North Fair Oaks Community Plan Update have been sensitively balanced to address the existing built environment as well as the potential for transit-supportive development along existing corridors, including the potential new major transportation hub at Redwood junction. Redwood City's experience is that establishing adequate densities and heights, in context with the existing built environmental and as acceptable to the community, is a critical first step to attracting high quality privately funded development to implement a plan. If heights, densities and intensities are lowered, for example through adoption of Alternative 3: Updated Community Plan – Lowered Development Density and Intensity instead of the plan as proposed, the ability of the plan to be implemented will be greatly hindered. Although Alternative 3 was deemed to be environmentally superior to the project predominately because it would allow less growth, it is possible that the Alternative 3 would not be as well implemented and would thereby not achieve the goals for transit, infrastructure upgrades, and other significant improvements envisioned by the plan. These plan benefits will enable existing as well as new North Fair Oaks community members to enjoy an enhanced public realm, transportation options, and access to services and amenities in thriving mixed use and residential neighborhood environments. The heights, densities and intensities as proposed by the plan relate well to

**L16.04**



development criteria found in other communities seeking responsible development that will support community revitalization. These standards, and especially how the resulting development will appear and function as assessed in the Draft plan and EIR, have been carefully evaluated and well vetted with the community.

L16.04

**Population, Housing and Employment**

Growth Projections: The growth projections for the North Fair Oaks Community Plan Update are significantly higher than anticipated by the Redwood City General Plan (e.g. approximately three times more residential development is anticipated for the new community plan update). The differences are likely due to two primary factors:

- Modeling Methods: We understand that the growth projections for the North Fair Oaks Community Plan Update assume complete redevelopment of key growth areas within the plan. Redwood City's growth projections for the City's General Plan, as well as the City's sphere of influence which includes North Fair Oaks, assumed that 20-30% of specific focused growth areas would redevelop, which is two to three times the rate experienced in the past ten years. It is likely that both sets of growth projections present more change than will occur in the horizons of these plans.

L16.05

- Land Use Designations: Although the City attempted to anticipate the pending land use designations of the forthcoming North Fair Oaks Community Plan update in its 2010 General Plan update, these designations had not yet been fully developed at the time of final drafting for the City's General Plan. Some of the designations in the draft community plan allow for more density and intensity than anticipated a year of two ago.

The differences in the growth projections does not result in a significant consistency issue as described above, and the prospect for accelerated investment is encouraged for North Fair Oaks; however the higher level of potential growth does indicate a need for enhanced coordination between the City and County, especially with respect to areas where resources are limited, such as water supply and recreation facilities, as further explained in other sections of this comment letter. It will be incumbent upon both the County and City to track the pace of new development in North Fair Oaks to ensure that City resources are maintained at appropriate levels to serve the both the City and the North Fair Oaks community as applicable.

**Public Services and Utilities**

15.1 Water Service

Redwood City has been responsibly addressing the impacts of its limited water supply through implementation of highly effective conservation measures, establishment of a recycled water system, and other important means. Despite these efforts, supply will only very closely meet demand needs for the build out of the City's General Plan to 2030. Redwood City supplies water to a portion of North Fair Oaks. The Redwood City 2010 Urban Water Management Plan (UWMP) does not account for the same growth projections as the North Fair Oaks Community Plan update. The 2010 UWMP growth projections for North Fair Oaks are based on Redwood City's 2010 General Plan, which has lower growth projections as explained above. Redwood City provides water to a

L16.06



**L 16**

portion of North Fair Oaks. If feasible for the Response to Comments document, or later as more detail is developed when implementation zoning is prepared, we request that the County prepare a summary table indicating North Fair Oaks water demand from Redwood City and Calwater.

**L16.06**

Redwood City's recently adopted General Plan requires annual tracking of development and water demand relative to water supply. We request that the County support our tracking requirements by establishing a reporting process for development in the portion of North Fair Oaks located within Redwood City's water service area.

**L16.07**

Redwood City requires use of recycled water for suitable indoor and outdoor purposes in order for the City to maintain meet its water supply and demand targets within the City limits. This same requirement should be reviewed with Redwood City for new development in the portions of North Fair Oaks that lie within Redwood City's water service area.

**L16.08**

We appreciate that the draft plan includes a reference to SB 610 and requires the preparation of a Water Supply Assessment for any development whose approval is subject to CEQA and which meets the definition of "project" in Water Code Section 10913, i.e., residential development projects of more than 500 dwelling units or other types of developments (e.g., hotels and motels, commercial buildings, industrial parks, etc.) using a comparable amount of water. This inclusion directly responds to our comment on the Notice of Preparation for this EIR.

**L16.09**

Updates related to recycled water that should be incorporated in the EIR include the following:

- Phase I of the Recycled Water Project is complete and operational and we suggest removing the final sentence on the bottom of page 15-3;
- Recycled water service will possibly extend into Redwood City very near North Fair Oaks as a result of new development planned in Redwood City; the alignment and schedule for this extension has not yet been determined. The City will keep County staff up to date regarding any significant progress in this area.

**L16.10**

**15.2 Wastewater Treatment**

The Draft EIR states that Redwood City's 1995-2009 average dry weather flow reaches approximately 9 million gallons per day (mgd), which is below the City's capacity allocation. While this statement may be accurate, it does not identify the entire impact. The EIR should consider the capacity rights that have been committed in addition to actual flow. Therefore a more applicable statement would be: Redwood City currently has 12.3 mgd of committed capacity rights.

**L16.11**

In order to more adequately address wet weather flow, either the Draft plan or the EIR should acknowledge the important role that reduction of inflow and infiltration can make as redevelopment occurs. Upgrading the wastewater collection system should be pursued as new development in North Fair Oaks, either as a requirement for new development (e.g. either by payment of in-lieu fees to fund future planned upgrades or via actual pipe replacement concurrent with development), as a plan requirement, or as specified as a mitigation measure in this EIR. This comment is related to the City's

**L16.12**



**L 16**

previous comments on the Notice of Preparation for this EIR: "Mitigation can come in the form of actual pipe replacement, or incremental fee contribution to reduce Inflow and Infiltration (I/I) of sewer pipe in this area."

**L16.12**

Under Cumulative Wastewater Impacts, it should be acknowledged that treatment capacity rights to support future development will need to be purchased from Redwood City or other South Bayside System Authority (SBSA) member agencies.

**L16.13**

**15.4 Fire and Emergency Medical Service**

The draft EIR discussion should clearly delineate the three different fire departments that provide service to the plan area: Redwood City Fire Department, San Mateo County Fire/CALFIRE, and the Menlo Park Fire Protection District. With respect to code references, Redwood City utilizes the International Fire and Building Codes.

**L16.14**

**15.6 Parks and Recreation:**

Previously the City expressed concern about the potential for population growth in North Fair Oaks to accelerate the physical deterioration of City recreation facilities as well as the City's ability to offer adequate service levels to the growing community. Although the City did coordinate its General Plan efforts with County staff in order to help ensure that future growth impacts were addressed as noted in the Draft EIR, as previously stated, the growth projections for North Fair Oaks are much higher in the Community Plan update than in the City's General Plan. Close attention will be required to monitor growth in the plan area relative to implementation of new recreation facilities and programs to ensure that the needs are met at a pace that the City's General Plan did not anticipate.

**L16.15**

**Transportation:**

The EIR correctly states that according to Redwood City guidelines, a project would create a significant adverse impact on traffic conditions at an intersection if either peak hour project traffic would cause a signalized intersection operating at acceptable LOS D or better to operate at LOS E or F under project conditions. Impact 16-2 indicates that the PM peak hour operation of the Middlefield Road/Woodside Road will be degraded from LOS D to F in the "with project" condition. Mitigation Measure 16.2 indicates that this impact can be mitigated and will result in LOS E. We understand that LOS E is the standard per C/CAG, and thus the conclusion is that this is fully mitigated. From the perspective of Redwood City's standards, the mitigation is not adequate.

**L16.16**

Several mitigation measures rely upon significant improvements, including widening, of Woodside Road. The EIR correctly states that the MTC Transportation 2035 Plan and the Redwood City Traffic Impact Mitigation Fee Program identify widening Woodside. Although this is true, the City's 2010 General Plan does not include this improvement and the City is updating its Traffic Impact Mitigation Fee Program. Widening Woodside could remain a consideration but many other options are also encouraged due to the concern of further dividing a portion of Redwood City's neighborhoods and other secondary impacts associate with noise, sound walls, etc that are often a part of major road widening projects. As the City participates in the transit agency's efforts to develop designs for improving the interchange of Highway 101 and Woodside Road, implications for appropriate improvements to the impacted intersections along Woodside Road at

**L 16**

(e.g. at Middlefield and Bay Road as studied in the Draft EIR for the North Fair Oaks Community Plan update) will emerge. This is an additional area where County and City staff will need to remain coordinated. We request that the EIR be updated to acknowledge that widening Woodside may not be feasible and that other approaches will need to be considered to address the impacts identified.

**L16.16**

**CEQA-Required Assessment Conclusions:**

**17.4 Cumulative Impacts**

For the Response to Comments document, please confirm that all cumulative development assumed in Redwood City's General Plan EIR is accounted for in the cumulative analysis for the North Fair Oaks Community Plan update.

**L16.17**

In conclusion, we commend the quality of the draft plan for North Fair Oaks and its associated Draft Environmental Impact Report. We have appreciated County staff's coordination with the City. Most significantly, we recognize the effort put forth to obtain meaningful input from the North Fair Oaks community members and believe that the County has conducted a comprehensive, well-rounded planning effort backed by broad community support. We look forward to continued collaboration as implementation of the North Fair Oaks Community Plan moves forward.

Should you have any questions regarding the aforementioned comments please feel free to contact Jill Ekas, Planning Manager, at 650-7298 or [jekas@redwoodcity.org](mailto:jekas@redwoodcity.org). We look forward to receiving a copy of the Response to Comments documents.

Very truly yours,



Jill Ekas, AICP  
Planning Manager

Copy:

- Chris Beth, Director Redwood City Parks Recreation and Community Services
- Peter Vorametsanti, Acting Engineering Manager
- Justin Ezell, Superintendent Public Works, Water Division
- Jim Palisi, Fire Marshall



L 16 Jill Ekas, Planning Manager, City of Redwood City; September 27, 2011 (6 pages)

L 16.01 Comment pertains to hazards and hazardous materials in the Plan area.

*Response:* The suggested clarifications have been made in the EIR.

L 16.02 Comment pertains to on-going collaboration between San Mateo County and the City of Redwood City with respect to the known stormwater drainage situation in North Fair Oaks.

*Response:* Comment noted. Ongoing collaboration between Redwood City and the County regarding the environmental issues identified in the Draft EIR is essential, as evidenced by goals and policies in the Community Plan Update requiring collaboration and coordination between Redwood City and the County (see Draft EIR sections 3.5 through 3.11, especially 3.7) and by Redwood City staff's inclusion in the Plan Update Steering Committee and Technical Advisory Committee.

L 16.03 Comment pertains to consistency with the Redwood City General Plan.

*Response:* Comment noted. Suggested information regarding the Redwood City General Plan has been added to the "Cumulative Land Use Impacts" discussion on Draft EIR page 12-20.

L 16.04 Comment pertains to Alternative 3 and its possible deficiencies in achieving Plan goals and objectives due to lower building heights and densities and the resulting inability to attract high-quality private development.

*Response:* Comment noted; no response under CEQA is necessary.

L 16.05 Comment pertains to ongoing coordination between San Mateo County and the City of Redwood City with respect to limited resources such as water supply and recreational facilities.

*Response:* Comment noted. Please see response to comment L 16.02.

L 16.06 Comment pertains to greater water supply demands for North Fair Oaks as anticipated with Plan implementation than accounted for in the Redwood City 2010 Urban Water Management Plan.

*Response:* As implementing zoning is prepared and specific developments are proposed, the County will prepare and maintain summary tables of projected water demand and reporting procedures in coordination with Redwood City and Cal Water.

L 16.07 Comment pertains to County creation of a water demand tracking and reporting process to coordinate with the City of Redwood City.

*Response:* Comment noted. Please see response to comment L 16.06.

L 16.08 Comment pertains to recycled water usage for areas of North Fair Oaks that lie within Redwood City's water service area.

*Response:* Comment noted. The Community Plan Update includes policies for establishing recycled water use in North Fair Oaks (e.g., see Draft EIR chapter 3, section 3.7, Goal 4.6 and related policies).

- L 16.09 Comment pertains to inclusion of Water Supply Assessment provision in the Plan, for appropriate developments.

*Response:* Comment noted; no response under CEQA is necessary.

- L 16.10 Comment pertains to recycled water and the Redwood City Recycled Water Project.

*Response:* The suggested updated information has been included in Draft EIR section 15.1, Water Service.

- L 16.11 Comment pertains to Redwood City wastewater treatment capacity versus committed capacity rights.

*Response:* The updated information has been included in Draft EIR section 15.2, Wastewater Service.

- L 16.12 Comment pertains to inflow/infiltration and wastewater collection system upgrade needs as new development occurs in North Fair Oaks.

*Response:* Information regarding inflow/infiltration and suggested wastewater collection system upgrades is included in Draft EIR section 3.7, Project Infrastructure Goals and Policies (see Goal 4.2 and related policies) and section 15, Wastewater Service (see especially references to "fair share" under "Wastewater Collection Impacts" and "Cumulative Wastewater Service Impacts"). The Draft EIR information is intended to be consistent with the comment from Redwood City.

- L 16.13 Comment pertains to purchase of treatment capacity rights from Redwood City or other South Bayside System Authority member agencies to support future development.

*Response:* The information has been added to Draft EIR section 15.2 under "Cumulative Wastewater Service Impacts."

- L 16.14 Comment pertains to fire and emergency medical service providers in the area and Redwood City's fire and building codes.

*Response:* As noted in the Draft EIR, North Fair Oaks is served by the Redwood City Fire Department and the Menlo Park Fire District. The reference to the International Fire and Building Codes has been added to Draft EIR section 15.4, Fire and Emergency Medical Service.

- L 16.15 Comment pertains to need for the County to coordinate with Redwood City with respect to future growth and Plan-facilitated development impacts on recreational facilities and programs.



*Response:* Comment noted. Please see response to comment 16.02 (especially Draft EIR section 3.8).

- L 16.16 Comment pertains to infeasibility of traffic Mitigation 16-2 and need for coordination between the County and Redwood City to consider other possible mitigation approaches.

*Response:* Draft EIR Mitigation 16-6 pertaining to Woodside Road widening has been updated in response to the comment.

- L 16.17 Comment pertains to inclusion of all cumulative development assumed in the Redwood City General Plan into the North Fair Oaks cumulative analysis.

*Response:* The Redwood City New General Plan EIR traffic model (including cumulative development forecast by C/CAG) was the basis for the North Fair Oaks Community Plan Update EIR cumulative analysis. All cumulative development assumed in the Redwood City New General Plan EIR is accounted for in the cumulative analysis for the Community Plan Update.



STATE OF CALIFORNIA

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



L 17

Edmund G. Brown Jr.  
Governor

Ken Alex  
Director

September 23, 2011

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

Subject: North Fair Oaks Community Plan Update  
SCH#: 2011042099

Dear William Gibson:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 22, 2011, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

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DEPT. OF PLANNING

L17.01



**Document Details Report  
State Clearinghouse Data Base**

**L 17**

**SCH#** 2011042099  
**Project Title** North Fair Oaks Community Plan Update  
**Lead Agency** San Mateo County

**Type** EIR Draft EIR  
**Description** San Mateo County is preparing a comprehensive update to the 1979 North Fair Oaks Community Plan. Key issues and opportunities include neighborhood environmental quality, housing, community services and facilities, transportation, and public health and safety related to potential impacts of Plan-facilitate development (approximately 3,024 net new dwelling units, 180,000 net new s.f. of retail uses, 155,000 net new s.f. of office uses, 210,000 net new s.f. of R&D and general institutional uses, 110,000 net new s.f. of community and school uses, and 3.8 net new acres of parks and recreation uses).

**Lead Agency Contact**

**Name** William Gibson  
**Agency** San Mateo County  
**Phone** 650 363-1816 **Fax**  
**email**  
**Address** 455 County Center, 2nd Floor  
**City** Redwood City **State** CA **Zip** 94063

**Project Location**

**County** San Mateo  
**City** Redwood City  
**Region**  
**Lat / Long** 37° 28' 20" N / 122° 12' 16" W  
**Cross Streets** El Camino Real, Douglas, Bay, Marsh, and Encinal.  
**Parcel No.** Various  
**Township**

Township	Range	Section	Base
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**Proximity to:**

**Highways** SR 84, 82, US 101  
**Airports** San Carlos  
**Railways** SPR, Caltrain  
**Waterways** San Francisco Bay, Redwood Creek.  
**Schools** Redwood City Schools  
**Land Use** Various Residential, Commercial, Industrial, and Public

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

**Reviewing Agencies** Resources Agency; Department of Fish and Game, Region 3; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 4; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

**Date Received** 08/09/2011 **Start of Review** 08/09/2011 **End of Review** 09/22/2011

Note: Blanks in data fields result from insufficient information provided by lead agency.

STATE OF CALIFORNIA — BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN JR., Governor

**DEPARTMENT OF TRANSPORTATION**

111 GRAND AVENUE  
P. O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 286-5541  
FAX (510) 286-5559  
TTY 711

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SM082274  
SM-82-2.5  
SCH #2011042099

September 22, 2011

Mr. William Gibson  
San Mateo County  
Planning and Building Department  
455 County Center, 2<sup>nd</sup> Floor  
Redwood City, CA 94063

Dear Mr. Gibson:

**NORTH FAIR OAKS COMMUNITY PLAN UPDATE – DRAFT ENVIRONMENTAL IMPACT REPORT**

Thank you for including the California Department of Transportation (Department) in the environmental review for the North Fair Oaks Community Plan Update project. The following comments are based on the Draft Environmental Impact Report (DEIR).

***Traffic, Highway Operations, and Forecasting***

1. Please provide the following:
  - a. An analysis of the intersections of El Camino Real/Fair Oaks Lane and Woodside Road/Broadway as study intersections.
  - b. Freeway segment analysis for US-101, State Route (SR) 82, and SR 84 near to the study area for our review. Also, indicate if there is any impact to any freeway on-ramp or off-ramp due to this project.
  - c. 95<sup>th</sup> percentile queuing data on Traffic and conduct queuing analysis on the major intersection on SR 82 and SR 84.
  - d. Fair share amount to be contributed by this project.
2. Administrative Draft Traffic Impact Analysis:
  - a. Existing Peak Hour Intersection Volumes, Figure 4: Please provide a narrative that clearly states the underlying assumptions and methodology that led to the conclusions in this Figure.
  - b. Project Trip Generation Estimates, Table 5, applies internal, transit, and pass-by trip reductions to the generated trips for Existing uses and project development. However, the Department's position is that these trip reductions should be applicable to trips generated from Project Only, not Existing traffic generated from Existing uses. Existing traffic should reflect these three reductions. More trip reductions to Existing traffic would be considered a double count. Therefore, the Department recommends



L 17

Mr. William Gibson/County of San Mateo  
September 22, 2011  
Page 2

the net traffic be equal to Project Generated trips minus these three trip reduction.  
Please revise Figure 8, Project Only Intersection Volumes, and others accordingly.

#### ***Alternative Transportation***

DEIR, page 16.25 includes references to the 1986 San Mateo County General Plan which contains now outdated information. The document should be revised to reflect the updated information:

1. Item 12.25, Caltrain Service, refers to Caltrans as the agency responsible for upgrading Peninsula Train Service. Please note that the Peninsula Corridor Joint Powers Board currently owns and operates Caltrain and is responsible for any upgrades to Caltrain service.
2. Item 12.59, Role of Riders for Bay Area Commuters, Inc, refers to RIDES as the agency responsible for encouraging ridesharing. Please note that the Metropolitan Transportation Commission currently oversees the Regional Rideshare Program which disseminates rideshare and other transportation information to commuters in the Bay Area region via the 511.org website.

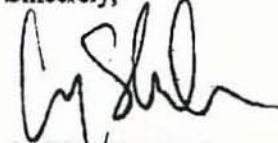
#### ***Cultural Resources***

The Community Plan states that there is potential for historical archaeological resources, but there is no mitigation plan outlined for these impacted resources. Although, it is stated that historic resources in the project area are considered ineligible to the National Register as a built resource, there is potential for National Register eligibility for mid-19<sup>th</sup> to early-20<sup>th</sup> century domestic and commercial archaeological sites. Mitigation measures for historical archaeological resources should include a qualified historical archaeologist to conduct appropriate documentary research, and if necessary, prepare a treatment plan for these resources prior to construction activities.

Should construction activities within the state right-of-way (ROW) take place as part of this project, these mitigation measures shall be implemented for an archaeological discovery. If there should be an inadvertent archaeological or burial discovery with the state ROW, the Caltrans Office of Cultural Resource Studies shall be immediately contacted at (510) 286-5618. A staff archaeologist will evaluate the finds within one business day after contact. The Department requires review of any potential data recovery plans within the state ROW.

Please feel free to call or e-mail Sandra Finegan at (510) 622-1644 or [sandra\\_finegan@dot.ca.gov](mailto:sandra_finegan@dot.ca.gov) with any questions regarding this letter.

Sincerely,



GARY ARNOLD  
District Branch Chief  
Local Development – Intergovernmental Review

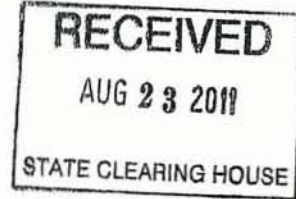
c: State Clearinghouse

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-4082  
(916) 657-5390 - Fax



August 17, 2011



c/228  
9/22/11  
e

William Gibson  
County of San Mateo  
455 County Center, 2<sup>nd</sup> Floor  
Redwood City, CA 94063

RE: SCH# 2011042099 North Fair Oaks Community Plan Update: San Mateo County.

Dear Mr. Gibson:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Completion (NOC) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. USGS 7.5 minute quadrangle name, township, range and section required.
  - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. Native American Contacts List attached.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez  
Program Analyst  
(916) 653-4040

cc: State Clearinghouse



L 17 Scott Morgan, Director, State Clearinghouse, Governor's Office of Planning and Research;  
September 23, 2011 (5 pages)

L 17.01 Comment pertains to EIR review period and responding agencies.

*Response:* No response is necessary. The County has complied with the State Clearinghouse review requirements for Draft EIRs, pursuant to CEQA.

### 3. DRAFT EIR REVISIONS

The following section includes all revisions to the Draft EIR made in response to comments received during and immediately after the Draft EIR comment period. All text revisions are indicated by a bracket in the left margin next to the revised line(s). All of the revised pages supersede the corresponding pages in the August 2011 Draft EIR. None of the criteria listed in CEQA Guidelines section 15088.5 (Recirculation of an EIR Prior to Certification) indicating the need for another recirculation of the August 2011 Draft EIR has been met as a result of the revisions which follow. In particular:

- no new significant environmental impact due to the project or due to a new mitigation measure has been identified;
- no substantial increase in the severity of an environmental impact has been identified; and
- no additional feasible project alternative or mitigation measure considerably different from others previously analyzed in the Draft EIR has been identified that would clearly lessen the significant environmental impacts of the project.

This section also includes revisions to the Draft EIR based on changes made to the Community Plan Update subsequent to release of the Draft EIR. None of the criteria in CEQA Guidelines section 15088.5 indicating the need for recirculation of the Draft EIR has been met as a result of these revisions.





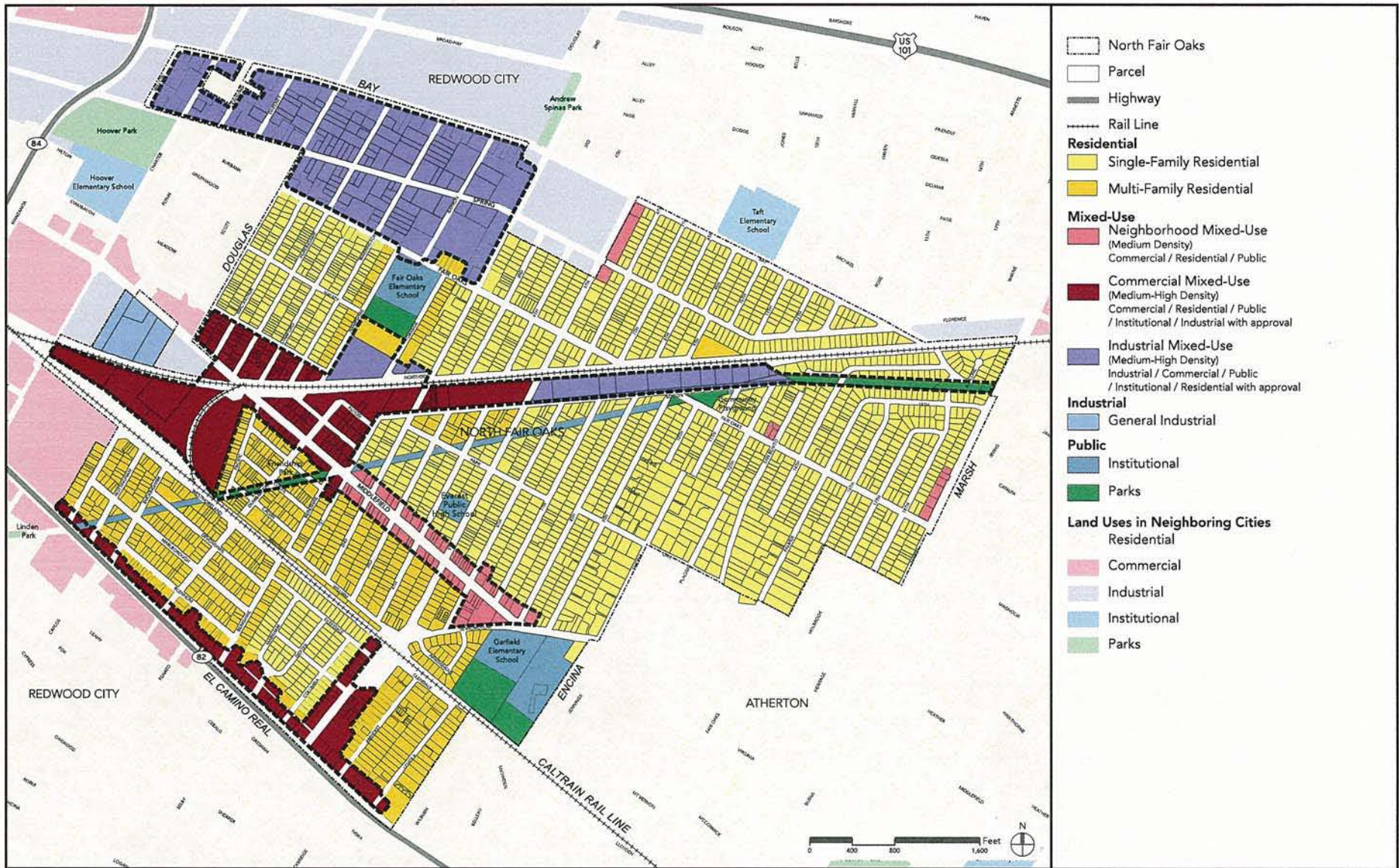


SOURCE: Wagstaff/MIG

Figure 3.2

## NORTH FAIR OAKS COMMUNITY PLAN AREA





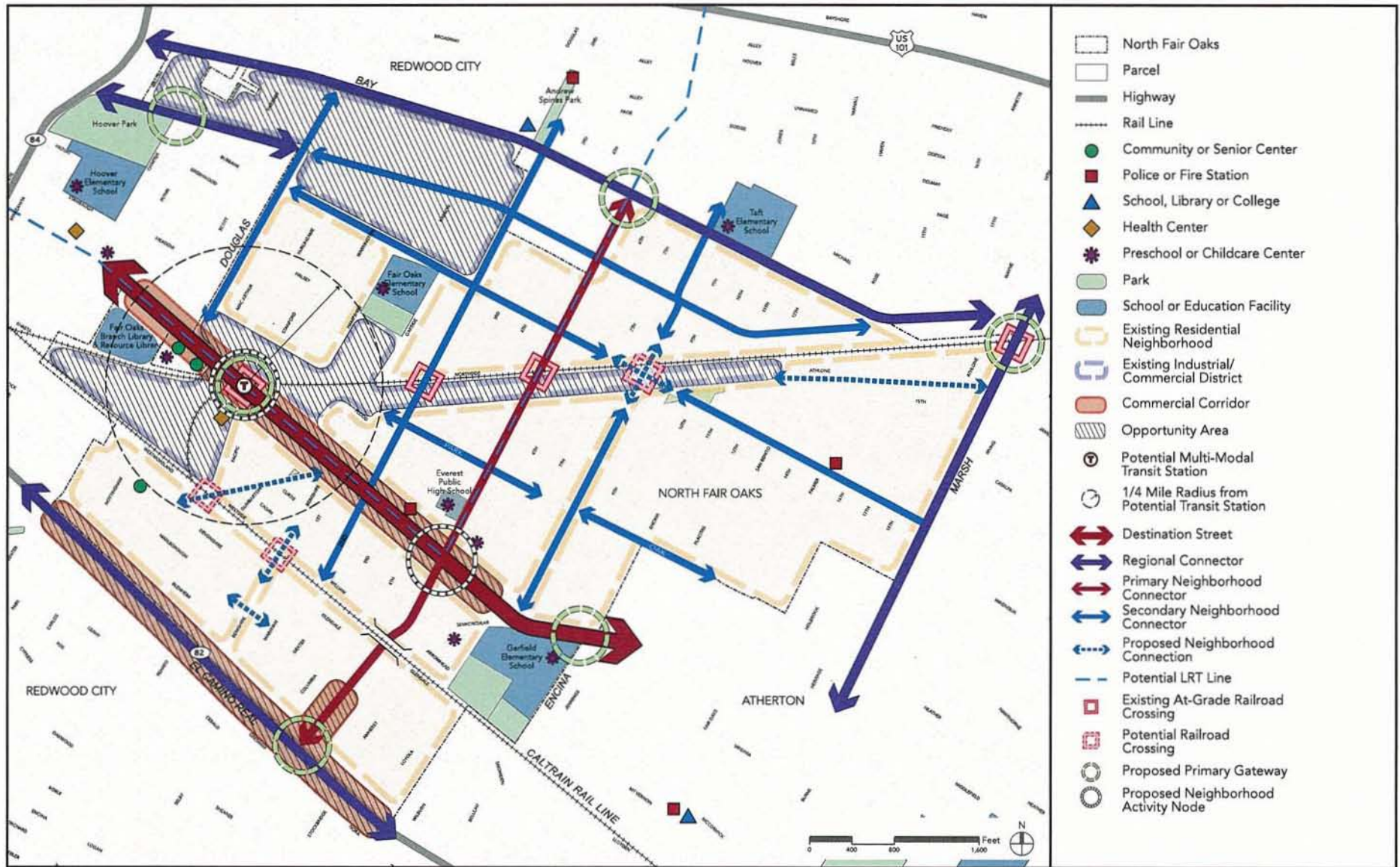
SOURCE: Wagstaff/MIG

Figure 3.3

**PROPOSED LAND USE**

North Fair Oaks Community Plan Update EIR





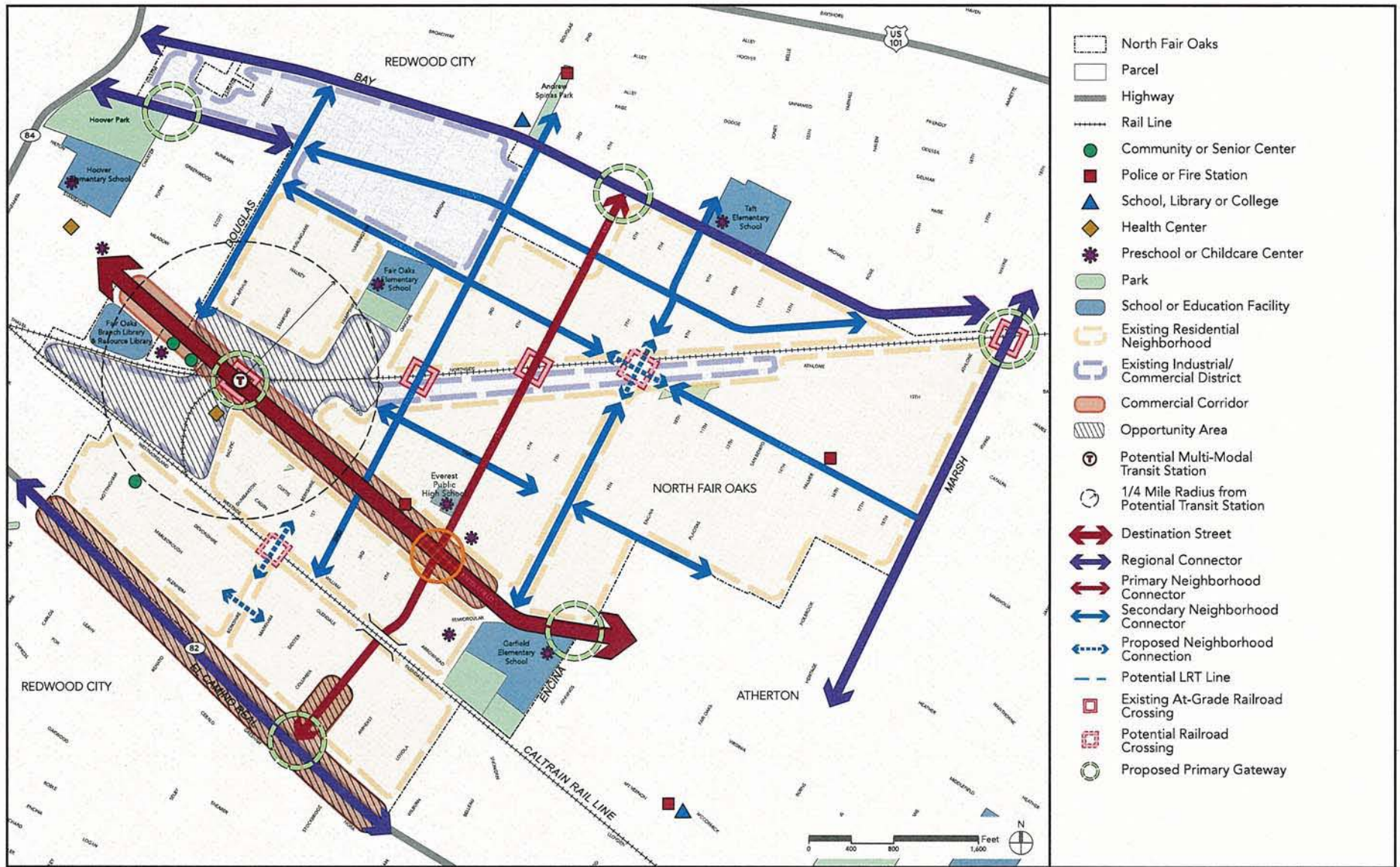
SOURCE: Wagstaff/MIG

Figure 4.3  
**LAND USE AND COMMUNITY  
 DESIGN FRAMEWORK**









SOURCE: Wagstaff/MIG

Figure 18.2  
**ALTERNATIVE 3 LAND USE AND  
 COMMUNITY DESIGN FRAMEWORK**



- El Camino Real between the western edge of the Community Plan area and Loyola Avenue, and along 5<sup>th</sup> Avenue between El Camino Real and the Caltrain tracks, which would be designated Commercial Mixed-Use to allow local and regional commercial uses and higher-density residential uses; and
- The Hetch Hetchy Bay Division Pipeline right-of-way between 12<sup>th</sup> Avenue and the eastern edge of the Community Plan area, which would be designated Parks.

The updated Community Plan identifies Middlefield Road at the crossing of the Caltrain and Southern Pacific Railroad tracks as a location for a possible future *multi-modal transit hub* to accommodate bus, bus rapid transit (BRT), and potential passenger rail service if the opportunity arises; to improve local and regional transit connections; and to stimulate surrounding transit-oriented development (TOD). The Plan identifies properties within a roughly ¼-mile radius of the proposed station site as potentially appropriate for higher-intensity, mixed-use, transit-oriented development.

The updated Community Plan identifies three locations for new or improved roadway connections to enhance neighborhood connectivity for vehicles, bicycles and pedestrians: Marlborough Avenue at Berkshire Avenue, Berkshire Avenue across the railroad tracks, and 8<sup>th</sup> Avenue and Fair Oaks Avenue across the railroad tracks.

The updated Community Plan identifies six potential “gateway” entries into North Fair Oaks, which would be marked with special signage, building form, street tree, and sidewalk and crossing treatments: El Camino Real/ 5<sup>th</sup> Avenue, Middlefield Road/10<sup>th</sup> Avenue, Marsh Road/ Florence Street, Bay Road/5<sup>th</sup> Avenue, Spring Street/Charter Street, and Middlefield Road/Northside Avenue.

The updated Community Plan identifies the Middlefield Road/5<sup>th</sup> Avenue intersection as a Neighborhood Activity Node. The crossroad is identified as an ideal location for a plaza or other community gathering space that could offer outdoor seating, landmark elements such as a statue or water feature, and other amenities.

The updated Community Plan would allow the development of up to an additional 3,024 dwelling units, 180,000 square feet of retail uses, 155,000 square feet of office uses, 210,000 square feet of industrial uses, 110,000 square feet of institutional uses, and 3.8 acres of parks and recreation uses within the Community Plan area by 2035.

## 1.2 EIR PURPOSE AND INTENDED USE

Under CEQA, the County of San Mateo (County) is the designated Lead Agency<sup>1</sup> for the proposed North Fair Oaks Community Plan Update; i.e., the “project.” As the Lead Agency, the County intends that this EIR serve as the CEQA-required environmental documentation for consideration of the project by County decision-makers, the public, any other responsible

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<sup>1</sup>CEQA Guidelines section 15367 defines the “Lead Agency” as the public agency that has the principal responsibility for carrying out or approving a project. The County of San Mateo is the Lead Agency for the proposed North Fair Oaks Community Plan Update, ultimately responsible for adopting the Plan and all associated approvals identified in section 3.15 of this Draft EIR.



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## 2. SUMMARY

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This EIR chapter provides a summary description of the North Fair Oaks Community Plan Update, a list of associated environmental issues to be resolved, a summary identification of significant impacts and mitigation measures associated with the Community Plan, and a summary identification of possible alternatives to the Plan (pursuant to CEQA Guidelines Section 15123, Summary).

*This summary should not be relied upon for a thorough understanding of the details of the project, its individual impacts, and related mitigation needs. Please refer to Chapter 3 for a complete description of the project, Chapters 4 through 16 for a complete description of environmental impacts and associated mitigation measures, Chapter 17 for CEQA-required assessment considerations, and Chapter 18 for a description and evaluation of alternatives to the project.*

### 2.1 PROPOSED COMMUNITY PLAN UPDATE

The County of San Mateo is proposing to adopt an updated North Fair Oaks Community Plan. The updated Community Plan contains integrated goals, policies, and programs for land use, circulation and parking, parks and recreation, infrastructure, health and wellness, housing, and economic development, designed to support a vibrant pedestrian-friendly community and promote a healthy mix of locally oriented uses throughout the community. Key issues and opportunities in this Community Plan Update include neighborhood environmental quality, housing, community services and facilities, the local economy, transportation, and public health and safety. The primary goals/objectives of the updated Plan are to:

- Improve connectivity and reduce mobility barriers throughout North Fair Oaks for all types of travel, including pedestrian, bicycle, automobile, and public transit.
- Improve area health and safety by increasing walkability and bikeability within North Fair Oaks, increasing access to healthy food sources, increasing access to open space and recreational opportunities, adding trees and other greenery, and promoting land uses and urban design patterns that mitigate health and safety issues.
- Improve travel and transit connections between North Fair Oaks and surrounding communities and the region.
- Provide safe and affordable housing of all types to meet the needs of current and future residents.
- Maintain and enhance a vital and viable mix of land uses, including commercial, industrial, residential, public, and other land uses to create a vibrant, livable environment for area residents, with ready access to local goods and services, recreational opportunities, employment, and transportation access.



- Provide adequate infrastructure to support current uses and facilitate future development.
- Promote development and redevelopment of unused and underutilized land with appropriate types of uses to serve the needs of the community.
- Maintain local employment opportunities and facilitate new job-generating development by preserving and encouraging a mix of uses in designated parts of North Fair Oaks, including preservation of key areas of existing industrial and commercial uses.
- Require and encourage appropriate development densities to support housing and employment-generating land uses to meet the needs of North Fair Oaks residents.
- Improve access to park and recreational facilities for all area residents.
- Support the creation of new public transit routes and stations, and promote appropriate development to facilitate creation of new transit facilities.

The updated North Fair Oaks Community Plan would allow up to approximately 3,024 additional dwelling units, 155,000 additional square feet of office uses, 180,000 additional square feet of retail uses, 210,000 additional square feet of industrial (R&D and general) uses, 110,000 additional square feet of institutional (community and school) uses, and 3.8 additional acres of public (parks and recreation) uses. This development capacity includes development within identified "Opportunity Areas" (described in subsection 3.4.2 of Chapter 3, Project Description) as well as infill development and redevelopment throughout the Community Plan area.

Implementation of the updated Community Plan would require the following County actions:

- (1) certification of the Final Environmental Impact Report (Final EIR) for the proposed updated Community Plan;
- (2) adoption of the updated Community Plan itself as an amendment to the San Mateo County General Plan; and
- (3) approval of associated zoning amendments and associated amendments to subdivision regulations to reflect and implement the land uses, policies, development standards, programs, and strategies specified by the updated Community Plan.

## **2.2 ENVIRONMENTAL ISSUES**

As required by the CEQA Guidelines, this EIR addresses the following areas of potential environmental impact or controversy known to the Lead Agency (the County), including those issues and concerns identified by the County in its Notice of Preparation (NOP) of this EIR (dated April 28, 2011) and by other agencies, organizations, and individuals in response to the NOP. These environmental concerns relate to the following topics (listed in the order that they are addressed in this EIR):

- Aesthetics,

- Create a land use pattern which is compatible with the predominantly low-density, single-family residential character of the community while maintaining a strong commercial and industrial base.
- Provide safe, sanitary housing of adequate size for all North Fair Oaks residents, at an affordable cost.
- Alleviate traffic conflicts and promote the use of public transit.
- Provide park and recreation services that are convenient and fulfill the needs of a majority of North Fair Oaks residents.
- Maintain a commercial/industrial base which contributes to the economic well being of the community while controlling the external effects upon residential developments.
- Provide a governmental structure which best serves a majority of North Fair Oaks residents.

Key issues and opportunities identified in the 2011 North Fair Oaks Community Plan Update, which have become community priorities over the intervening years, include: neighborhood environmental quality, housing, community services and facilities, the local economy, transportation, and public health and safety.

### **3.2.3 Plan Update Process and Community Involvement**

The Community Plan Update team (County staff and consultants) has been implementing a many-faceted community outreach strategy. The strategy has included stakeholder meetings, community workshops, and steering committee meetings comprised of residents, property owners, business owners, County representatives, developers, community organizations, and youth representatives. From these meetings and workshops, an updated, comprehensive community vision has been identified for the Community Plan area.

Following identification of the community vision, the Plan team developed a number of alternative plan scenarios that were then refined through further community and committee participation into a preferred Plan alternative. A project website was also developed at the outset of the planning process and has been regularly updated to provide an additional avenue for community involvement.

## **3.3 PROJECT OBJECTIVES**

CEQA Guidelines section 15124(b) requires the EIR to describe the basic objectives and underlying purpose of the project. Directly related to this CEQA requirement, the updated Community Plan includes "Plan Objectives," as follows:

- Improve connectivity and reduce mobility barriers throughout North Fair Oaks for all types of travel, including pedestrian, bicycle, automobile, and public transit.
- Improve area health and safety by increasing walkability and bikeability within North Fair Oaks, increasing access to healthy food sources, increasing access to open space and



recreational opportunities, adding trees and other greenery, and promoting land uses and urban design patterns that mitigate health and safety issues.

- Improve travel and transit connections between North Fair Oaks and surrounding communities and the region.
- Provide safe and affordable housing of all types to meet the needs of current and future residents.
- Maintain and enhance a vital and viable mix of land uses, including commercial, industrial, residential, public, and other land uses to create a vibrant, livable environment for area residents, with ready access to local goods and services, recreational opportunities, employment, and transportation access.
- Provide adequate infrastructure to support current uses and facilitate future development.
- Promote development and redevelopment of unused and underutilized land with appropriate types of uses to serve the needs of the community.
- Maintain local employment opportunities and facilitate new job-generating development by preserving and encouraging a mix of uses in designated parts of North Fair Oaks, including preservation of key areas of existing industrial and commercial uses.
- Require and encourage appropriate development densities to support housing and employment-generating land uses to meet the needs of North Fair Oaks residents.
- Improve access to park and recreational facilities for all area residents.
- Support the creation of new public transit routes and stations, and promote appropriate development to facilitate creation of new transit facilities.

### **3.4 PROJECT PURPOSE AND DEVELOPMENT FRAMEWORK**

The North Fair Oaks Community Plan Update is intended to set forth a new vision for the Plan area. The Plan would establish an updated development framework; land use goals and policies; a set of goals and policies for circulation and parking, infrastructure, health and wellness, housing, and economic development; design standards and guidelines for public and private realm improvements; and an implementation program. Much of this Plan information is directly applicable to the environmental topics discussed in this EIR (e.g., Aesthetics, Air Quality, Land Use and Planning, Hydrology and Water Quality, Utilities and Public Services, Transportation), as described below.

The proposed Community Plan Update contains eight chapters: Introduction, Land Use Designations, Circulation and Parking, Infrastructure, Health and Wellness, Housing, Design Guidelines, and Economic Development. The Plan is supported by an Implementation Program, a separate document that describes and prioritizes specific strategies to achieve the Plan's objectives.



described in (1) above. The TOD area designation indicates the currently preferred TOD location, but the feasibility and timing, as well as design details, of an actual TOD project in the area remain to be determined. Such a project would depend on the future actions of the transit service providers, City of Redwood City, and County Board of Supervisors, as well as on future development patterns and potential.

(4) *Potential Light Rail Line.* A preferred North Fair Oaks area route for a potential light rail line is identified along Middlefield Road and 5<sup>th</sup> Avenue. Intended to be coordinated with a proposed City of Redwood City streetcar line, the North Fair Oaks route would run west-east along Middlefield Road from the western edge of the community to 5<sup>th</sup> Avenue, then north-south along 5<sup>th</sup> Avenue. The feasibility and timing, as well as the technical details, of an actual future light rail project remain to be determined, and would depend on actions of the City of Redwood City as well as the County Board of Supervisors.

(5) *Pedestrian and Bicycle Pathways.* Segments of the Hetch-Hetchy right-of-way, extending from Marsh Road west to the Southern Pacific Railroad tracks and from Middlefield Road to the Caltrain tracks, are designated in the Plan Update for community parks, open space, and/or pedestrian and bicycle pathways.

### 3.5 PROJECT LAND USE GOALS AND POLICIES

The Community Plan Update includes a set of land use and urban design goals and policies intended to encourage mixed-use development, promote revitalization, strengthen neighborhood and community character, encourage transit-oriented development, and create distinct gateways. These proposed new goals and policies are listed below.

**Goal 2.1:** *Encourage mixed-use development along major commercial corridors and within industrial areas to support a vibrant, urban community that integrates a range of amenities in close proximity to surrounding residential neighborhoods.*

*Policy 1A: Allow and promote appropriately-scaled mixed-use development along Middlefield Road, El Camino Real, and along segments of Edison Way and 5<sup>th</sup> Avenue, to encourage a range of commercial, residential, institutional, and industrial (by conditional use permit) development and community facilities.*

*Policy 1B: Promote mixed-use development in existing industrial areas along Edison Way to provide flexible space for a range of industrial, commercial, institutional, and live-work residential (by conditional use permit) land uses and community facilities to revitalize underutilized and vacant land.*

*Policy 1C: Encourage continued and expanded industrial uses in the Spring Street area, with the potential for live-work residential (by conditional use permit) land uses and community facilities. Also allow limited commercial uses in this area, fronting on Bay Street only, to support adjacent industrial and institutional uses.*

*Policy 1D: Ensure that the design of the public and private realm land uses along residential and commercial streets promotes safe, convenient, and well-integrated walking, bicycling, and public transit use.*



*Policy 1E: Ensure that all new commercial, institutional, industrial, and mixed-use development provides space for or contributes to the creation of community-oriented facilities (i.e., pocket parks, community gardens, plazas, community gathering spaces, and other facilities).*

*Policy 1F: Identify key parcels with development potential, and potential barriers to such development. Address these barriers through creative solutions (rezoning, parcel consolidation, and others) to attract private developers and encourage higher intensity infill development.*

**Goal 2.2: *Promote revitalization through redevelopment of underutilized and vacant land in North Fair Oaks to create jobs and housing and support community and economic development.***

*Policy 2A: Identify areas that should be preserved for current and future industrial and job-generating uses, particularly in existing industrial areas identified as appropriate for additional development. Designate and preserve these areas for activities that are consistent with industrial and job-generating uses, such as warehousing, office, research and development, and light manufacturing and assembly.*

*Policy 2B: Take advantage of potential demand generated by new job-rich development such as the Stanford in Redwood City campus to catalyze redevelopment and job creation in the industrial areas in the northern end of North Fair Oaks in the Spring Street area along Bay Street. Allow a range of uses in this area, including warehouse and other industrial, institutional, live-work (by conditional use permit only), and retail (along Bay Street only).*

*Policy 2C: Allow residential infill development on vacant and underutilized residential parcels and within areas identified as appropriate for additional mixed-use residential, commercial, and other development. Encourage multi-family residential and mixed-use residential development in these areas, and revise subdivision regulations to remove barriers to the development of multi-family attached for-sale housing in all appropriate areas in North Fair Oaks*

*Policy 2D: Consider the use of centrally located vacant or underutilized parcels in residential neighborhoods for parks, play lots, community gardens and/or residential parking lots.*

*Policy 2E: Address incompatible industrial uses in residential and mixed-use areas, particularly along Middlefield Road, through County assistance to relocate uses to more appropriate industrial areas within North Fair Oaks, through fee waivers, incentives, identification of appropriate sites, and other measures.*

*Policy 2F: Explore opportunities to strengthen neighborhood-scaled and neighborhood-located commercial and retail locations, such as the existing commercially-zoned area at 13th Avenue and Fair Oaks, through modifications to zoning designations, expansion of commercial areas, and other modifications to improve compatibility and appropriateness of local uses, and provide accessible local-serving retail throughout North Fair Oaks.*

**Goal 2.3:** *Amend and streamline land use categories to strengthen neighborhood and community character and to incentivize needed and appropriate development.*



*Policy 3A: Simplify and combine land use categories for residential uses to reduce redundancies and provide clear guidance on the type and density of development that is desired within residential areas.*

*Policy 3B: Implement new mixed-use land use categories to promote mixed-use development in appropriate areas.*

*Policy 3C: Update the County's General Plan map and zoning ordinance to be consistent with the new Community Plan land use map and land use designations for North Fair Oaks.*

**Goal 2.4: Encourage transit-oriented development within North Fair Oaks.**

*Policy 4A: Establish a higher density mixed-use district within a ¼ mile radius of the potential future multi-modal transit hub at the intersection of the Southern Pacific Railroad tracks and Middlefield Road. Higher densities in this area will support transit, reduce automobile use, and maximize development of vacant and underutilized lots while providing needed housing and other uses.*

*Policy 4B: As part of Plan implementation, study appropriate timing and interrelation of 1) increased development densities, and 2) transit improvements required to support higher intensity development, in the high density mixed use district, and explore appropriate methods, including specific zoning regulations and development phasing contingent on specific transit improvements, to ensure that higher density development is adequately supported by approved and funded transit, and that development densities are appropriately supportive of approved and funded public transit.*

*Policy 4C: Encourage transit-oriented uses through incentives such as unbundled parking and reduced parking standards, and through measures such as amendments to land use regulations to allow higher densities that will support future multi-modal transit improvements, including a potential multi-modal transit hub.*

*Policy 4D: Allow and encourage transit-oriented development and the integration of development with multiple transportation options along major corridors including El Camino Real, 5th Avenue, and Middlefield Road, if and as these transportation options emerge.*

**Goal 2.5: Create distinct gateways at key locations in North Fair Oaks that reflect the area's unique identity.**

*Policy 5A: Designate the following six locations as primary gateways: El Camino Real and 5<sup>th</sup> Avenue; Middlefield Road at the Southern Pacific Railroad crossing (at the potential site of the multi-modal transit hub); Middlefield Road and 8th Avenue; 5<sup>th</sup> Avenue and Bay Road; Spring Street and Charter Street; and Marsh Road at the Southern Pacific Railroad crossing. Apply distinctive design treatments and streetscape elements to distinguish gateways as key entry and exit points to and from North Fair Oaks. The intersection of Middlefield Road and 5<sup>th</sup> Avenue should also be designated as a neighborhood activity node where special intersection and*

*corner treatment (such as creation of a plaza or other community space) should be considered.*

*Policy 5B: Provide incentives and allow flexibility to encourage creative building forms and design elements that emphasize the prominence of gateway locations.*

**Goal 2.6: *Adopt a development incentive and exception program to encourage the creation of community benefits as part of private development projects, in exchange for specified exceptions to development standards.***

*Policy 6A: As part of the Implementation Program of the adopted Community Plan, create a development incentive and exception program, as described in more detail in*



*Section 2.5 [of the Community Plan Update], which specifies the amount and type of contribution to the creation of community benefits required in order to be eligible for specified exceptions to normal development standards and restrictions.*

### **3.6 PROJECT CIRCULATION AND PARKING GOALS AND POLICIES**

The Community Plan Update incorporates the set of circulation and parking goals and policies, listed below, which are intended to improve the following: neighborhood connectivity, pedestrian facilities, bike connectivity, local and regional transit connectivity, and parking efficiency.

**Goal 3.1: *Improve overall neighborhood connectivity throughout North Fair Oaks.***

*Policy 1A: Strengthen and improve pedestrian and bicycle safety and access across the railroad tracks at the four existing at-grade Southern Pacific Railroad crossings (Pacific Avenue, 2nd Avenue, 5th Avenue and Marsh Road).*

*Policy 1B: Identify optimal multi-modal railroad crossings across both railroad corridors that would ensure critical north-south connections within the community, and identify needed improvements, potentially in conjunction with potential Dumbarton Rail and High Speed Rail project improvements, to support pedestrian and bicycle safety. Potential new crossings include Fair Oaks Avenue/8th Avenue, Pacific Avenue/Westmoreland Avenue and Berkshire Avenue. Explore, as options for any new rail crossings, pedestrian- and bicycle-only crossings, and at-grade, underground, and overpass crossings. Prior to creating new rail crossings, pursue full feasibility analysis and impact studies, and ensure that assessment of potential crossings includes full participation of local residents in areas that could be impacted by creation of new crossings.*

*Policy 1C: Implement the intersection capacity improvements identified in the Community Plan traffic analysis to provide acceptable traffic operations in conjunction with new development contemplated as part of the Plan. However, avoid improvements that provide additional vehicular capacity while degrading pedestrian, bicycle or transit access and mobility.*

*Policy 1D: Re-evaluate auto-oriented Level of Service (LOS) policies for certain roadways and intersections within North Fair Oaks, such as the Middlefield Road commercial corridor, to ensure a balance of mobility for all modes of travel. Develop a new LOS policy that includes an emphasis on pedestrian, bicycle and transit access and circulation, and maintenance of emergency vehicle response times, and does not rely on auto congestion as the only indicator of a significant traffic impact.*

**Goal 3.2: *Improve existing pedestrian facilities (sidewalks, sidewalk furniture, trees, paths, and other facilities), and provide new facilities throughout North Fair Oaks.***

*Policy 2A: Improve and enhance pedestrian facilities along key streets that connect to destinations throughout North Fair Oaks to prioritize "complete streets design standards that give equal space to pedestrians, bicyclists, public transit, and cars.*

*The design standards and guidelines in Chapter 7: Design Standards and Guidelines [of the Community Plan Update] support this objective.*

*Policy 2B: Modify road standards as presented in Chapter 7: Design Standards and Guidelines [of the Community Plan Update], particularly along destination streets*



- Policy 4A: As described in Chapter 2: Land Use Designations [of the Community Plan Update], study the feasibility, potential improvements required, and necessary land use and zoning policies needed to support a future multi-modal transit hub in North Fair Oaks, potentially including bus, bus rapid transit (BRT), and train service.... Depending on future rail development, the future transit hub could include potential Dumbarton Rail service or Redwood City streetcar service, High Speed Rail, Caltrain, or other rail, in addition to various bus transit types. The hub would connect to pedestrian, bicycle, and automobile facilities and would serve as a multi-modal transit center and a catalyst for surrounding transit-oriented development.*
- Policy 4B: Explore the feasibility of various transit service types at the identified multi-modal hub location, including Dumbarton Rail, Redwood City streetcar, High Speed Rail, and Caltrain.*
- Policy 4C: Make required circulation, transportation, and access improvements to ensure that the community has as much multi-modal access to the identified transit hub location as possible.*
- Policy 4D: Prioritize the El Camino Real and Middlefield Road corridors for transit mobility, service and access improvements.*
- Policy 4E: Explore the potential to reroute existing bus service or create a new local circulator route or shuttle service to provide better north-south connectivity within North Fair Oaks. Prioritize 5th Avenue, which serves as one of the few continuous north-south connections through North Fair Oaks, as a preferred route for service improvements.*
- Policy 4F: Where appropriate, provide additional user amenities at existing and future bus stops to provide a safe and attractive environment for transit riders. All bus stops should meet ADA standards and provide standard amenities such as benches and/or shelters. Enhanced bus stops should include amenities such as lighting, trash receptacles, route maps, bicycle racks, real-time information displays, and wayfinding elements.*
- Policy 4G: Require that new development projects improve access to and accommodations for public transit.*
- Policy 4H: Support SamTrans' long-range planning goals for Bus Rapid Transit (BRT) service, including high-frequency rapid service along El Camino Real (SR-82). Also support potential BRT along Middlefield Road. Encourage provision of BRT as a means of providing additional mass transit service at relatively low costs, along existing routes.*
- Policy 4I: Support Redwood City's vision for future streetcar service along Middlefield Road and explore opportunities to extend streetcar service within North Fair Oaks, potentially along Fifth Avenue to connect to the proposed streetcar corridors on Middlefield Road and Broadway.*

**Goal 3.5:** *Improve the efficiency of the existing parking system, provide sufficient parking to support future development without creating significant excess*



- Policy 5L: Explore opportunities to expand off-street parking supply by providing County- or privately-owned public parking lots or structures near areas of concentrated parking demand. This could include new surface parking lots or structured parking in commercial districts, or small neighborhood parking lots in residential areas with high parking demand.*
- Policy 5M: Implement regular monitoring programs to assess parking conditions, identify areas of excess or underutilized parking supply, and help guide plans for future parking facilities.*
- Policy 5N: Consider implementation of in-lieu fee programs or special assessment tax districts to fund costs of new parking facilities. In-lieu parking fees are established by municipalities as an alternative to requiring on-site parking. Developers are allowed to avoid constructing parking on-site by paying a fee to the County for the use of off-site parking facilities. Special assessment tax district fees can be implemented by charging each landholder within a defined district a fee based on the value of a site or parcel in order to fund public projects, such as the construction of new municipal parking facilities.*
- Policy 5O: Encourage the formation of a local Transportation Management Association (TMA) in North Fair Oaks to support, monitor and implement Transportation Demand Management (TDM) programs.*
- Policy 5P: Require effective and meaningful Transportation Demand Management (TDM) programs for new higher intensity development.<sup>1</sup> Monitor effectiveness of required TDM programs and modify requirements as needed to ensure that demand management is achieving goals, including potential performance standards to help achieve real results.*
- Policy 5Q: Consider the implementation of Residential Parking Permit (RPP) districts or Residential Parking Benefit (RPB) districts to manage parking utilization and limit spillover in residential neighborhoods.*
- Policy 5R: Provide sufficient parking enforcement to consistently support parking regulations in residential and commercial areas. Explore funding mechanisms, subsidies, or partnerships with adjacent jurisdictions to overcome current challenges with providing sufficient parking enforcement personnel in North Fair Oaks.*

### **3.7 PROJECT INFRASTRUCTURE GOALS AND POLICIES**

The Plan includes the set of infrastructure goals and policies listed below, which are intended to improve the potable water system, improve the sanitary sewer system, improve stormwater treatment and conveyance facilities, reduce flooding, and establish recycled water infrastructure.

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<sup>1</sup>Transportation Demand Management (TDM) is the application of strategies and policies to reduce travel demand, particularly by single-occupant vehicles during peak commute periods. Instead of increasing roadway capacity, TDM programs focus on using existing transportation systems and modes in ways that contribute less to traffic congestion.

**Goal 4.1:** *Improve the potable water system, which currently contains older conveyance pipes and lacks emergency storage facilities.*



*Policy 1A: Pursue agreements with the City of Redwood City and California Water Service Company to ensure that emergency water storage is available in North Fair Oaks. The agreements should include a discussion of both the timing and funding of any future emergency water storage facilities. Any such new storage or distribution systems should be located such that cost and environmental impact to surrounding areas are minimized. A separate study should be undertaken for any future water tank locations.*

*Policy 1B: Pursue a new standard to ensure that any future street improvements within North Fair Oaks include replacing existing water lines with new cast iron (or non-asbestos-containing water line materials suitable for the existing soil condition) water lines. Since water service is provided by the City of Redwood City and California Water Service Company, the County should coordinate the new standard with these water purveyors.*

*Policy 1C: Require that any future developments that will result in an increase of water usage equivalent or greater than the water usage of 500 dwelling units<sup>1</sup> must complete a Water Supply Assessment (WSA), to determine if adequate water supply is available prior to issuance of any development permits.*

*Policy 1D: Create new landscaping and building design criteria for new developments to reduce water use. The design criteria shall include incentives for all major new developments to provide dual-plumbing for future recycled water use, use the latest water efficient technologies (e.g., low-flow fixtures, infrared detectors, waterless urinals, etc.), and plant drought tolerant and native non-invasive landscaping.*

*Policy 1E: Engage in discussions with the California Water Service Company and the City of Redwood City to develop a suitable, proactive replacement plan for the existing water distribution system. This replacement plan should identify older and/or undersized water lines that need to be repaired or replaced, and ensure that such lines within North Fair Oaks are prioritized for replacement.*

**Goal 4.2: Improve conveyance and treatment capability of sanitary sewer system facilities within North Fair Oaks.**

*Policy 2A: Negotiate with adjacent sanitary sewer jurisdictions, such as the City of Redwood City and the South Bayside System Authority wastewater treatment plant, to secure additional sewer allocations at the earliest opportunity possible. Obtaining additional sewer allocations will allow larger new developments to be located in North Fair Oaks.*

*Policy 2B: Revise existing County water demand and sewer generation standards to reflect the latest water efficient technologies. Incentives programs should also be created for new developments that implement more stringent water demand and sewer generation standards. This will promote water reduction measures and reduce the amount of sewage generated.*

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<sup>1</sup>This 500 residential dwelling unit threshold is based on the requirements of Senate Bill 610, which establishes standards and guidelines for urban water management planning.



*Policy 1A: Improve pedestrian and bicycle connections from residential areas to existing parks and schools within North Fair Oaks, and to community and regional parks, open space, and trails in nearby cities. Provide bicycle racks and bicycle facilities at all local parks.*

*Policy 1B: Increase park acreage per capita in North Fair Oaks. Monitor park acreage over time to ensure that park needs for existing residents, and park needs created by new development and new population, are assessed and addressed.*

*Policy 1C: Acquire land for new park space throughout the community to meet current and future needs.*

*Policy 1D: Develop additional parks, open space, or greenways along the Hetch Hetchy right-of-way.*

*Policy 1E: Seek joint-use agreements with the Redwood City School District to expand access to playgrounds in the Fair Oaks and Garfield schools after school hours and on weekends.*

*Policy 1F: Partner with Redwood City to expand the joint-use agreements with the Redwood City School District and with Redwood City Parks and Recreation to improve access for North Fair Oaks residents to facilities at the nearby Taft and Hoover schools after school hours and on weekends.*

*Policy 1G: Improve safety at existing parks and open spaces through collaborations between County departments, interjurisdictional collaboration, and collaboration with the community and other organizations. Work with community members to establish and expand neighborhood watch programs and ensure that neighborhood watch programs address safety in area parks and open spaces. As new development occurs, encourage shared provision and participation in creation of needed childcare space by multiple developments, at locations that are convenient and accessible to a large number of users.*

*Policy 1H: During Plan implementation, analyze and identify ideal park locations, based on walking shed maps and analysis of accessibility from various points within the community, and identify and prioritize potential park space near these identified locations.*

**Goal 5.2: Adequately maintain parks and playgrounds in North Fair Oaks.**

*Policy 2A: Improve, update and adequately maintain existing parks and recreation facilities.*

*Policy 2B: Establish new and expand existing partnerships with local resident groups and organizations to help maintain smaller local parks and playgrounds in North Fair Oaks.*

*Policy 2C: Post and adequately maintain signage to indicate park rules and hours in multiple languages.*



**Goal 5.3:** *Provide quality recreational facilities in or near North Fair Oaks to offer a diverse range of programs and activities for residents of all ages.*

*Policy 3A: Expand recreation programs at parks and recreation facilities to increase efficient use of existing facilities and the diversity of recreation and leisure options available for residents of all ages and abilities.*

**Goal 5.4:** *Expand resident access to affordable fresh fruits and vegetables, quality staple foods, and safe drinking water, particularly for families with children.*

*Policy 4A: Explore the potential for school-based farmers' markets or other farm-to-school programs in North Fair Oaks.*

*Policy 4B: Limit the addition of new fast food restaurants and liquor stores within North Fair Oaks.*

*Policy 4C: Over time, reduce the density of fast food restaurants and liquor stores within North Fair Oaks such that the per capita densities within North Fair Oaks do not exceed 120 percent of the per capita density of each of these business types in the County overall.*

*Policy 4D: Limit the concentration of fast food restaurants and liquor stores within a quarter mile of schools.*

*Policy 4E: Develop incentive programs for convenience stores to carry more healthy food options and to support existing healthy food outlets.*

*Policy 4F: Encourage new neighborhood-serving businesses selling healthy foods to locate near underserved residential areas*

*Policy 4G: Encourage all businesses selling food to place healthier products in prominent, visible, and accessible locations within the business through incentives and other programs.*

*Policy 4H: Provide assistance to support and maintain businesses that have demonstrated a commitment to selling healthy food to remain in the community, and prioritize retention of these businesses in any new development in North Fair Oaks.*

*Policy 4I: Explore the use of taxes, fees, and other policy measures to increase the cost of unhealthy foods and beverages and use revenues for health prevention programs.*

*Policy 4J: Ensure that all residents of North Fair Oaks live within a half mile of actual walking distance of a full-service grocery store or corner store selling fresh fruits and vegetables.*

*Policy 4K: Increase the percentage of eligible residents participating in the Special Supplemental Nutrition Program for Women, Infants and Children (WIC), the CalFresh Program (formerly known as Food Stamps), free and reduced price school lunch programs, and other food assistance programs.*

*Policy 4L: Increase the number of stores accepting WIC and CalFresh (food stamps) in North Fair Oaks.*

*Policy 4M: Encourage provision of healthy food options at restaurants and other food vendors in North Fair Oaks through incentive programs.*

*Policy 4N: Enact and implement policies and programs to increase availability of nutrition facts for foods served at restaurants in North Fair Oaks.*

*Policy 4O: Restrict the availability of unhealthy food and beverage options at neighborhood public schools, the Senior Center, the Community Center, and other public facilities.*



*Policy 4P: Provide incentives to encourage mobile vendors and food carts to sell fresh fruits and vegetables and other healthy foods, and limit the number of mobile food vendors selling foods other than fresh fruits, vegetables and other healthy foods within a quarter mile of schools.*

*Policy 4Q: Encourage local organizations and schools to provide education programs on nutrition and healthy eating habits.*

*Policy 4R: Encourage public and private agencies and organizations to continue centralized food distribution to North Fair Oaks families in need.*

*Policy 4S: Support Meals on Wheels and other services that provide food to residents who require in-home support.*

*Policy 4T: Collaborate with residents and community groups to build new community gardens (community gardens are defined as areas that provide space for individuals or community members to grow plants for household use, education, recreation, and community distribution) on vacant public parcels in neighborhoods, school yards, church yards, and potentially as part of private development projects.*

*Policy 4U: Work with local farmers in San Mateo County and adjacent agricultural areas to supply fresh fruits and vegetables to North Fair Oaks schools and organizations.*

*Policy 4V: Create incentives for markets and restaurants to use local and/or organic foods.*

*Policy 4W: Identify a location for and facilitate creation of a farmers' market along Middlefield Road, or at another conveniently accessible central location.*

*Policy 4X: Ensure that residents have access to clean drinking water in homes and throughout the community.*

**Goal 5.5: Expand opportunities for residents to grow food in North Fair Oaks.**

*Policy 5A: Collaborate with residents and community groups to build new community gardens and urban farms on vacant public parcels in neighborhoods, in schoolyards, in church yards, and potentially as part of private development projects. Explore these opportunities within the existing right-of-way of neighborhood streets as well as the Hetch Hetchy right-of-way.*

*Policy 5B: Consider community gardens as an interim and potentially permanent use of vacant/underutilized land.*

*Policy 5C: Reduce or eliminate barriers in the zoning code to creation of community gardens, and consider allowing community gardens "by right" in parts of North Fair Oaks.*

*Policy 5D: Encourage the Redwood City School District to develop and maintain school gardens on K-8 school campuses in North Fair Oaks. Provide educational programs for children, through Redwood City Schools or other forums, to demonstrate how the produce they grow can be used by their families, in their community, and in their school cafeterias.*

*Policy 5E: Include community garden components in the development of new parks or play areas in North Fair Oaks.*

*Policy 5F: Create an educational program to encourage backyard gardening in North Fair Oaks. Encourage and adopt appropriate policies to allow the sale and trade of specified produce from backyard gardens.*

*Policy 5G: Provide support for community groups to develop lease agreements with owners of vacant lots to establish short-term gardens to mitigate blight.*

**Goal 5.6: Expand access to affordable health services, preventive care, and medical supplies for residents of North Fair Oaks by improving health facility options and expanding the capacity of existing clinics.**

*Policy 6A: Partner with SamTrans to improve bus frequency and routes to neighborhood clinics and regional health facilities.*

*Policy 6B: Work with paratransit providers to ensure that seniors and residents with disabilities or impaired mobility have reliable access to neighborhood clinics, regional medical facilities, and adult day care.*

*Policy 6C: Improve bicycle and pedestrian access to clinics and other health facilities within the neighborhood to ensure that residents have safe and convenient access to these facilities.*

*Policy 6D: Partner with Redwood City School District, the Fair Oaks Senior Center, the Fair Oaks Community Center, and other community organizations to provide health education and health service delivery at existing community facilities and campuses.*

*Policy 6E: Encourage and facilitate development of a pharmacy in North Fair Oaks.*

*Policy 6F: Use incentive programs, information and education, and other strategies to encourage employers in San Mateo County, including in North Fair Oaks, to provide a living wage and sick days to all employees.*

*Policy 6G: Promote and facilitate service providers in North Fair Oaks that reflect the diversity of the community and offer services in languages other than English.*

*Policy 6H: Maintain existing health facilities, and ensure that new development does not displace existing health services. Consider location of health facilities and potential impacts on existing facilities in all decisions on new development.*

*Policy 6I: Support in-home provision of supportive services to special needs groups, to help residents remain in independent housing.*



*Policy 11D: Partner with business owners to install bicycle racks in front of businesses along major roadways including Middlefield Road, 5th Avenue, Edison Way, and Spring Street.*

*Policy 11E: Improve bicycle safety at major intersections and along key corridors.*

*Policy 11F: Work to create and facilitate safe bicycle connections across the Southern Pacific Railroad and Caltrain tracks, to expand connectivity throughout the community.*

*Policy 11G: Promote connectivity for bicycles to other jurisdictions through coordination and integration with other jurisdictions' bicycle plans and bicycle routes.*

**Goal 5.12: Foster “complete streets” that balance auto, transit, pedestrian, and bicycle uses on key streets in North Fair Oaks.**

*Policy 12A: Ensure that major corridors in North Fair Oaks, such as Middlefield Road and 5th Avenue, include sidewalks; bike lanes or wide paved shoulders; prominent signage; dedicated bus lanes if appropriate; accessible, sheltered bus stops; frequent and safe crossing opportunities; medians or islands to serve as resting points mid-crossing where needed; accessible pedestrian signals; and narrower auto travel lanes to create a balance between auto, transit, bicycle and pedestrian modes.*

**Goal 5.13: Encourage and provide space for public amenities and daily goods and services within walking distance of a majority of residential areas while reducing physical barriers that limit access to these uses.**

*Policy 13A: Allow and encourage small-scale neighborhood-serving retail and amenities such as child care centers in underserved areas.*

*Policy 13B: Enhance local connectivity for residents by implementing the recommendations in the circulation, parking, pedestrian and bicycle strategies in Chapter 3: Circulation and Parking [of the Community Plan Update].*

*Policy 13C: Improve bicycle and pedestrian access to all neighborhood services, including clinics, to ensure that residents have safe and convenient access to these facilities.*

*Policy 13D: Partner with SamTrans and other transit and paratransit providers to improve access to neighborhood clinics and regional medical facilities for all residents including seniors, families, and people with disabilities.*

*Policy 13E: Attract new retail stores and service providers to existing underutilized commercial corridors such as Middlefield Road and El Camino Real.*

*Policy 13F: Promote creation of new childcare space in and around larger residential, mixed-use, commercial and other larger developments, and as part of transit stations and transit-oriented development projects.*

*Policy 13G: Explore policies to streamline and facilitate creation of new childcare facilities, particularly neighborhood based large family childcare facilities, through changes to County code, changes to permitting processes, fee waivers, exemption from permitting requirements, and other incentives. Identify and remove barriers to, and provide incentives and assistance for, large-scale and small-scale childcare provision in all parts of North Fair Oaks. Encourage multiple new developments to pool needed childcare space in centrally accessible locations, and to contribute to creation of shared childcare space on- or offsite.*

*Policy 13H: Allow childcare as a use permitted by-right in all areas designated Commercial Mixed-Use.*

**Goal 5.14: Encourage new housing developments in proximity to existing neighborhood goods and services, including grocery stores, clinics, the Fair Oaks Community Center, and schools.**



*Policy 19D: Work with community partners and agencies and departments in relevant jurisdictions to develop new and expand existing programs for children, youth, and young adults in North Fair Oaks.*

*Policy 19E: Develop and expand business associations for merchants along major retail corridors to promote communication and collaboration and to improve the physical condition of North Fair Oaks business districts.*

*Policy 19F: Work with businesses and residents to increase security and surveillance in high-crime areas.*

*Policy 19G Encourage and expand neighborhood block watch programs.*

*Policy 19H Increase police foot patrols along major retail corridors.*

*Policy 19I Educate residents about Crime Prevention Through Environmental Design (CPTED) principles—strategies to reduce crime by ensuring that the physical design of communities does not support criminal activity—that they can implement in their neighborhoods to reduce crime.*

*Policy 19J Promote active use of public spaces in commercial areas in North Fair Oaks at all times of day to provide “eyes on the street.”*

*Policy 19K Along major retail corridors, encourage business owners to actively use windows that face the street to allow passersby to see in and employees to see out.*

*Policy 19L Continue and expand employment programs to support the re-entry, transition and integration of prison inmates into the community, with special attention to youth offenders.*

*Policy 19M Expand youth engagement programs.*

*Policy 19N: Collaborate with the Sheriff's Office, Redwood City and Menlo Park fire departments, and community and faith-based organizations and leaders to promote crime prevention and public safety.*

*Policy 19O: Increase the economic security of residents by increasing local employment opportunities and wages for local residents.*

*Policy 19P: Promote workforce development opportunities throughout North Fair Oaks.*

**Goal 5.20: Ensure that North Fair Oaks residents are prepared for emergencies such as earthquakes, floods, fires, or other disasters.**

*Policy 20A: Coordinate with neighboring jurisdictions, local employers and industries, and residents to ensure that emergency preparedness and disaster response programs are in place, and that evacuation routes are clearly designated and do not conflict with the evacuation plans of nearby cities and counties that may be relying on the same freeways or bridges.*

*Policy 20B: Ensure that all neighborhood schools and community centers have disaster response plans in place, and that these facilities are prepared to serve as shelters as appropriate.*

**Goal 5.21: Ensure that North Fair Oaks has clean, healthy air and water.**

*Policy 21A: Reduce the impact of direct, indirect and cumulative impacts of stationary and non-stationary sources of pollution such as heavy industry, railroads, diesel trucks and nearby roadways.*

*Policy 21B: Ensure that sensitive uses such as schools, childcare centers, parks and playgrounds, housing and community gathering places are protected from adverse impacts of emissions wherever and to the greatest extent possible.*

*Policy 21C: Protect residents and employees in the neighborhood from the harmful effects of second-hand smoke in indoor and outdoor areas.*

*Policy 21D: Reduce storm water runoff and seasonal flooding in North Fair Oaks to protect water quality in nearby bodies of water through the use of sustainable and green infrastructure design, construction and maintenance techniques.*

*Policy 21E: Improve the tree canopy coverage through street tree programs.*

*Policy 21F: Support regional, state and national initiatives and programs to reduce greenhouse gas emissions and air quality impacts locally.*

*Policy 21G: Collaborate with the Redwood City School District, the Fair Oaks Senior Center, the Fair Oaks Community Center, and other community organizations to promote recycling and composting.*

*Policy 21H: Encourage, as part of new development projects, and as part of public and private right-of-way improvements, installation of electrical vehicle (EV) charging stations, and/or provisions of infrastructure (including appropriate conduit) for future installation of EV charging stations, to provide opportunities for future EV charging without requiring retrofitting of existing facilities.*

*Policy 21I: Ensure that any new developments or redevelopments include "green" features such as rainwater collection, green roofs, bicycle storage, alternative energy systems, and others. Specifically encourage features that reduce reliance on non-renewable sources of energy.*

**Goal 5.22: Identify and mitigate toxic or contaminated sites within North Fair Oaks.**

*Policy 22A: Promote the clean-up and reuse of contaminated and toxic sites to protect both resident health and the local environment. Where the source of the contamination is known, require appropriate mitigation measures and clean-up of sites by the parties responsible.*

*Policy 22B: Prevent soil and water contamination from industrial operations and other activities that use, produce or dispose of hazardous or toxic substances.*



*Policy 22C: Require regional and state agencies to provide adequate mitigation and community benefits as part of any railroad and other infrastructure improvements to address current and future impacts.*

- 4A.4: Provide information to residents who have been displaced from housing, or are at immediate risk of displacement, on available services and resources to assist with provision of temporary housing, alternative permanent housing, affordable housing resources, financial resources, relocation assistance, and other options for displaced residents.

*Policy 4B: Preserve dedicated affordable housing stock that is at risk of conversion to market-rate housing.*

- 4B.1: Inventory all affordable housing stock in North Fair Oaks that is required to remain affordable on a long-term basis due to deed restrictions or other agreements.
- 4B.2: Monitor the inventory of long-term restricted affordable housing on an ongoing basis, and ensure that all such housing continues to meet the terms of affordability agreements.
- 4B.3: Monitor the risk of conversion of long-term restricted affordable housing to market-rate housing, and if units are at risk of conversion, help preserve the units by providing resources and assistance, including partnership with nonprofit organizations, assistance to existing tenants, financial assistance, and other appropriate strategies.

| *Policy 4C: Promote shared housing as a strategy to provide additional housing for lower income renters, while also helping existing homeowners remain in their homes.*

- 4C.1: Work with nonprofit partners to implement a shared housing program in North Fair Oaks targeted to senior homeowners and other homeowners at-risk of losing their homes, to help match at-risk homeowners with appropriate lower-income renters in need of affordable housing options.

*Policy 4D: Discourage conversions of residential property to other uses, and ensure that any residential conversions provide adequate replacement of converted housing.*

- 4D.1: Encourage, at minimum, one-for-one replacement of residential uses in cases of demolition or redevelopment of existing uses.
- 4D.2: Disallow stand-alone parking lots and structures in high-density and multifamily residential neighborhoods. Prohibit conversion of residential uses to parking, and make stand-alone parking a conditional use in higher density and multifamily residential neighborhoods.
- 4D.3: For new uses that result in reduction of overall housing in the community, require mitigation in the form of one-for-one replacement on-site or off-site in other parts of the community.
- 4D.4: Prohibit conversion of single-family residential districts to non-residential zoning, except in limited cases where such conversion provides overriding community benefit such as projects to develop parks, recreational uses, community



*centers, job training centers, childcare, and other entirely nonprofit, wholly community benefiting uses, to be determined and approved only on a discretionary, project-by-project basis.*

- *4D.5: Discourage rezoning of residential districts to non-residential uses, except in cases of mixed-use projects or mixed-use zoning that will provide sufficient replacement of existing residential use; projects that will provide one-for-one replacement of residential uses in other appropriate areas of the community; or, in limited cases, projects that exclusively provide public and community benefit, such as community centers, job training centers, health clinics, childcare, and similar nonprofit uses.*
- *4D.6: Prohibit and/or discourage residential demolitions, particularly multifamily residential demolitions, except in cases where the applicant/developer has committed to full replacement of residential uses on-site or in other parts of the community or the applicant/developer has committed to provision of another acceptable community benefit, as described above.*
- *4D.7: Disallow rezoning of residential properties that formerly contained active residential uses that have been demolished or that are unoccupied. In reviewing applications for rezoning, consider these properties as though they contain active residential uses, and only allow rezoning consistent with ongoing residential uses, or in cases of overriding community benefit, as described above.*

**Goal 6.5: Address overcrowding and demand for large family units.**

*Policy 5A: Encourage and/or require large housing units in multifamily residential development.*

- *5A.1: Encourage developers to include large family units in multifamily rental and ownership housing projects.*
- *5A.2: Promote or, where appropriate, require a minimum percentage of larger units (two or more bedrooms) in new rental and ownership housing created with County assistance or created under the County Density Bonus ordinance, Inclusionary Housing ordinance, or other County regulations that require provision of affordable or special needs housing.*
- *5A.3: Prioritize County assistance to proposed affordable housing projects that include large units and special needs units.*

*Policy 5B: Encourage, incentivize and facilitate accessory dwelling units (also called "second units" or "in-law units") as a means of accommodating large and extended families.*

- *5B.1: Encourage construction of new accessory dwelling units by streamlining approvals, adopting parking requirements appropriate for second units, preparing and providing pre-approved architectural designs and design guidelines, and by publicizing accessory dwelling units as a type of housing that is encouraged and facilitated in North Fair Oaks.*



- *5B.2: Provide rehabilitation assistance for accessory dwelling units in need of repair and upgrade.*
- *5B.3: Explore a code compliance amnesty program for illegally constructed and non-code-compliant accessory dwelling units, coupled with provision of rehabilitation assistance, to legalize illegal and non-compliant accessory dwelling units.*

*Policy 5C: Reduce parking requirements for expansions of existing single-family residential uses, consistent with the parking standards incorporated in Chapter 3: Circulation and Parking [of the Community Plan Update], in order to facilitate additional residential capacity in existing residential properties.*

**Goal 6.6: Increase availability and accessibility of housing for households of all types.**

*Policy 6A: Increase accessibility of housing by encouraging the provision of a variety of affordable and supportive housing for special needs populations.*

- *6A.1: In provision of funding and other assistance, continue to give high priority to affordable and supportive housing that serves special needs populations.*
- *6A.2: Explore allowing various kinds of special needs housing, including transitional housing, by right on sites with appropriate densities in North Fair Oaks.*

*Policy 6B: Encourage cooperative or co-housing development (multiunit developments with some shared facilities, such as cooking facilities, common facilities and others), through flexibility in subdivision design, flexibility in lot coverage standards, and other incentives and streamlining.*

*Policy 6C: Increase accessibility of the housing stock by promoting universal design standards and accessibility modifications in all homes in North Fair Oaks.*

- *6C.1: Promote and/or require universal design (design that is accessible to a wide range of users with different levels of ability) standards in all new construction projects in North Fair Oaks.*
- *6C.2: Promote programs that provide accessibility modifications (such as ramps, grab-bars in tubs/showers, and other modifications) for seniors and others needing such modifications in their home.*

**Goal 6.7: Promote transit-accessible housing.**

*Policy 7A: Promote affordable and other housing near transit by identifying appropriate locations and providing supportive land use and zoning policies.*

- *7A.1: Modify permitted development densities appropriately to facilitate additional housing near transit in designated areas, as described in the Chapter 2: Land Use Designations [of the Community Plan Update].*



- *7A.2: Reduce parking requirements for all types of development that demonstrate sufficient access to public transit.*

*Policy 1C: Encourage pilot initiatives in commercial urban agriculture on vacant and underutilized sites. [See Health and Wellness goals and policies above that support urban agriculture and potential locations for those activities.]*

- *1C.1: Identify vacant or underutilized sites for community gardens in commercial, mixed-use and residential areas of North Fair Oaks. Seek neighborhood, community, and nonprofit partners for the ongoing operation and maintenance one or more community gardens and community gathering spaces in North Fair Oaks.*
- *1C.2: Investigate the feasibility of urban farming in North Fair Oaks. Explore the initiation of a small-scale urban agriculture program by formulating a solicitation for a partner organization, which can, in turn, identify ideal sites, organize volunteers, and help to obtain grant funding.*

*Policy 1D: Promote local hiring by local businesses.*

- *1D.1: Expand County outreach efforts to educate local employers on the benefits of local hiring, publicize opportunities for local hiring, and encourage companies to hire local residents.*

*Policy 1E: Support day laborers and day labor programs.*

- *1E.1: Continue to provide space for day labor programs in County facilities, and support to organizations that serve day laborers.*
- *1E.2: Work with day labor organizations to identify day laborer needs, and to ensure that infrastructure changes, physical development and redevelopment, and other changes contemplated by the Community Plan consider day laborer needs and potential impacts on day laborers.*

**Goal 8.2: Support small and mid-sized businesses.**

*Policy 2A: Retain and grow existing retail and service businesses by providing strategic support in marketing, building rehabilitation, and related expansion efforts.*

- *2A.1: Designate a dedicated small business liaison for North Fair Oaks responsible for ongoing communication with existing businesses. This could be through the County or nonprofit partners.*
- *2A.2: Explore the creation of a commercial beautification and facade enhancement program for new and existing businesses, to enhance storefronts and make them more welcoming, enhance overall appearance of commercial areas, and increase business attractiveness.*
- *2A.3: Conduct a feasibility study regarding the creation of a commercial corridor revitalization program for the primary commercial areas along Middlefield Road and 5<sup>th</sup> Avenue. Such a program would provide a comprehensive suite of technical assistance services in marketing, merchandising, and tenant improvement funding for local retail and professional service firms.*



Table 7.1  
ESTIMATED ANNUAL CO<sub>2</sub>e EMISSIONS WITH THE UPDATED COMMUNITY PLAN

<u>Emissions</u>	<u>Units</u>	<u>Existing 2010</u>	<u>Updated Community Plan 2020</u>	<u>Updated Community Plan 2030</u>
Transportation	Metric tons/yr	53,211	84,504	76,565
Area Sources	Metric tons/yr	45	61	61
Electricity	Metric tons/yr	9,805	12,069	12,069
Natural Gas	Metric tons/yr	9,625	11,728	11,728
Water/Wastewater Conveyance	Metric tons/yr	531	784	760
Solid Waste	Metric tons/yr	<u>3,991</u>	<u>5,976</u>	<u>5,977</u>
<b>TOTAL EMISSIONS</b>	Metric tons/yr	77,208	115,122	107,159
Estimated Population	Residents	15,477	27,271	27,271
Estimated Employment	Employees	<u>7,527</u>	<u>9,432</u>	<u>9,432</u>
<b>SERVICE POPULATION</b>		23,004	36,703	36,703
<b>EMISSIONS PER SERVICE POPULATION</b>	Metric tons/ year/service population	3.4	3.1	2.9

SOURCE: Wagstaff/MIG and Illingworth & Rodkin, Inc., May 2011.

Note: In 2030, emissions are forecasted to decrease slightly due to California motor vehicle fleet emissions reductions.

**Mitigation 8-2 (continued):**

shall be retained, such that the resource retains its eligibility for listing on the California Register.<sup>1</sup> Implementation of measure (b) would reduce the impact to a ***less-than-significant level***.

If neither measure (a) nor measure (b) is feasible, the County shall, as applicable and to the extent feasible, implement the following measures in the following order:

(c) Document the historic resource before any changes that would cause a loss of integrity and loss of continued eligibility. The documentation shall adhere to the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The level of documentation shall be proportionate with the level of significance of the resource.<sup>2</sup> The documentation shall be made available for inclusion in the Historic American Building Survey (HABS) or the Historic American Engineering Record (HAER) Collections in the Library of Congress, the California Historical Resources Information System and the Bancroft Library, as well as local libraries and historical societies, such as the North Fair Oaks Community Library.

(d) Retain and reuse the historic resource to the maximum feasible extent and continue to apply the Secretary of the Interior's Standards for Rehabilitation to the maximum feasible extent in all alterations, additions and new construction.

(e) Through careful methods of planned deconstruction to avoid damage and loss, salvage character-defining features and materials for educational and interpretive use on-site, or for reuse in new construction on the site in a way that commemorates their original use and significance.

(f) Interpret the historical significance of the resource through a permanent exhibit or program in a publicly accessible location on the site or elsewhere within the Community Plan area.

**(continued)**

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<sup>1</sup>The State Historical Resources Code encourages the retention of historical resources on site and discourages the non-historic grouping of historic buildings into parks or districts. However, it is recognized that moving an historic building, structure, or object is sometimes necessary to prevent its destruction. Therefore, a moved building, structure, or object that is otherwise eligible may be listed in the California Register if it was moved to prevent its demolition at its former location and if the new location is compatible with the original character and use of the historical resource. An historical resource should retain its historic features and compatibility in orientation, setting, and general environment. California Office of Historic Preservation, *California Register and National Register: A Comparison*, Technical Assistance Series 6; Sacramento, CA: California Department of Parks and Recreation, 2001.

<sup>2</sup>California Office of Historic Preservation, viewed June 9, 2010, [http://ohp.parks.ca.gov/?page\\_id=21727](http://ohp.parks.ca.gov/?page_id=21727)



**Mitigation 8-2 (continued):**

Implementation of measures (c), (d), (e) and/or (f) would reduce the potentially significant impact on historic resources, but not to a less-than-significant level. Without knowing the characteristics of the potentially affected historic resource or the subject future individual development proposal, the County cannot determine with certainty that measure (a) or (b) above would be considered feasible. Consequently, this impact is currently considered ***significant and unavoidable***.

**Impact 8-3: Disturbance of Paleontological Resources.** Development in accordance with the updated Community Plan could potentially disrupt, alter or eliminate as-yet undiscovered paleontological resources. This possibility represents a ***potentially significant impact*** (see criterion (c) under subsection 8.3.1, "Significance Criteria," above).

Paleontological resources include fossil remains, as well as fossil localities and rock or soil formations that have produced fossil material. Fossils are the remains or traces of prehistoric animals and plants. Fossils are important scientific and educational resources because of their use in: (1) documenting the presence and evolutionary history of particular groups of now extinct organisms, (2) reconstructing the environments in which these organisms lived, and (3) determining the relative ages of the strata in which they occur and of the geologic events that resulted in the deposition of the sediments that formed these strata and in their subsequent deformation. The age and abundance of fossils depend on the location, topographic setting, and particular geologic formation in which they are found.

Ground-disturbing activities during previous development of the area would likely have disturbed, altered or eliminated paleontological resources that may have existed within the area. Despite the history of disturbance, the project could potentially disrupt, alter or eliminate as-yet undiscovered paleontological resources within or immediately adjacent to the Community Plan area.

**Mitigation 8-3:** If paleontological resources are encountered during future grading or excavation in the Community Plan area, work shall avoid altering the resource and its stratigraphic context until a qualified paleontologist has evaluated, recorded and determined appropriate treatment of the resource, in consultation with the County. Project personnel shall not collect cultural resources. Appropriate treatment may include collection and processing of "standard" samples by a qualified paleontologist to recover micro vertebrate fossils; preparation of significant fossils to a reasonable point of identification; and depositing significant fossils in a museum repository for permanent curation and storage, together with an itemized inventory of the specimens. This measure would reduce the potential impact on paleontological resources to a ***less-than-significant level***.



activities, which could result in soil contamination or pose a health risk to construction workers or future occupants if not managed in accordance with existing laws and regulations.

Any building demolition or rehabilitation activities within the Community Plan area would be required to comply with regulations pertaining to the removal and proper disposal of asbestos and lead-based paint. Section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos.

Individual building demolition and rehabilitation contractors would be required to implement standard federal, State and BAAQMD procedures for asbestos containment and worker safety. The BAAQMD is vested with authority to regulate airborne pollutants through both inspection and law enforcement, and must be notified 10 days in advance of any proposed demolition or abatement work. The demolition or removal of asbestos-containing building materials is subject to the limitations of BAAQMD Regulation 11, Rule 2: Hazardous Materials; Asbestos Demolition, Renovation and Manufacturing, which requires special handling of asbestos-containing material (e.g., by keeping materials continuously wetted). The Rule prohibits any visible emissions of asbestos-containing material to outside air. Project applicants would be required to consult with the BAAQMD's Enforcement Division prior to commencing demolition of a building containing asbestos materials. The local office of the State Occupational Safety and Health Administration (OSHA) must also be notified of asbestos abatement to be carried out.

OSHA regulates worker exposure to lead based paint during construction through respiratory protection, protective clothing, and hygiene facilities. Lead based paint is considered hazardous if the lead content exceeds 1,000 parts per million. A CalOSHA certified asbestos and lead-based paint contractor would prepare a site-specific asbestos and lead hazard control plan with recommendations for the containment of asbestos or lead-based paint materials during demolition activities, for appropriate disposal methods and locations, and for protective clothing and gear for abatement personnel.

Given the common occurrence of asbestos and lead-based paint contamination in older buildings, the proven and routine methods of abatement, and applicable laws, regulations, standards and oversight currently in place, the potential impact of the updated Community Plan related to asbestos and lead-based paint exposure would be **less than significant**.

**Mitigation.** No significant impact has been identified; no mitigation is required.

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**Known Hazardous Materials Release Sites.** As explained in Section 10.1.1 herein, there are a number of known hazardous materials release sites within the Community Plan area. DTSC remedial investigations and actions have occurred or are ongoing on the sites. Development cannot proceed until required remediation actions have been completed to DTSC satisfaction. The DTSC may impose land use restrictions, which prevent the use of the property for residential, school, hospital, day care, or child care purposes, on some sites, if warranted. In addition, the conversion of commercial or industrial sites to residential use normally requires environmental assessments prior to development approval. With DTSC remedial investigations and actions, as well as other federal, State and local regulation and oversight of hazardous materials, the risk to the public or the environment from known hazardous materials release sites would be **less than significant**.



### **12.1.3 Block Pattern and Connectivity**

Block sizes and street orientation vary throughout North Fair Oaks. Block lengths vary from 200 feet to 1,600. Streets generally follow a rectilinear pattern within a street grid. East-west connectivity is provided by Bay Road, Spring Street, Middlefield Road, and El Camino Real. North-west connections are provided by 2<sup>nd</sup> Avenue, 5<sup>th</sup> Avenue, and Marsh Road. 5<sup>th</sup> Avenue is the only street in the Plan area that provides an uninterrupted connection between the north and south edges of North Fair Oaks. Otherwise, railroad tracks act as barriers through the central and southern portions of the Plan area, frequently resulting in dead-end north-south streets.

## **12.2 REGULATORY SETTING**

### **12.2.1 1979 North Fair Oaks Community Plan**

The original North Fair Oaks Community Plan, prepared through the cooperative efforts of the San Mateo County Planning Commission, North Fair Oaks Advisory Council, and County Planning staff in 1979, addresses key goals for land use, housing, circulation, parks and recreation, economic development, and government organization. The 1979 Plan remains in effect, and identifies specific policies to support implementation of key goals. Prepared in response to issues identified in a 1976 North Fair Oaks Community Profile and 1977 Options Report, the 1979 Plan was adopted as an amendment to the San Mateo County General Plan. Key goals in the 1979 Plan include:

- Create a land use pattern which is compatible with the predominantly low-density, single-family residential character of the community while maintaining a strong commercial and industrial base.
- Provide safe, sanitary housing of adequate size for all North Fair Oaks residents, at an affordable cost.
- Alleviate traffic conflicts and promote the use of public transit.
- Provide park and recreation services that are convenient and fulfill the needs of a majority of North Fair Oaks residents.
- Maintain a commercial/industrial base which contributes to the economic well being of the community while controlling the external effects upon residential developments.
- Provide a governmental structure which best serves a majority of North Fair Oaks residents.

The currently proposed project (2011 Community Plan Update), if adopted, would replace the 1979 Plan.

### **12.2.2 San Mateo County General Plan (1986)**

(a) Existing General Plan Land Use Designations. The San Mateo County General Plan includes the seven state-mandated elements (land use, circulation, housing, conservation, open space, noise, and safety) in addition to several optional elements. The Land Use Element

(i) Dumbarton Rail Corridor Project. The proposed Dumbarton Rail alignment would pass through North Fair Oaks along the existing Southern Pacific Railroad right-of-way. Although the corridor project is in the planning stage and specific details have not been decided upon, the Community Plan Update has been formulated to accommodate the potential rail corridor project. In addition, the Noise and Transportation chapters of this Draft EIR address the potential traffic safety and noise implications of a possible HRS track alignment through the Plan area and any associated special mitigation needs.

Based on the above evaluation, the Community Plan Update is considered substantially consistent with other applicable land use plans, policies, and regulations, thereby resulting in a ***less-than-significant impact***.

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**Cumulative Land Use Impacts.** As indicated in Subsection 12.3.2 of this EIR chapter, cumulative new residential and non-residential growth is also anticipated to continue in surrounding areas of San Mateo County, including neighboring communities. For example, the Redwood City New General Plan (adopted October 2010), which includes North Fair Oaks in the City's Sphere of Influence, anticipated a similar range of land use designations and focus areas, and includes policies consistent with those of the Community Plan Update. As described previously in this EIR section, the Community Plan Update would result in beneficial effects on the physical arrangement of the community, less-than-significant land use compatibility impacts, and substantial conformance with other applicable plans, policies, and regulations. Collectively, these effects would constitute a less than considerable, and therefore ***less-than-significant***, contribution to associated cumulative land use impacts.

**Mitigation.** No significant contribution to a cumulative land use impact has been identified; no mitigation is required.



(b) Water Treatment, Storage, Distribution and Fire Flow.<sup>1</sup> The water distribution system within most of North Fair Oaks is owned and operated by Cal Water. The northern portion of North Fair Oaks is served by the City of Redwood City. Existing water distribution facilities in and around the Community Plan area are shown on Figure 15.2.

The water system consists of a network of 4-inch through 10-inch pipes located within public street rights-of-way. Water is delivered to the system through various connections to SFPUC transmission pipelines and from the Bear Gulch Reservoir treatment system in Atherton. The Bear Gulch Reservoir is located on the northeast side of Interstate 280 between the Sand Hill Road and Woodside Road interchanges. Distribution lines consist of a combination of asbestos cement, transite, and cast iron pipe. Cal Water has a 50-year replacement program for cast iron pipe, as it tends to corrode in soil types that are common in North Fair Oaks.

The Cal Water system in the vicinity of North Fair Oaks is divided into two separate pressure zones: a high zone and a low zone. The Community Plan area is within the low zone, where static pressures range from 55 pounds per square inch (psi) to 65 psi.

Typically, a minimum of 1,500 gallons per minute (gpm) at any fire hydrant, with a residual pressure of 20 psi, is required to serve new development. Depending on building sizes and construction types, the Uniform Fire Code (UFC) may require higher fire flows with multiple fire hydrants flowing simultaneously.

The portion of the Community Plan area served by Redwood City has insufficient emergency water storage facilities.

(c) Existing Recycled Water Infrastructure. Redwood City obtains non-potable recycled water supply (i.e., reclaimed wastewater) from the South Bayside System Authority (SBSA) wastewater treatment plant, located at the eastern end of the Redwood Shores peninsula in Redwood City. SBSA produces recycled water that meets California's Title 22 environmental health requirements for disinfected tertiary treated recycled water established by the California Department of Public Health, which enables the water to be used for a variety of applications, including landscape irrigation, industrial processes, cooling towers, and some indoor uses such as toilet flushing.

Redwood City's recycled water service area includes the Greater Bayfront/Port of Redwood City, Redwood Shores, and central Redwood City areas. The recycled water pipeline distribution system within the Greater Bayfront/Port of Redwood City and Redwood Shores areas was completed in February 2010 and is currently operational.<sup>2</sup>

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<sup>1</sup>MIG, Inc., North Fair Oaks Community Plan Update Existing Conditions Analysis--Infrastructure, June 2010, p. 5.

<sup>2</sup>City of Redwood City, Draft Environmental Impact Report for the Redwood City Downtown Precise Plan, August 2010, p. 10-3.



the wastewater collection system generally occurs during the winter when precipitation raises the groundwater table to a level where the water infiltrates defective sewer lines. "Inflow" represents discharges into the sewer system such as surface runoff into manholes, unpermitted roof connections, and other drainage connections. Both infiltration and inflow contribute to PWWF and result in an increase in total wastewater flow that reduces the overall available capacity of the sewer system during wet weather events.

The SBSA wastewater treatment plant has an operating capacity of 29 mgd ADWF. The plant is permitted by the RWQCB to discharge 29 mgd ADWF into San Francisco Bay. The current permitted peak wet weather capacity of the SBSA facility is 71 mgd.

Each member agency of the SBSA is allotted maximum transmission and treatment capacity rights for PWWF, ADWF, Biochemical Oxygen Demand, and Suspended Solids. The SBSA member agencies purchased flow capacity when the treatment plant was built and became operational in the early 1980s. This phase was called Stage 1 and had an ADWF capacity of 24 mgd. In mid-1995, the SBSA initiated actions to expand the ADWF capacity of the treatment plant to 29 mgd. The expansion phase is called Stage 2. Redwood City's ADWF capacity allocation is 11.4 mgd from Stage 1 and 2.375 mgd from Stage 2, for a total ADWF capacity allocation of 13.775 mgd. As of April 2010, the City had purchased approximately 12.3 mgd of its total ADWF allocation. Between 1995 and 2006, Redwood City's ADWF to the SBSA ranged from 7.5 to 9 mgd. During the summer of 2008, the ADWF from Redwood City was about 7.3 mgd. These figures are below the City's purchased ADWF capacity. Redwood City currently has 12.3 mgd of committed capacity rights.

Redwood City's PWWF allocation at the treatment plant is approximately 30.5 mgd (25.9 mgd for the central portion of the city and 4.6 mgd for Redwood Shores). According to the SBSA, Redwood City's highest PWWF rate was 29.22 mgd, recorded in January 2008. The City is entitled to an additional 1.475 mgd of PWWF treatment capacity even though it has not yet purchased that capacity. Some of the member agencies, including Redwood City, have exceeded their PWWF allocation over the years during significant rain events. The SBSA is currently evaluating PWWF capacity at the plant and the possible use of the flow equalization facility operated by the West Bay Sanitary District in Menlo Park to address peak wet weather flows.

### **15.2.2 Regulatory Setting**

(a) Federal Clean Water Act. The Clean Water Act (CWA) gave the EPA authorization to implement pollution control programs, including setting standards for wastewater systems, water quality, and drinking water. The CWA regulates discharges of effluent to surface waters to protect water quality. Discharges are subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) permitting process. In addition, Section 303 of the CWA requires individual states to adopt water quality standards which "consist of the designated uses of the navigable waters involved and the water quality criteria for such waters based upon such values."

(b) Porter-Cologne Water Quality Control Act. The Porter-Cologne Act set out the functions of the SWRCB with respect to water quality control and establishes the nine regional water quality control boards. Each Regional Board is charged with preparing a water quality plan (Basin Plan) for its region, which lists the beneficial uses to be protected, water quality objectives, and an implementation program to meet these objectives.



caused or increased by development, unless development results in a substantial increase in impervious surfaces, which would not be the case within the Community Plan area.

The West Bay Sanitary District provides wastewater collection and conveyance services for approximately 78 parcels in the Plan area. The District's share of ADWF capacity at the SBSA plant is 7.975 mgd, with an ADWF of 4.5 mgd. After reviewing the proposed land use map for the Community Plan Update, the District has concluded that, based on the limited land use changes proposed under the Plan in the West Bay Sanitary District service area, the Plan Update would result in a less-than-significant impact on the District system. As a standard procedure, proposed individual developments would require project-specific review to determine whether the development would impact any District collection or conveyance limitations.<sup>1</sup>

Based on the above evaluation, the impact of new development allowed under the Plan Update on wastewater treatment capacity would be **less than significant**.

**Mitigation.** No significant impact has been identified; no mitigation is required.

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**Cumulative Wastewater Service Impacts.** Development in accordance with the updated Community Plan, together with other projected areawide growth in neighboring communities, would result in additional residential and non-residential development by the year 2035. Treatment capacity rights to support future development will need to be purchased from Redwood City or other SBSA member agencies. Sewer lines serving the Plan area would be upgraded by individual development project applicants to ensure adequate capacity for residential, commercial, and industrial demand. Under normal existing County and other jurisdictional development permitting procedures, each individual future development project would be required to: (1) pay applicable development and connection fees, (2) pay its fair share toward necessary sewer system facilities to support the proposed development's sewer infrastructure needs, and (3) submit final project sewer system design specifications and construction modifications for approval by the jurisdictional Public Works Department. Construction of sewer system improvements to meet the demand of future development under the updated Community Plan would occur within existing public rights-of-way. Temporary construction period traffic, noise, air quality, water quality and other potential impacts would be mitigated through the County's standard construction mitigation practices (e.g., see Chapters 5, 11, and 13 of this EIR). Therefore, cumulative impacts related to wastewater would be **less than significant**.

**Mitigation.** No significant cumulative impact has been identified; no mitigation is required.

### 15.3 POLICE SERVICE

This section describes the existing conditions and regulatory setting, and the potential impacts of the updated Community Plan related to police service.

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<sup>1</sup>Bill Kitajima, Projects Manager, West Bay Sanitary District, written communication, May 6, 2011.



*review of access, water supply and hydrant location, (3) conformance to defined hazardous areas design criteria, and (4) conformance with established building code requirements.*

(d) Menlo Park Fire Protection District. The Menlo Park Fire Protection District adopted by ordinance a new amended and restated District Fire Prevention Code that makes local amendments to the 2010 California Fire Code as authorized by State law. Ordinance No. 32-2010 sets forth the District Fire Prevention Code adopting the 2010 California Fire Code with local amendments.

### **15.4.3 Significance Criteria**

Based on the CEQA Guidelines,<sup>1</sup> the updated Community Plan would result in a significant impact on fire and emergency medical service if it would:

(a) Result in a need for new or physically altered facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire and emergency medical service.

### **15.4.4 Impacts and Mitigation Measures**

**Project Fire and Emergency Medical Service Impacts.** The updated Community Plan would provide for the development of up to an additional 3,024 dwelling units, 180,000 square feet of retail uses, 155,000 square feet of office uses, 210,000 square feet of industrial uses, 110,000 square feet of institutional uses, and 3.8 acres of parks and recreation uses within the Community Plan area by 2035. This additional development would result in an estimated 11,794 new residents and 1,905 new jobs in the Community Plan area. This additional development would contribute to an increase in service calls and an incremental need for additional staffing and equipment to maintain fire protection/EMS response time goals and staffing ratios.

The Menlo Park Fire Protection District has concluded that the projected potential growth in the Plan area may result in the need for larger fire suppression apparatus (e.g., quint/aerial ladder truck), more than one apparatus (e.g., engine and squad), and more personnel, which would require the District to either expand the Fire Station 5 site or relocate to accommodate the additional equipment and personnel. In addition, new types of development possible under the Plan Update (e.g., transit-oriented development) may require specialized equipment and procedures for fire suppression and emergency medical service related to train, light rail, streetcar, and other potential transportation options.<sup>2</sup>

Until any specific Menlo Park Fire Protection District expansion needs can be identified in terms of size, staffing, equipment, and location, assessment of associated environmental impacts would be highly speculative. As a result, this effect does not represent a significant "environmental" impact under CEQA--i.e., would not meet the criteria suggested in Appendix G (Environmental Checklist Form), item XIV (Public Services) of the CEQA Guidelines: "result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, the construction of which could cause significant environmental impacts,

<sup>1</sup>CEQA Guidelines, Appendix G, item XIV(a).

<sup>2</sup>Schapelhouman.



in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.” If and when identified by the District, any proposal for an expanded or new fire station would require its own CEQA review process and documentation. The Menlo Park Fire Protection District has noted that, as new development in the Plan area occurs over time, traffic control devices may need to be modified or eliminated in order for the District to meet acceptable response time standards. For example, traffic pre-emption devices

(e.g., a system allowing firefighters to change traffic signals remotely as the fire truck approaches an intersection) may need to be installed and maintained.<sup>1</sup> The installation of such equipment, as deemed necessary as Plan area growth occurs over time, could be coordinated with traffic mitigations identified in chapter 16 (Transportation) of this EIR.

If traffic from a development project under the Plan adversely affects primary response routes used by the Menlo Park Fire District, especially during peak travel times, the project shall contribute to the cost of installation and maintenance of signal pre-emption devices or other changes to traffic control devices located on the primary response routes.

In a process independent of the Community Plan Update, the Menlo Park Fire Protection District is planning to prepare a fire impact fee study applicable to structures over three stories in height.<sup>2</sup> As of the preparation of this EIR, this fee study has not been completed, and no fee has been adopted. Therefore, assessment of a District impact fee cannot be assumed in this EIR. However, future development under the Plan Update would pay any applicable fire impact fee approved by the Menlo Park Fire District and adopted by the County of San Mateo that is in effect at the time permits are approved for a development project.

Development under the Community Plan Update would be subject to the policies, regulations, and standards of the County and the Menlo Park District Fire Prevention Code, including appropriate standards for emergency access roads, emergency water supply, and fire preparedness, capacity, and response. New developments may incorporate up-to-date fire protection features and technology (e.g., smoke alarms, interior sprinkling systems). The updated Community Plan would bring additional annual revenue to the County in the form of increased local property taxes and sales taxes that would help offset the increased demand for fire and emergency medical services by funding increases in firefighters, administrative personnel, training, and equipment; the Menlo Park Fire District, however, does not receive sales tax revenue. No additional mitigation would be required beyond the mandatory application of these standard, adopted procedures. In addition, new development within the Community Plan area would be required to incorporate design features identified in the California Building Code, International Fire and Building Codes, the Menlo Park Fire Prevention Code, and the Redwood City Fire Department and Menlo Park Fire Protection District review and comment on the design of any project that could affect fire or public safety. In particular, the Menlo Park Fire Protection District would review the following types of projects: (1) those with 3 or more stories; (2) mixed-use projects involving residential uses; and (3) residential development projects of 30 or more units.

Since development would be subject to the County's normal development review and permitting procedures, and building and fire code requirements, the impacts of the updated Community Plan related to fire and emergency medical service would be ***less than significant***.

**Mitigation.** No significant impact has been identified; no mitigation is required.

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<sup>1</sup>Schapelhouman.

<sup>2</sup>Schapelhouman.



**Cumulative Fire and Emergency Medical Service Impacts.** Development facilitated by the updated Community Plan, together with projected areawide growth in neighboring communities, would result in additional residential and non-residential development by 2035. This cumulative development would contribute to an increase in service calls and an incremental need for additional staffing and equipment to maintain fire protection/EMS response time goals and staffing ratios.

Development would be subject to the policies, regulations and standards of the County and the Menlo Park District Fire Prevention Code, including appropriate standards for emergency access roads, emergency water supply, and fire preparedness, capacity, and response. New development may incorporate up-to-date fire protection features and technology (e.g., smoke alarms, interior sprinkling systems). Cumulative development would bring additional annual revenue to the County in the form of increased local property taxes and sales taxes that would help offset the increased demand for

fire and emergency medical services by funding increases in firefighters, administrative personnel, training, and equipment; the Menlo Park Fire District, however, does not receive sales tax revenue. No additional mitigation would be required beyond the mandatory application of these standard, adopted procedures. In addition, new development within the Community Plan area would be required to incorporate design features identified in the California Building Code, International Fire and Building Codes, the Menlo Park Fire Prevention Code, and the RCFD and Menlo Park Fire Protection District review and comment on the design of any project that could affect fire or public safety.

Since cumulative development would be subject to the County's normal development review and permitting procedures, and building and fire code requirements, cumulative impacts related to fire and emergency medical service would be ***less than significant***.

**Mitigation.** No significant cumulative impact has been identified; no mitigation is required.

## 15.5 SCHOOLS

The Redwood City School District and the Sequoia Union High School District (SUHSD) serve the Community Plan area. This section describes existing conditions related to the school district, the relevant regulatory setting, and the potential impacts of the updated Community Plan related to schools.

### **15.5.1 Environmental Setting**

The 2010/2011 enrollment at schools serving children in North Fair Oaks is presented in Table 15.3.

### **15.5.2 Regulatory Setting**

(a) School Facilities Act of 1986. The California School Facilities Act of 1986 (AB 2926) authorizes entities to levy statutory fees on new residential and commercial/industrial development in order to pay for school facilities. AB 2926 was revised by the passage of AB 1600, which added Section 66000 *et seq.* of the Government Code.

(b) California Government Code Sections 65995, 65996(a) and 65996(b). The California State Legislature has determined that school impact fees shall be the exclusive method of mitigating the school facilities impacts of a project or plan, has set limits on school impact fees, and has determined that payment of school impact fees shall be deemed to provide full and complete school facilities mitigation.

(c) San Mateo County General Plan. The San Mateo County General Plan does not contain any policies specifically related to the schools impacts of the updated Community Plan.



Table 15.3  
**REDWOOD CITY SCHOOL DISTRICT AND SEQUOIA UNION HIGH SCHOOL DISTRICT  
 ENROLLMENT AND CAPACITY**

<u>School</u>	<u>2010/2011 Enrollment</u>	<u>Capacity</u>
<i>Elementary:</i>		
Fair Oaks	463	586
Garfield	663	681
Hoover	874	896
Selby Lane	715	888
<i>High School:</i>		
Sequoia	1,922	2,200
Everett	200	400
Menlo-Atherton	2,049	2,200

SOURCE: Donald Dias, Director of Facilities, Redwood City School District, written communication, June 23, 2011; California Department of Education, Educational Demographics Unit, <http://data.cde.ca.gov>, accessed August 3, 2011; Redwood City New General Plan Draft EIR, May 2010, p. 4-12-10; William Gibson, Planner, County of San Mateo Planning and Building Department, written communication, September 29, 2011.

**15.5.3 Significance Criteria**

Based on the CEQA Guidelines,<sup>1</sup> the updated Community Plan would result in a significant impact related to schools if it would:

- (a) Result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, or the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives of the school districts.

**15.5.4 Impacts and Mitigation Measures**

**Project Impacts on Schools.** The updated Community Plan would provide for the development of up to an additional 3,024 dwelling units, 180,000 square feet of retail uses, 155,000 square feet of office uses, 210,000 square feet of industrial uses, 110,000 square feet of institutional uses, and 3.8 acres of parks and recreation uses within the Community Plan area by 2035. This development would generate additional students attending the Redwood City School District and the Sequoia Union High School District. For example, based on the current number of school students living in North Fair Oaks, the RCSD forecasts that the updated Community Plan, at buildout, would generate approximately 468 new students to the District.

<sup>1</sup>CEQA Guidelines, Appendix G, item XIV(a).

- Construct ferry terminal at Redwood City; and
- Improve streetscape and traffic calming along Bay Road, and construct new northern access connection between Demeter Street and University Avenue.

(e) Existing and Proposed Bicycle Facilities. The San Mateo County Comprehensive Bicycle and Pedestrian Plan (August 2011) discusses bikeways throughout the county and illustrates the bicycle facilities network. As referenced in this plan, cities generally follow state definitions for bikeways, which identify three distinct types of bicycle facilities: bike paths, bike lanes, and bike routes, as follows:

- *Class I Bikeway (Bike Path or Bike Trail):* Provides completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.
- *Class II Bikeway (Bike Lane):* Provides a restricted right-of-way designated for the exclusive use or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists provided.
- *Class III Bikeway (Bike Route):* Provides a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

Currently, there are no designated bike facilities within North Fair Oaks, with the exception of bike lanes on Fifth Avenue between Waverly Avenue and Semicircular Road (see Figure 16.6). The Bay Trail travels along the Bayfront Expressway, approximately one mile northeast of North Fair Oaks. The Bay Trail connects to multi-use trails on the Dumbarton Bridge, which allows bicyclists to reach destinations in the East Bay. Another Class I Bikeway travels along US 101 from Whipple Road in Redwood City, approximately 1 ½ miles northwest of North Fair Oaks, to Brittan Avenue in San Carlos. Bike lanes currently exist to the west along Middlefield Road from Woodside Road (SR-84) to Cassia Street in Redwood City, to the east along Middlefield Road from Encina Avenue to Willow Road in Menlo Park, and along Selby Lane from El Camino Real (SR 82) to Oakwood Boulevard south of the Plan area. The nearest bike routes to North Fair Oaks exist along Middlefield Road west of Cassia Street to the Redwood City Caltrain station.

The San Mateo County Comprehensive Bicycle Route Plan includes the following proposed improvements to the bicycle network near the Plan area (see Figure 16.6):

- New Class I Bikeway north of US 101, filling the gap in the Bay Trail between the Bayfront Expressway and the northern trail connection in Redwood City;
- On-street bike facility along El Camino Real (SR 82) from Valparaiso Avenue in Menlo Park north to Hillsdale Boulevard in Foster City;
- On-street bike facility along Fifth Avenue between El Camino Real (SR 82) and Semicircular Road;
- On-street bike facility along Semicircular Road from Fifth Avenue to Middlefield Road;



greatest number of pedestrian collisions include the intersections of Middlefield Road/Fifth Avenue, Middlefield Road/Fourth Avenue, Middlefield Road/Second Avenue, Oakside Avenue/Northside Avenue and Dumbarton Avenue/Marlborough Avenue.

The existing pedestrian system within the Plan area is illustrated in Figure 16.6.

## **16.3 REGULATORY SETTING**

### **16.3.1 California Department of Transportation (Caltrans)**

Caltrans builds, operates, and maintains the State Highway system, including the Interstate Highway system. Caltrans' mission is to improve mobility statewide. Caltrans operates under strategic goals to provide a safe transportation system, optimize throughput and ensure reliable travel times, improve the delivery of State Highway projects, provide transportation choices, and improve and enhance the state's investments and resources. Caltrans controls the planning of the State Highway system and accessibility to the system. Caltrans establishes LOS goals for highways, and works with local and regional agencies to assess impacts and develop funding sources for improvements to the State Highway system. Caltrans requires encroachment permits from agencies or new development before any construction work may be undertaken within the state's right-of-way. For projects that would impact traffic flow and levels of services on State Highways, Caltrans would recommend measures to mitigate the traffic impacts.

While there are no State Highways within the Plan area, access to North Fair Oaks is provided by State Route 82 (El Camino Real), State Route 84 (Woodside Road), and US Highway 101.

### **16.3.2 San Mateo County Congestion Management Program and Bicycle Route Plan**

The City/County Association of Governments of San Mateo County (C/CAG) is the designated Congestion Management Agency (CMA) and Regional Transportation Planning Agency for San Mateo County. C/CAG is responsible for preparation of the area's Regional Transportation Plan, as well as other regional responsibilities, such as preparation of the San Mateo County Comprehensive Bicycle Route Plan. The C/CAG Board is comprised of members of each City within San Mateo County and has ultimate decision making responsibility for C/CAG.

C/CAG is required to prepare and adopt a Congestion Management Program (CMP) every two years. The San Mateo County CMP identifies programs, standards, and planned improvements designed to maintain an acceptable level of service, reduce automobile traffic in order to improve air quality, and reduce traffic congestion. Measures and programs in the CMP include public transit, carpooling, vanpooling, walking, bicycling, and incentives to increase the use of these alternatives.

The San Mateo County Comprehensive Bicycle and Pedestrian Plan, adopted in August 2011 by C/CAG, contains a detailed set of policies, goals and objectives, intended to support the goals of the County and City's General Plans, as well as other relevant regional plans. These policies focus on key issues relating to the County's bikeways such as planning, community involvement, utilization of existing resources, facility design, multi-modal integration, safety and education, support facilities and programs, funding, implementation and maintenance.



- i. *Parking areas for ridesharing;*
- j. *Coordination of transportation improvement with adjacent jurisdictions.*

**12.16 Local Road Standards.** *Allow for modification of road standards for sub-areas of the County, which respond to local needs and conditions as identified in area plans.*

**12.19 Parking Standards.** *Review and update the County's off-street and on-street parking standards in order to reflect current conditions and requirements. Consider the needs of each individual land use, the potential for joint use of parking areas, fees in lieu of parking, spaces for smaller cars, and parking management strategies.*

**12.25 Caltrain Service.** *Support the continued upgrading of the Peninsula Train Service by CalTrans, including relocation of the station in San Francisco to a more central location, more frequent service, acquisition of new rolling stock, refurbishing of stations, and track rehabilitation. [Note: The Peninsula Corridor Joint Powers Board currently owns and operates Caltrain.]*

**12.36 Bicycle Storage Facilities.** *Promote the provision of bicycle lockers and other storage facilities at transit stops, schools, shopping areas and other activity centers.*

**12.38 Facilities for Bicyclists.** *Encourage large employers to provide shower and locker facilities for their employees who bike to work as part of a commute alternative program.*

**12.50 Modification of Road Standards.** *Continue existing policy as set forth in the Creative Road Design Guide and area plans allowing selective modification of County road standards in order to protect the natural environment, conserve natural resources and preserve neighborhood quality.*

**12.51 County Bikeways Plan.** *Review, adopt, and maintain the Bikeway Plan map as the County's policy regarding a future bikeways system in San Mateo County.*

**12.52 Staff Bikeways Coordinator.** *The County staff Bikeways Coordinator shall: (1) plan and develop bikeway facilities in the unincorporated areas; (2) develop requirements for bike facilities in new developments in unincorporated areas; (3) provide staff services to the County Bikeways Advisory Committee; (4) work with the cities and monitor progress toward implementation of the County Bikeways Plan; (5) assist cities without active bikeways programs to develop and implement programs for their cities; and (6) coordinate with bicycle organizations.*

**12.59 Role of RIDES for Bay Area Commuters, Inc.** *Support the efforts of RIDES to expand ridesharing by San Mateo County commuters and encourage employers in the County to provide ridesharing among their employees. [Note: The Metropolitan Transportation Commission currently oversees the Regional Rideshare Program.]*

### **16.3.4 Existing North Fair Oaks Community Plan**

The existing North Fair Oaks Community Plan was adopted in 1979, and is one of five area plans that form a subset of the County's General Plan. The existing plan includes goals and policies regarding land use, housing, parks/open space, economic development, and



governmental organization. The following are the most relevant transportation and parking-related goals and policies presented in the existing plan:

**Mitigation 16-1.** Restripe the southbound approach to one dedicated left turn lane, one dedicated right turn lane, and one shared left turn/right turn lane. This mitigation would improve the intersection to LOS C during the AM peak hour and therefore would reduce the project impact to a ***less-than-significant level***.

**Impact 16-2: Middlefield Road/Woodside Road Intersection Impacts.** Under Existing Plus Project conditions, intersection operations would deteriorate from acceptable LOS D (existing) to unacceptable LOS F during the PM peak hour, which would represent a ***potentially significant impact*** under C/CAG criteria (see "CMP Facilities" in subsection 16.4.1, "Significance Criteria," above).

**Mitigation 16-2.** Modify traffic signal operations to include a westbound right turn overlap phase and a northbound right turn overlap phase. This mitigation would improve the intersection to LOS E during the PM peak hour and therefore would reduce the project impact to a ***less-than-significant level***.

**Impact 16-3: Middlefield Road/Fifth Avenue Intersection Impacts.** Under Existing Plus Project conditions, intersection operations would deteriorate from acceptable LOS C (existing) to unacceptable LOS F during the AM peak hour, and from unacceptable LOS E (existing) to unacceptable LOS F during the PM peak hour, which would represent a ***potentially significant impact*** under San Mateo County criteria (see "San Mateo County Intersections" in subsection 16.4.1, "Significance Criteria," above).

**Mitigation 16-3.** In the northbound and southbound directions, prohibit on-street parking within the vicinity of the intersection, shift the through/right turn lane and stripe a dedicated left turn lane; modify traffic signal operations from split phase to concurrent northbound and southbound travel with protected left turn phasing; prohibit parking in the eastbound direction within the vicinity of the intersection and stripe a dedicated eastbound right turn lane. This mitigation would improve the intersection to LOS C during the AM peak hour and to LOS D during the PM peak hour, and therefore would reduce the project impact to a ***less-than-significant level***.



**Mitigation 16-5.** The Redwood City Traffic Impact Mitigation Fee Program includes the installation of a traffic signal at this intersection as a planned capital improvement. As a condition of approval for future individual discretionary development projects within the Plan area, require project fair-share contribution toward the installation of this traffic signal. This mitigation would improve the intersection to LOS D during the AM and PM peak hours, and therefore would reduce the project impact to a ***less-than-significant level***.

**Impact 16-6: Bay Road/Woodside Road Intersection Impacts.** Under Existing Plus Project conditions, intersection operations would deteriorate from acceptable LOS C (existing) to unacceptable LOS D during the AM peak hour, and from acceptable LOS C (existing) to unacceptable LOS E during the PM peak hour, which would represent a ***potentially significant impact*** under Caltrans criteria (see "Caltrans Intersections" in subsection 16.4.1, "Significance Criteria," above).

**Mitigation 16-6.** The MTC Transportation 2035 Plan and the Redwood City Traffic Impact Mitigation Fee Program identify the widening of Woodside Road to six travel lanes between El Camino Real and US 101 as a planned capital improvement. As a condition of approval for future individual discretionary development projects within the Plan area, require project fair-share contribution toward the addition of a southbound through lane and optimization of cycle length, or to other mitigation approaches that may be formulated by MTC and Redwood City to reduce the impact. This mitigation would improve the intersection to LOS C during the AM and PM peak hours, and therefore would reduce the project impact to a ***less-than-significant level***.

The Existing Plus Project and Existing Plus Project Plus Mitigation levels of service are summarized in Table 16.6.

**Pedestrian and Bicycle Facilities Impacts.** Implementation of the project would generate pedestrian and bicycle trips, which would use the existing and planned circulation network in the Community Plan area.

As noted in subsection 16.4.1, "Significance Criteria," the Plan Update would be considered to have a significant impact if it conflicted with adopted policies, plans, and programs supporting alternative transportation (e.g., bicycle racks) or generated pedestrian and bicycle travel demand that would not be accommodated by current pedestrian and bicycle facilities.

Currently, sidewalks and pedestrian paths exist along the vast majority of roadways within the Plan area. Further, the Plan Update would enhance pedestrian conditions in several ways (see Figure 16.6 above):

- The Plan Update would set standards for pedestrian-oriented street design features, such as wider sidewalks, landscaping and streetscape improvements, curb extensions at some



**Mitigation 16-8 (continued):**

- improvements to traffic signaling at intersections adjacent to crossings (e.g., signal preemption);
- prohibition of parking within 100 feet of the crossings to improve the visibility of warning devices and approaching trains;
- where soundwalls, landscaping, buildings, etc., would be installed near crossings, maintain the visibility of warning devices and approaching trains;
- elimination of driveways near crossings;
- installation of vandal-resistant fencing or walls to limit the access of pedestrians onto the railroad right-of-way; and/or
- installation of grade separations at crossings.

This mitigation measure shall be applied by the County on individual development projects (case-by-case), as appropriate. The incorporation of improvements identified in this mitigation measure could reduce the development's impact to the at-grade railroad crossing to a less-than-significant level. However, to the extent that installation of safety mechanisms is not feasible (physically, financially or otherwise), impacts would remain significant and unavoidable. More detailed individual project-specific analysis of this impact and effectiveness of the mitigation measure at specific at-grade railroad crossings is not feasible in this programmatic EIR; therefore, it is conservatively concluded that this mitigation measure may not mitigate the identified significant impact to a less-than-significant level, and the impact remains potentially significant and unavoidable. Therefore, this EIR conservatively identifies the Plan Update impact on railroad crossing safety as ***significant and unavoidable***.

**16.4.8 Cumulative (2035) No Project Conditions**

Cumulative (2035) traffic volumes at the study intersections and roadways were derived from the travel demand forecasting model used for the recently certified Redwood City General Plan EIR. The Redwood City General Plan traffic model was derived from the broader C/CAG travel demand forecasting model, which reflects General Plan-based local and regional development, population, housing and employment forecasts. Land use data is included in the model at a traffic analysis zone (TAZ) level of detail. Model trip generation is performed with algorithms that reflect land use, population, employment, income levels, auto ownership, persons per household, and other socio-economic factors specific to the area.

Cumulative No Project net growth (2005-2035) derived from the regional TAZ data is forecast as follows:

- 43,170 net new households (dwelling units),
- 110,100 net new residents, and
- 105,094 net new jobs.

The model has been used in this EIR analysis to forecast weekday AM and PM peak hour volumes for the Cumulative (2035) No Project scenario.

Most of the key roadways in the Plan area are detailed in the current C/CAG model; however, some local streets within the Plan area and vicinity are not accurately represented. For local streets that are not accurately detailed in the model but can be reasonably anticipated to



**Mitigation 16-12.** Implement Mitigation 16-4: in the eastbound direction, prohibit on-street parking within the vicinity of the intersection, and stripe a dedicated left turn lane, resulting in one left turn lane, one through lane, and one shared through/right turn lane; modify traffic signal operations to the following phases:

- Phase 1: NE Semicircular Rd through movement and WB Middlefield Rd through and unprotected left (as exists currently)
- Phase 2: EB Middlefield Rd through phase and WB Middlefield Rd through and unprotected left turn
- Phase 3: EB Middlefield Rd through and protected left turn
- Phase 4: Pedestrian only phase for Semicircular crossing (as exists currently)
- Phase 5: NB and SB phases with unprotected left turns (as exists currently)

This intersection is projected to operate at LOS D during the AM and PM peak hours. With the addition of project generated trips, the intersection is projected to operate at LOS E during the AM peak hour and LOS F during the PM peak hour under the Cumulative plus Project scenario. The mitigation measure would mitigate the project's impact at this intersection. The proposed mitigation would improve the intersection to LOS D during the AM and PM peak hours and therefore would reduce the project impact to a ***less-than-significant level***.

**Impact 16-13: Cumulative Plus Project Impact on Middlefield Road/Marsh Road Intersection.** Under Cumulative Plus Project conditions, intersection operations would deteriorate from an acceptable LOS C (No Project) to unacceptable LOS E during the PM peak hour, which would represent a ***potentially significant impact*** under Town of Atherton criteria (see "Town of Atherton Intersections" in subsection 16.4.1, "Significance Criteria," above).

**Mitigation 16-13.** As identified in the conditions of approval for the Menlo Gateway Project, construction of a southbound left turn lane from Middlefield Road onto Marsh Road would improve intersection operation to acceptable LOS D during the PM peak hour. Individual development projects that will contribute to this impact will contribute their fair share to the cost of this mitigation. The County shall coordinate with the Town of Atherton in order to implement this mitigation. Implementation of this measure would reduce the impact to a ***less-than-significant level***.



affordable housing, and family housing, and less improved community access to daily goods and services for families and children.

(l) Public Services and Utilities. This alternative would result in reduced water demand and sewage generation, as compared to the updated Community Plan. Due to the age and condition of existing water and sewer facilities in the Community Plan area, buildout under the existing Community Plan would still require many of the infrastructure upgrades within existing rights-of-way required for the project. This alternative would also result in a corresponding reduction in calls for police and fire service, student generation, demand for library space, need for park and recreation facilities, and solid waste generation, relative to the project, as well as a reduction in development impact and connection fees received by the County.

(m) Transportation. Trip generation from new development within the Plan area would be reduced with buildout of the Plan area under the existing Community Plan as compared to the updated Community Plan. The impacts of this alternative are evaluated in the section 16.4.8, Cumulative (2035) No Project Conditions, in Chapter 16, Transportation. Buildout under the existing Community Plan would avoid the unavoidable significant impact of the updated Community Plan on the El Camino Real/5<sup>th</sup> Avenue intersection and the unavoidable significant impact of the updated Community Plan on the Middlefield Road/5<sup>th</sup> Avenue intersection could be mitigated to a less-than-significant level. With Alternative 2, the substantial improvements of the updated Community Plan to existing transit service, and bicycle and pedestrian circulation would not be realized.

### **18.2.3 Attainment of Project Objectives**

With fewer housing units and less non-residential development, as well as no new mixed-use development, less infill development of vacant and underutilized land, no transit-oriented development, and less revitalization of commercial corridors, Alternative 2: No Project--Existing Community Plan would be less effective in achieving the basic project objectives as listed previously in subsection 18.1.3.

## **18.3 ALTERNATIVE 3: UPDATED COMMUNITY PLAN--LOWER DEVELOPMENT DENSITY AND INTENSITY**

### **18.3.1 Principal Characteristics**

Alternative 3 assumes adoption of a similar North Fair Oaks Community Plan Update, but with a lower density and intensity of development--i.e., less change in land use, density and building height as compared to the project. Proposed land use designations for Alternative 3 are shown in Figure 18.1. The proposed Land Use and Community Design Framework for Alternative 3 is shown in Figure 18.2.

Alternative 3 would provide for the development of up to an additional:

- 2,008 housing units,
- 85,000 square feet of retail uses,
- 110,000 square feet of office uses,



- 50,000 square feet of institutional uses, and
- 2.0 acres of parks

within the Community Plan area within approximately 25 years, or by 2035. This amount of development represents a 34 percent reduction in the number of new housing units and a 63 percent reduction in the amount of non-residential development as compared to the project. There would be no new industrial development within the Plan area under Alternative 3.