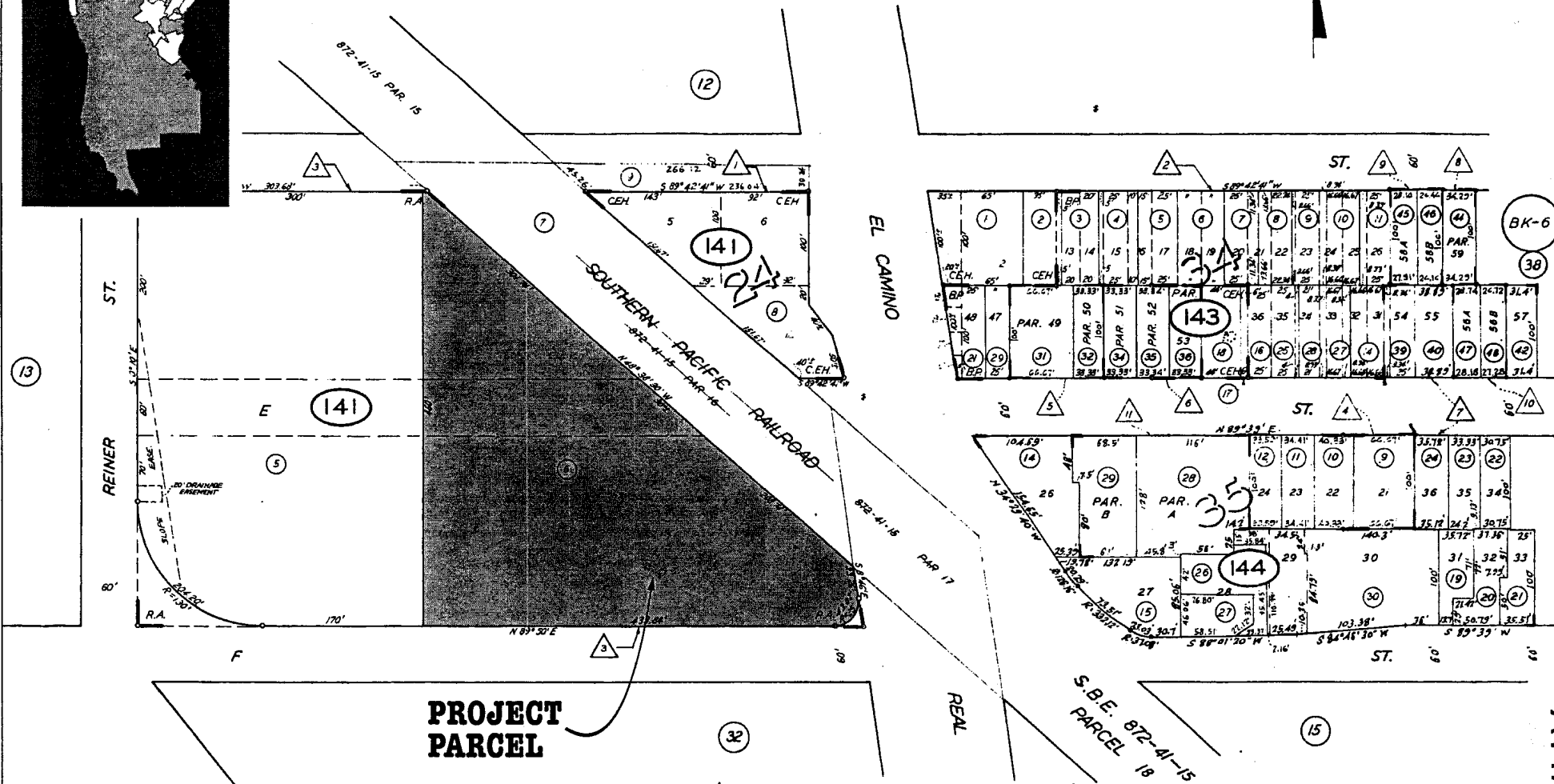


8-14

1" = 100'



**PROJECT  
PARCEL**

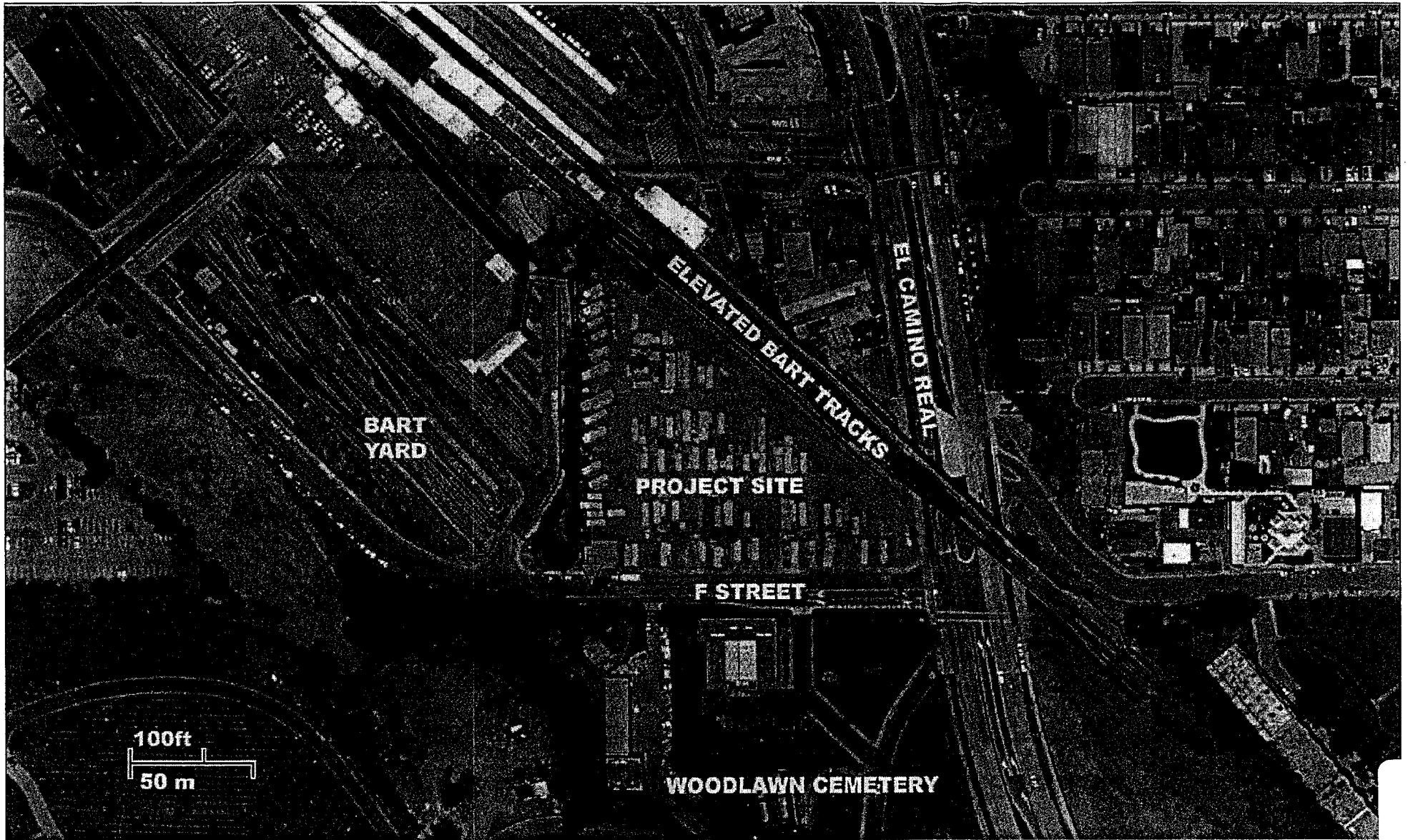
## San Mateo County Board of Supervisor's Meeting

Applicant: **Bridge Housing**

Attachment: **B**

File Numbers: **PLN 2006-00365**

ATTACHMENT B



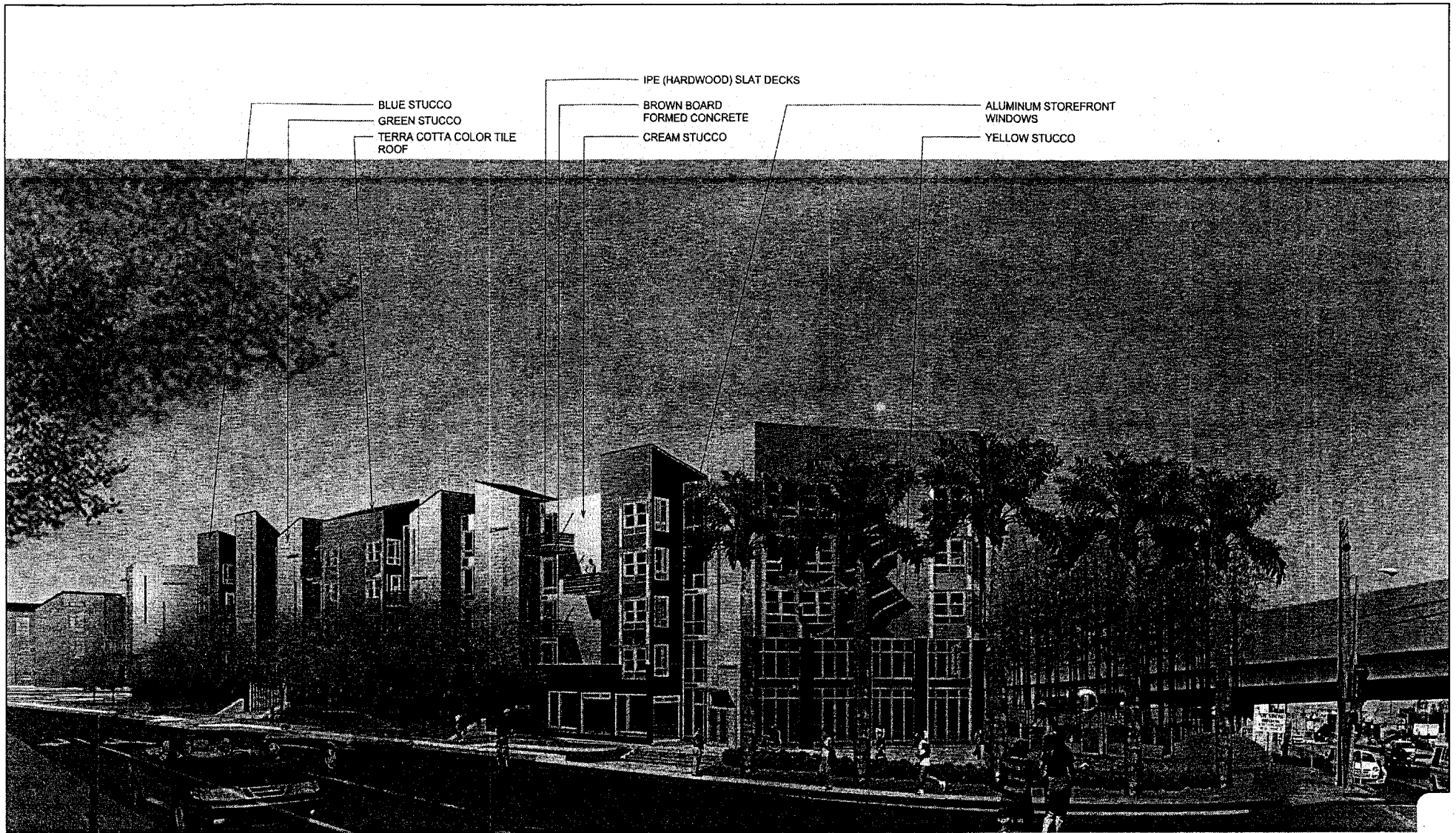
Vicinity Map, El Camino Transit Village

**San Mateo County Board of Supervisor's Meeting**

Applicant: **Bridge Housing**

Attachment: **C**

File Numbers: **PLN 2006-00365**



**Street View, El Camino Transit Village**

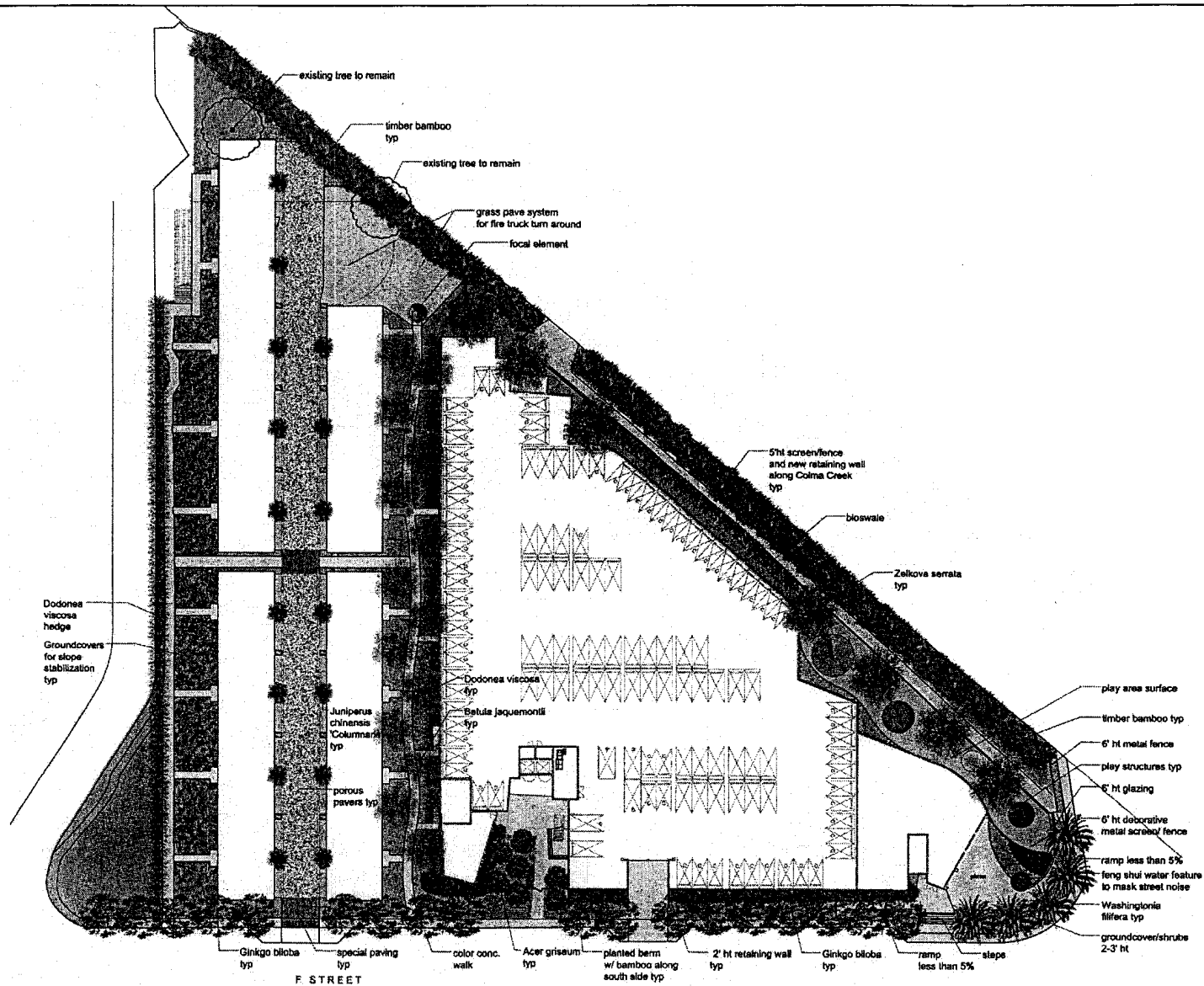
**San Mateo County Board of Supervisor's Meeting**

Applicant: **Bridge Housing**

Attachment: **D**

File Numbers: **PLN 2006-00365**

ATTACHMENT D



## Landscape Plan - Ground Level, Trestle Glen at El Camino Transit Village

### San Mateo County Board of Supervisor's Meeting

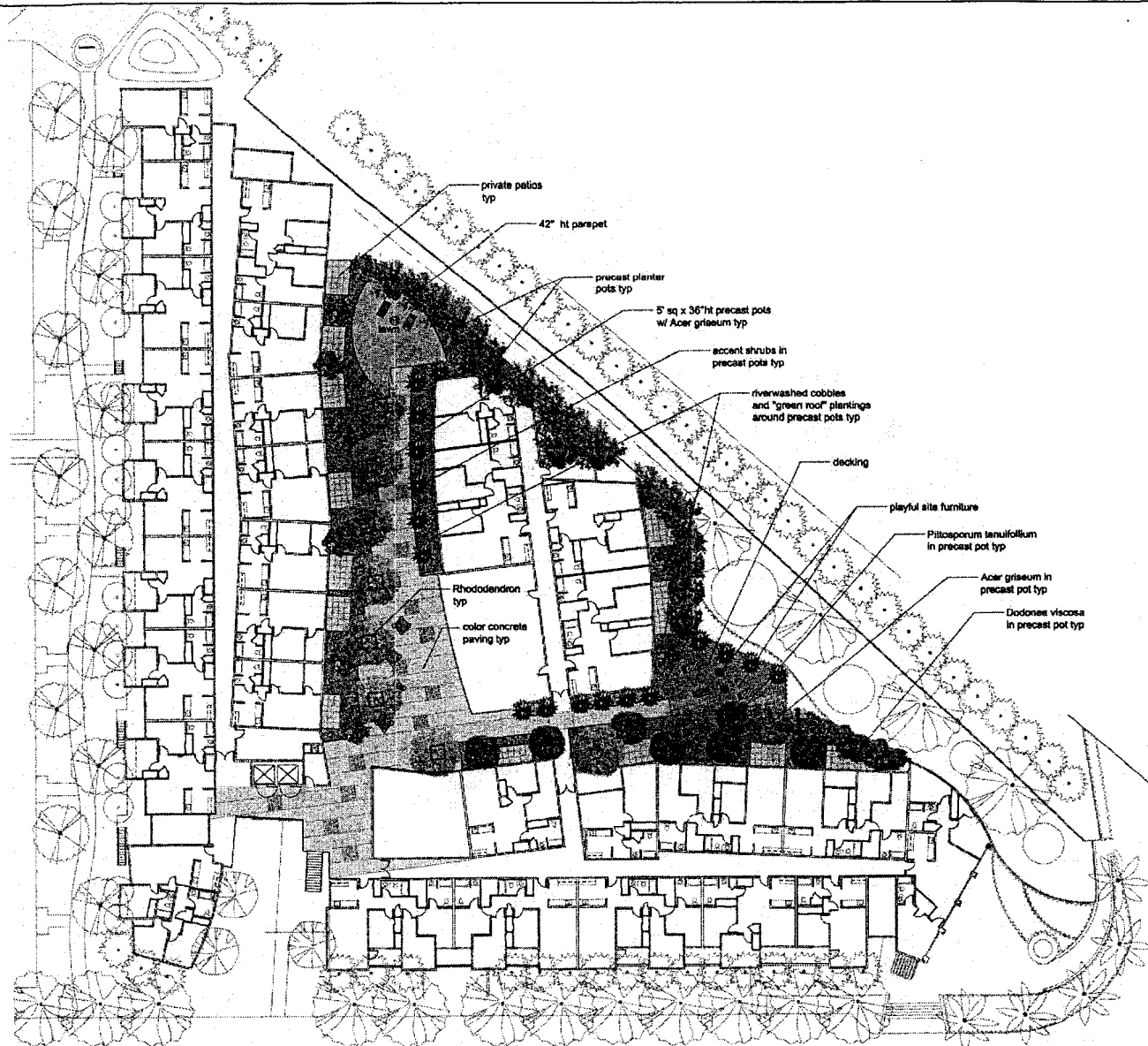
Applicant: **Bridge Housing**

Attachment: **E**

File Numbers: **PLN 2006-00365**

ATTACHMENT E





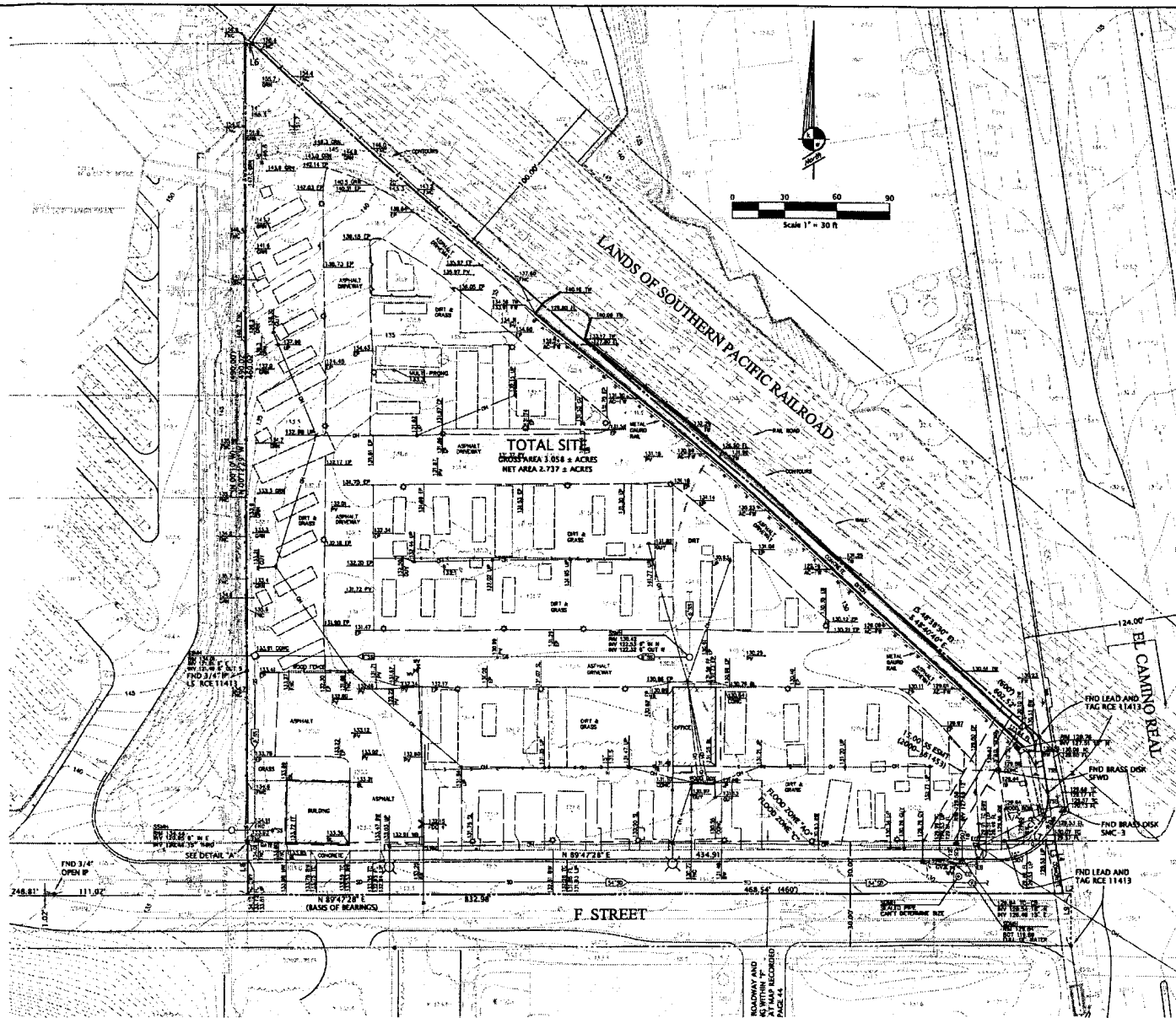
## Landscape Plan - Podium Level, Trestle Glen at El Camino Transit Village

### San Mateo County Board of Supervisor's Meeting

Applicant: **Bridge Housing**

Attachment: **F**

File Numbers: **PLN 2006-00365**



## Topographic & Boundary Survey, BART Transit Village

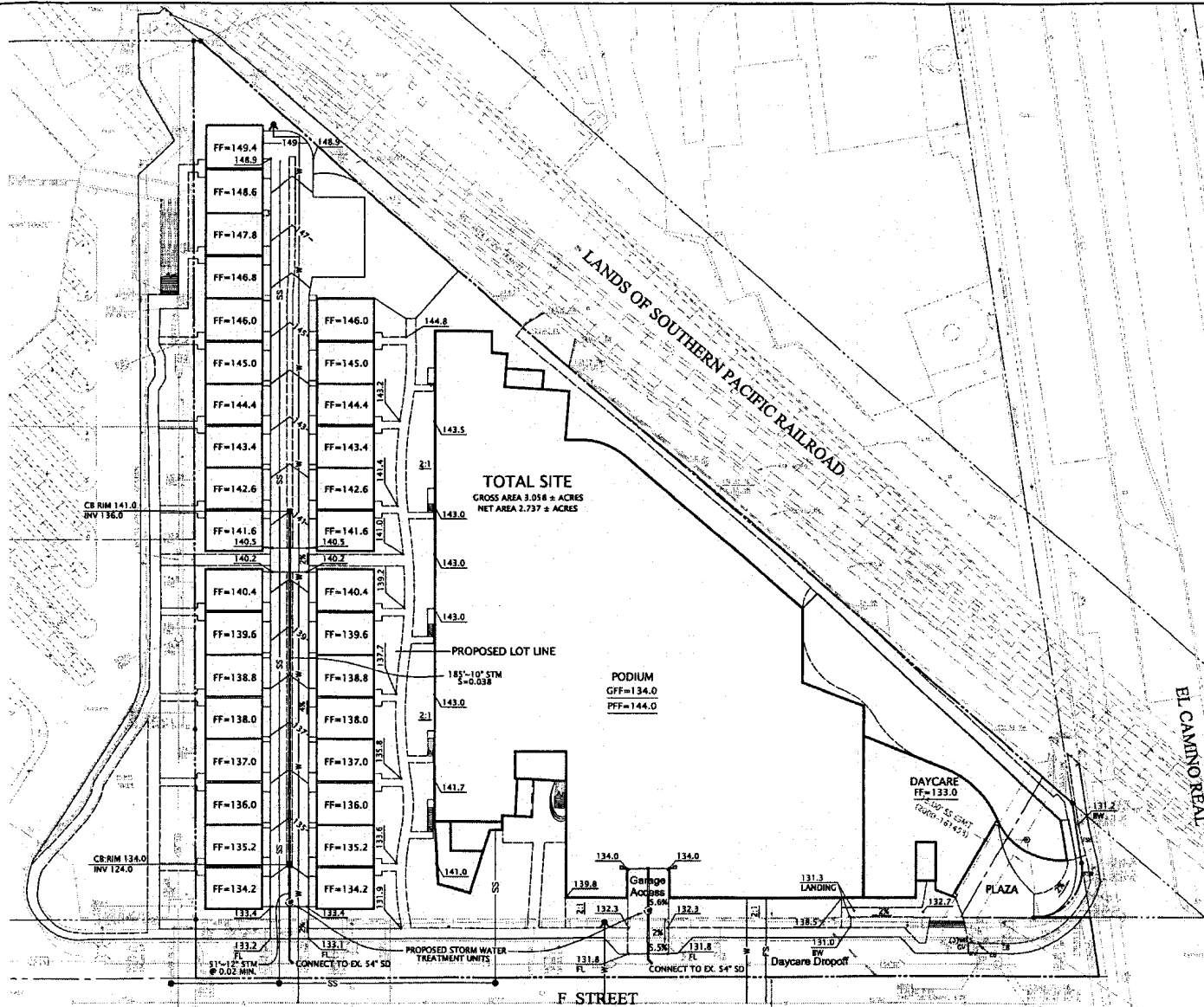
### San Mateo County Board of Supervisor's Meeting

Applicant: **Bridge Housing**

Attachment: **G**

File Numbers: **PLN 2006-00365**

ATTACHMENT G



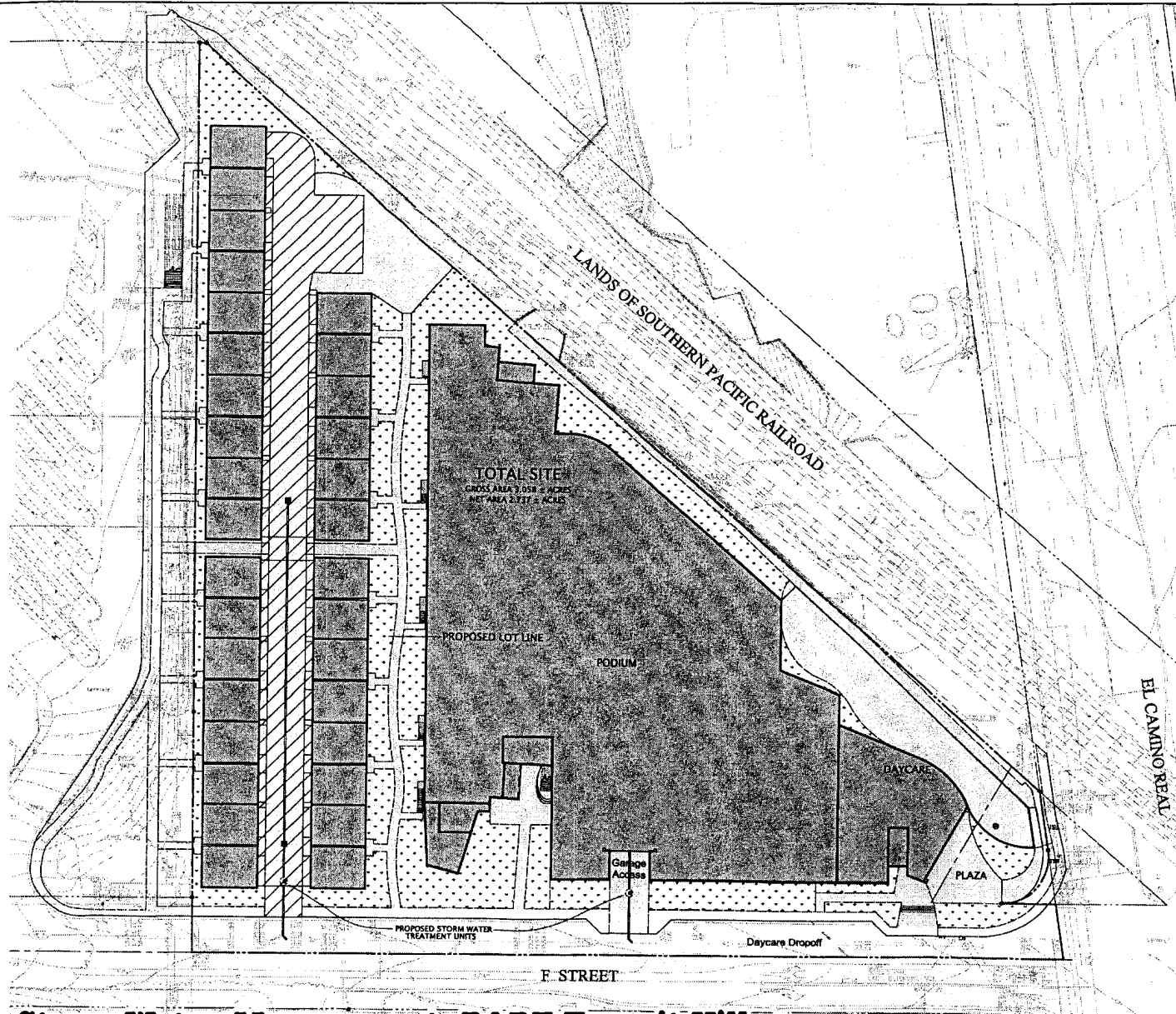
## Preliminary Grading & Utility Plan, BART Transit Village

### San Mateo County Board of Supervisor's Meeting

Applicant: **Bridge Housing**

Attachment: **H**

File Numbers: **PLN 2006-00365**



## Preliminary Storm Water Management, BART Transit Village

### San Mateo County Board of Supervisor's Meeting

Applicant: **Bridge Housing**

Attachment: **I**

File Numbers: **PLN 2006-00365**

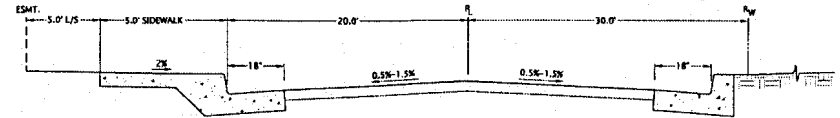
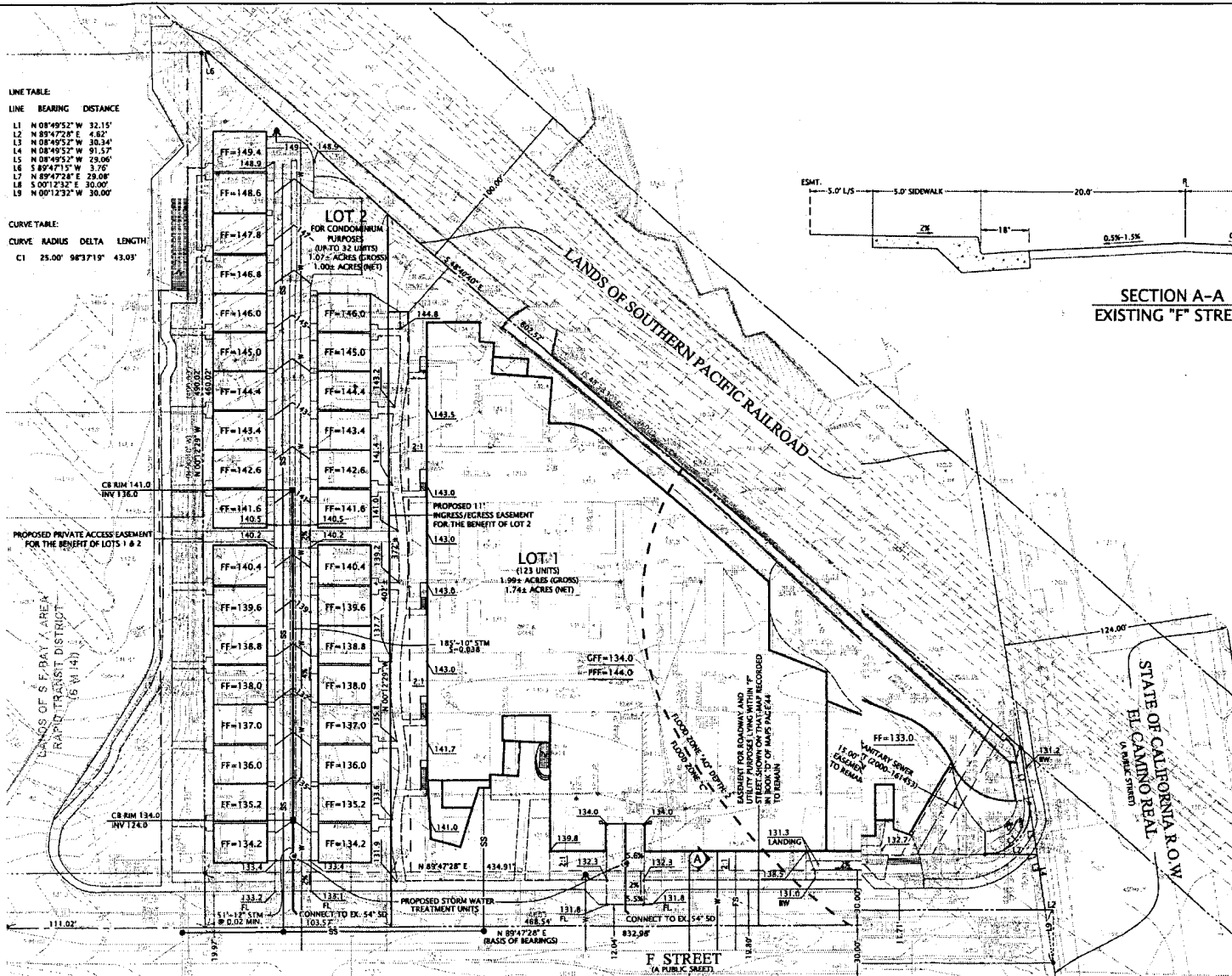
ATTACHMENT I

LINE TABLE:

LINE	BEARING	DISTANCE
L1	N 08°49'53" W	32.15'
L2	N 89°47'28" E	4.62'
L3	N 08°49'53" W	30.34'
L4	N 08°49'53" W	91.53'
L5	N 08°49'53" W	29.06'
L6	S 89°47'28" E	3.76'
L7	N 89°47'28" E	29.06'
L8	S 00°12'32" E	30.00'
L9	N 00°12'32" W	30.00'

CURVE TABLE:

CURVE	RADIUS	DELTA	LENGTH
C1	25.00'	98°37'19"	43.03'



# Vesting Tentative Map for a Two Lot Subdivision "Trestle Glen at El Camino Transit Village"

San Mateo County Board of Supervisor's Meeting

Applicant: **Bridge Housing**

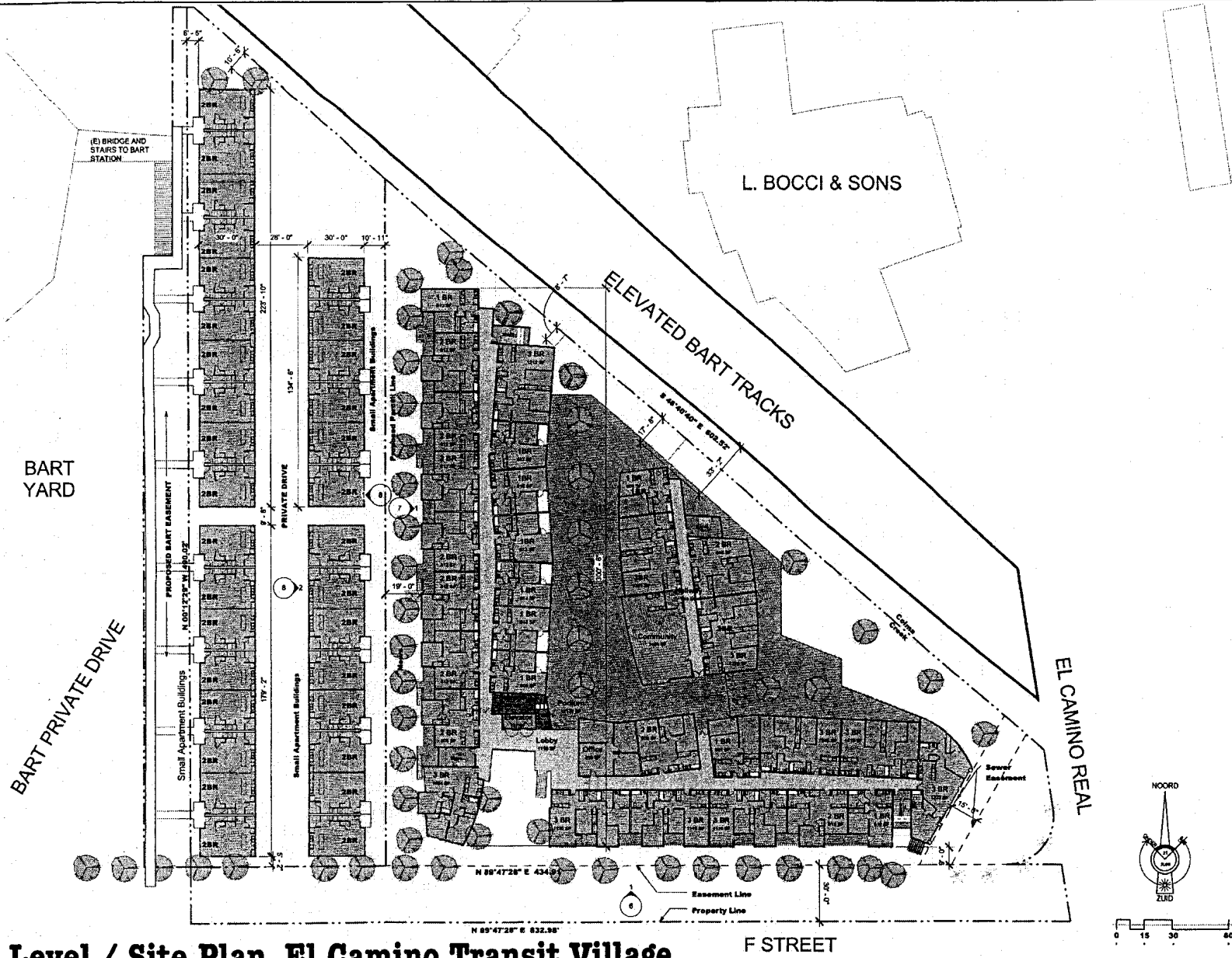
Attachment: **J**

File Numbers: **PLN 2006-00365**

ATTACHMENT J







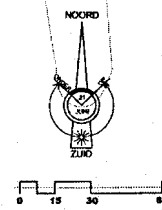
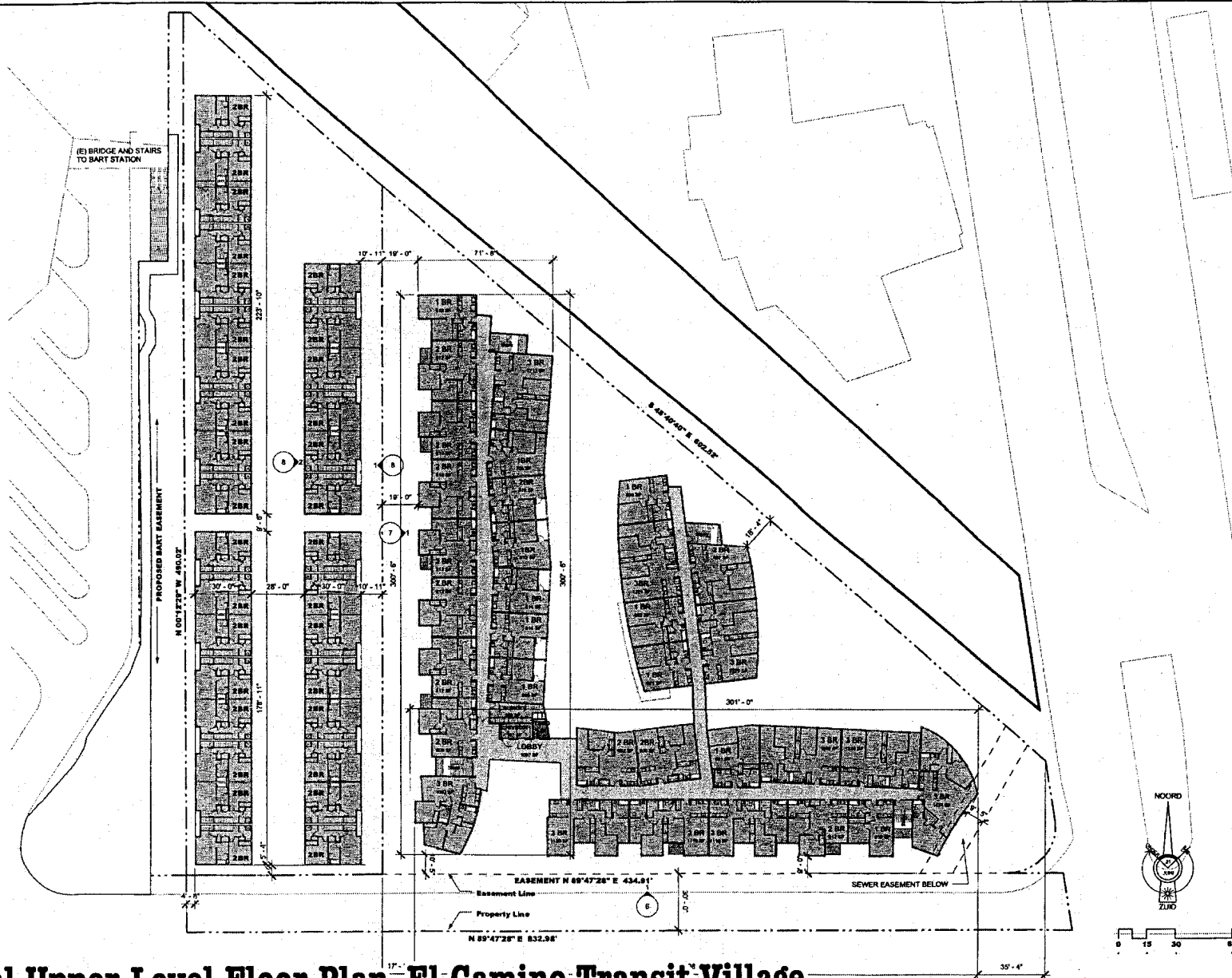
## Podium Level / Site Plan, El Camino Transit Village

### San Mateo County Board of Supervisor's Meeting

Applicant: **Bridge Housing**

Attachment: **L**

File Numbers: **PLN 2006-00365**



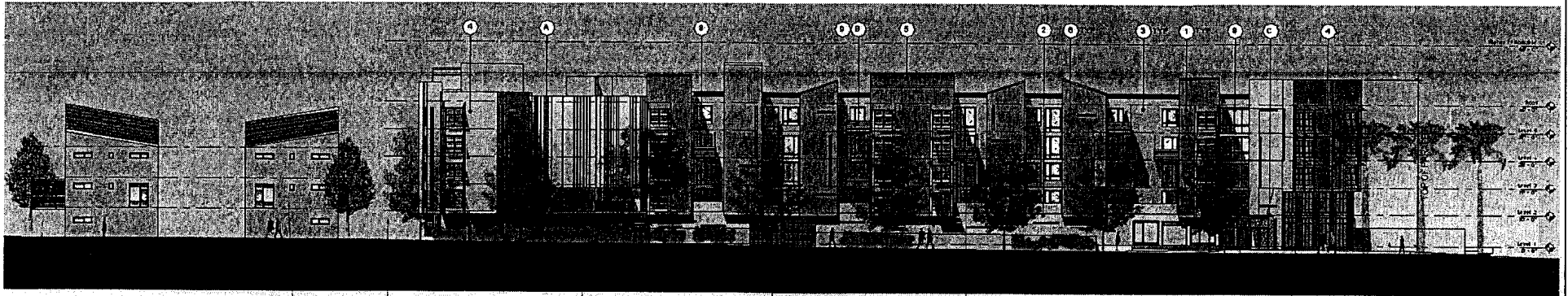
# **Typical Upper Level Floor Plan, El Camino Transit Village**

## **San Mateo County Board of Supervisor's Meeting**

Applicant: **Bridge Housing**

File Numbers: **PLN 2006-00365**

Attachment: **M**



① F Street Elevation

SEE SHEET 2 FOR COLORED RENDERING

SMALL APT. BLDG.

NEWS

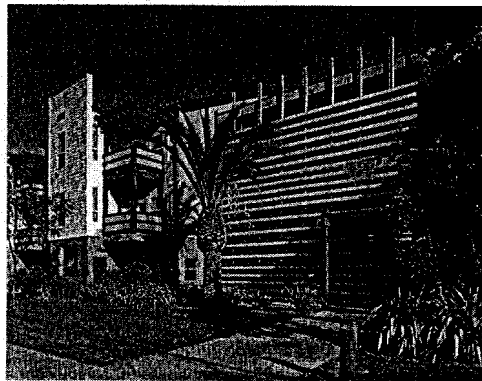
MAIN ENTRY COURT

GARAGE ENTRY

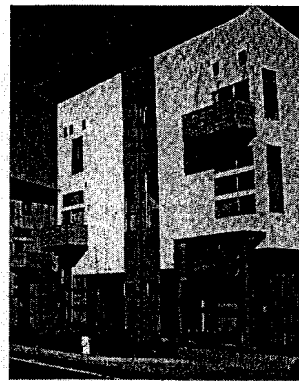
PRIVATE BALCONY

DAY CARE CENTER

PLAZA



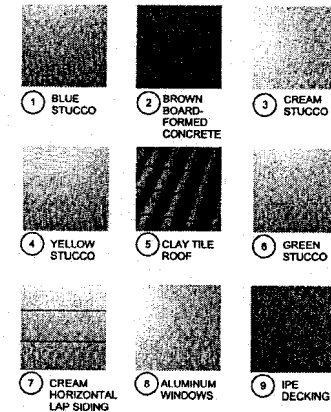
① BREEZEWAY WITH SHADING DEVICE



② WOOD DECKS



③ AWNING AT ENTRY



## F Street Elevation, El Camino Transit Village

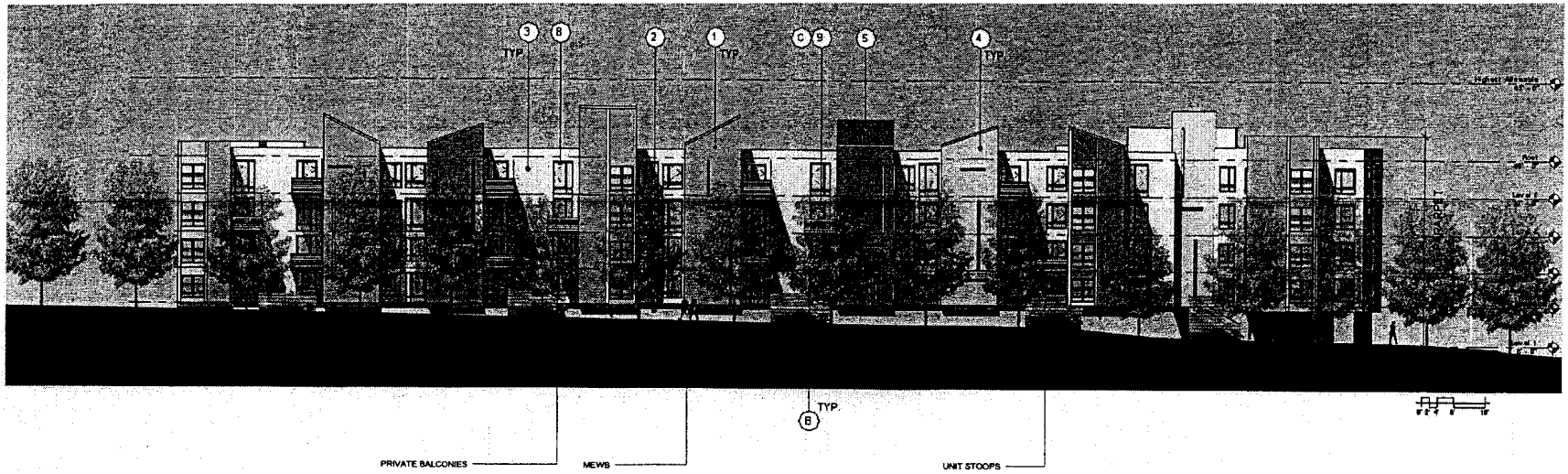
### San Mateo County Board of Supervisor's Meeting

Applicant: **Bridge Housing**

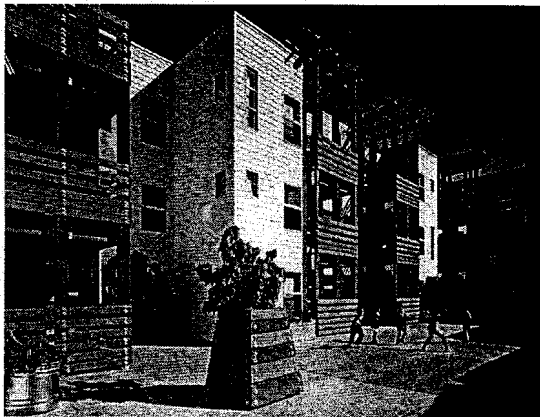
Attachment: **N**

File Numbers: **PLN 2006-00365**

ATTACHMENT N



① West Elevation



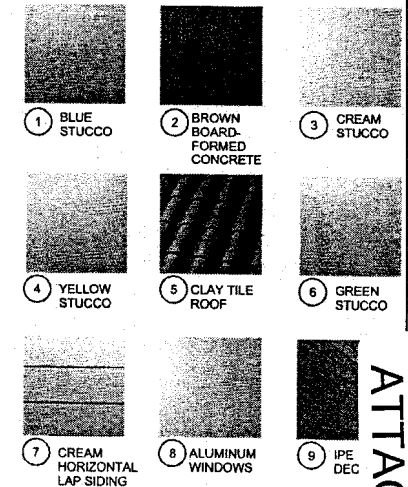
④ COURTYARD



⑤ DETAIL AT STOOPS



⑥ WOOD DECKS



## West Elevation, El Camino Transit Village

### San Mateo County Board of Supervisor's Meeting

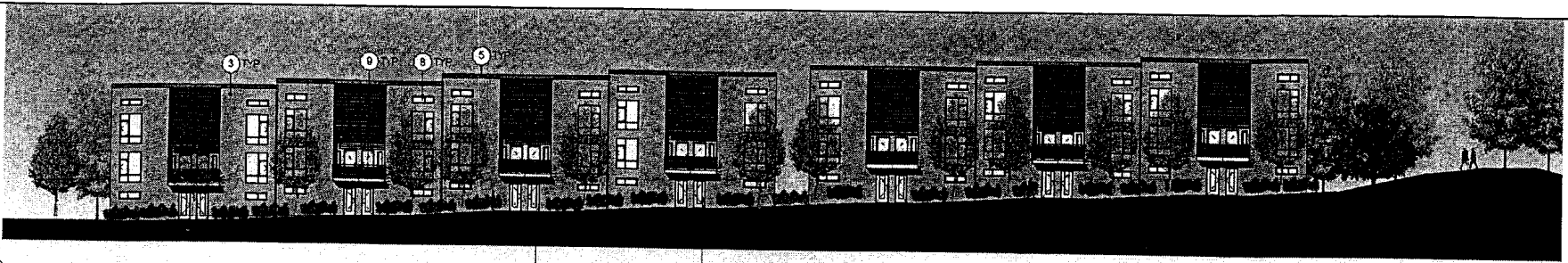
Applicant: **Bridge Housing**

Attachment: **○**

File Numbers: **PLN 2006-00365**

ATTACHMENT ○

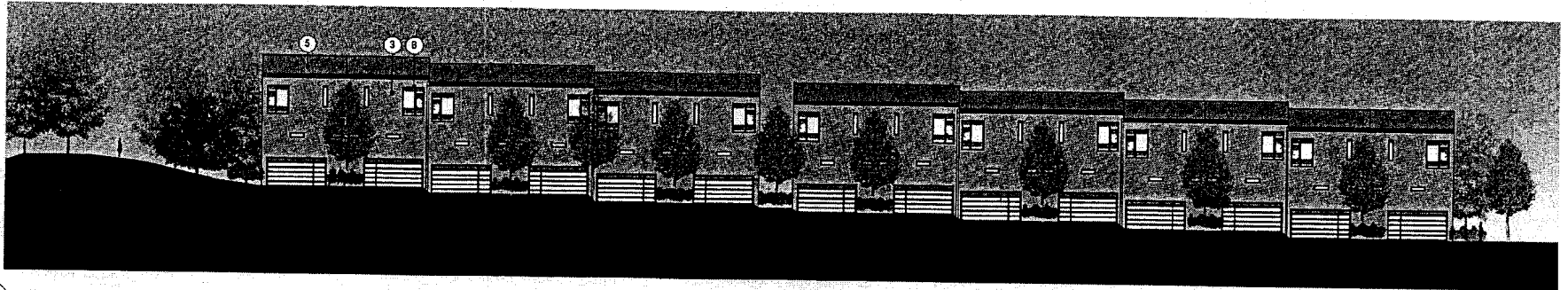




① Townhouse Front

PRIVATE BALCONIES

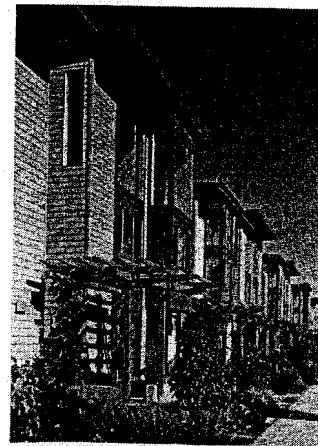
SHARED ENTRY STOOPS



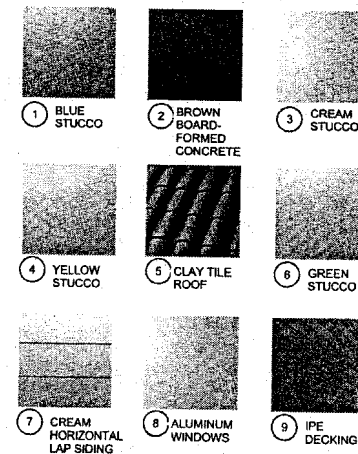
② Townhouse Rear



SMALL APARTMENT BUILDING EXAMPLE



SMALL APARTMENT BUILDING EXAMPLE



## Small Apartment Building Elevations, El Camino Transit Village

### San Mateo County Board of Supervisor's Meeting

Applicant: **Bridge Housing**

File Numbers: **PLN 2006-00365**

Attachment: **P**

ATTACHMENT P



BUILDING - SUSTAINING - LEADING

## ATTACHMENT Q

BRIDGE HOUSING  
CORPORATION

BRIDGE PROPERTY  
MANAGEMENT COMPANY

BAY AREA SENIOR SERVICES, INC.

BRIDGE ECONOMIC  
DEVELOPMENT CORPORATION

August 23<sup>rd</sup>, 2006

Matthew Seubert  
San Mateo County Planning & Building Division  
455 County Center, 2nd Fl  
Redwood City, CA 94063

# RECEIVED

AUG 24 2006

San Mateo County  
Planning Division

**Re: Design Review and Subdivision for El Camino Transit Village**

Dear Mr. Seubert,

Attached please find BRIDGE Housing Corporation's Application for Design Review and Subdivision for 7880 El Camino Real, known as Meadowbrook Mobile Home Park, located in the Planned Colma District. The site is proposed to be developed as a mixed-use, mixed-income community called "El Camino Transit Village" that anchors the corner of "F" Street and El Camino Real and helps fulfill the Colma BART Specific Area Plan. The Transit Village will comprise two distinct lots: a 123- unit podium affordable rental development with 60-slot childcare center and a 32-unit for-sale condo development.

**Lot #1 "Trestle Glen"** will be developed as a 123-unit affordable courtyard apartment building with a 60-slot childcare center. BRIDGE Housing Corporation will serve as the long-term landowner of this rental housing development restricted to extremely-low and very-low income (30-50% of County Area Median Income) families. The development will be built as a podium development with an at-grade concrete garage beneath three to four floors of wood frame construction. Building entrances will occur at four places along the building's frontage at "F" Street. The childcare center will help activate the street level by means of its distinctive character, corner entry, large display windows, almost 5000 SF of outdoor play area, and an attractive plaza at the corner of El Camino Real and "F" Street. Where the garage abuts "F" Street, it will be attractively designed and largely covered by means of landscaped berms and plantings. The façade will be designed to include a number of bays, recessed features, decks, and sloped roof elements. Façade materials are expected to be a mix horizontal wood siding and stucco in color palettes that reference the surrounding neighborhood.

The development will fully conform with the Planned Colma design review guidelines, except insofar as the Federal Emergency Management Agency's (FEMA) requirements for treating the 100-year flood plain required the finished floor of the lowest level of the building to be placed 2' above grade. Strict compliance with requirements for entrances every 50-60' and with treatment of the garage exterior would result in significant costs and negative design consequences. We believe that four entrances, combined with significant berms, planting and treatment of the garage exterior, substantially meet the intent of the Planned Colma guidelines. Overall, the development will benefit significantly from high-quality design, attractively landscaped interior courtyards and outdoors pedestrian mews, an elegant community room, sweeping views of the San Bruno Mountains, and easy access to BART, SamTrans, and neighborhood amenities.

**Lot #2** will be developed as four small apartment buildings providing a total of 32 for-sale condominiums. Each building will include multiple three story wood-framed units with shared entrances. Each unit will include two parking stalls in tuck under garages facing a shared private drive. The front entrances of all units will have shared stoops connecting units to pedestrian paths and landscaped mews. Two pedestrian mews and the private drive will create three entrances to the site off of the public street. The buildings will terrace up from south to north as they follow the natural topography of the site, thereby creating an engaging vertical set of forms. Facades will offer porch entries, high quality windows and doors, with popped-up sloping roofs to allow additional loft space within individual units. Façade materials are expected to be primarily horizontal wood siding with some stucco.

Specific responses to questions raised by the Planning Department on the proposed project are included as an attachment to this letter. We are happy to address any further questions or provide any clarification. Our team looks forward to working closely with the County throughout the design process to create the best possible development.

Sincerely,



Ben Metcalf  
Project Manager

Enclosures: Supplemental Responses to Planning Questions  
Planning Permit Form  
Design Review Form  
Tree Survey  
Subdivision Application Form  
Hazardous Materials Form  
Proof of Owner's Interest (Tax Bill)  
Preliminary Title Report



July 6, 2006

Mr. Ben Metcalf  
Bridge Housing Corporation  
345 Spear Street, Suite 700  
San Francisco, CA 94105

Dear Mr. Metcalf and other interested parties:

**ENVIRONMENTAL  
SERVICES  
AGENCY**

Agricultural  
Commissioner/ Sealer of  
Weights & Measures

Animal Control

Cooperative Extension

Fire Protection

LAFCo

Library

Parks & Recreation

Planning & Building

**SUBJECT:** Summary of Comments, Questions, and Suggestions from a pre-application Public Workshop for a Subdivision, Design Review, Grading Permit and environmental review for a 158 unit multi-family residential development, a day care center, and associated recreation and common areas at 7880 El Camino Real in unincorporated Colma

APNs 134-051-280, 008-141-060; File Number PLN 2006-00178

Thank you for your participation in the Public Workshop held on May 11, 2006. The purpose of this letter is to summarize the issues discussed at the workshop. Additionally, the next steps in the application process are outlined.

Project Description

The proposed subdivision and design review would allow development of 158 units of multi-family housing, including 130 units of affordable housing and 28 market rate for sale small apartments, a day care center, and associated recreation and common areas. The proposal is considered a "transit-oriented development," due to its high density and location near the Colma BART station.

Major Pre-Application Process

Per Section 6415 of the Zoning Ordinance, the purpose of the Workshop is to provide for and foster early public involvement and input and, to the extent feasible, resolve potential issues before the applicant submits the necessary Planning Applications initiating the County's formal review process.

Workshop Summary and Comments, Questions and Suggestions of the Public

The meeting was held at 285 Abbot Avenue in Daly City on May 11, 2006. Approximately eight residents attended the meeting in addition to representatives of the applicant and staff from San Mateo County, Colma and Daly City.

**PLANNING AND BUILDING**

Lisa Grote, Community Development Director for San Mateo County, provided an overview of the meeting purpose and format. Following that, I explained the entitlement process, which includes a Major Subdivision, a Grading Permit, and environmental review. I also explained the development and design standards of the Planned Colma (PC) Zoning District, which requires Design Review. The proposal will be reviewed by various agencies, and approval will require public notification and a public hearing at the Planning Commission.

Mr. Ben Metcalf of Bridge Housing then introduced Bridge Housing and explained how the area is zoned for high-density residential use in order to take advantage of proximity to the BART station, as well as plans for the improvement of El Camino Real. Following this, Kevin Wilcock, architect with David Baker, provided the project overview. The project incorporates views of San Bruno Mountain and an adjacent cemetery. It includes 130 units of affordable housing, 28 market rate for sale small apartments, day care, and office uses.

The following questions and issues were raised by attendees at the workshop:

1. *How long does the approval process take?*

Response from County staff: The typical timeframe to reach a public hearing at the Planning Commission is nine to twelve months.

2. *What is "market rate"? Why would someone pay market rate to live next to affordable housing?*

Response from Mr. Metcalf: Market rate means the units are priced at whatever level people are willing to pay. The affordable product will be of high-quality design and indistinguishable from the market rate units. No one will know which are market rate and which are below market rate. Living close to the BART station will be an advantage. Because housing in San Mateo County is so expensive, even the market rate units will be priced below the County average.

3. *Will there be a property manager on site? How will the property be maintained? Will the apartments be rented on a month to month basis?*

Response from Mr. Metcalf: Yes, Bridge has a manager's office at every site. There will be a homeowners association that will charge fees for maintenance. The podium apartments will be rented on a monthly basis.

4. *Will the location next to the BART tracks be noisy?*

Response from Mr. Wilcock and Mr. Metcalf: The windows will be double paned and upgraded to keep out the noise, in accordance with State environmental regulations. Bridge has designed similar homes at the West Oakland BART station.

5. *Where will the entrances be? Will there be access from El Camino Real? Will there be direct pedestrian access from BART? Will there be public access to the property?*



Response from Mr. Wilcock and Mr. Metcalf: Access will be from F Street. There will be no direct auto access from El Camino Real. Bridge is working with BART to allow direct pedestrian access from BART. The apartments will be restricted to resident access only. The plaza on El Camino Real will be open to the public. Access near the small apartments may be public.

6. *Will visitor parking spaces be provided?*

Response from Mr. Wilcock and Mr. Metcalf: Although no visitor spaces are required for affordable housing, six will be provided. On-street parking will be available on F Street. In addition, Bridge is working with BART to use their garage for visitor parking.

7. *What will be the impact on traffic on El Camino Real? Is the day care drop off too close to the intersection?*

Response from Ms. Grote, Mr. Wilcock and Mr. Metcalf: Traffic impacts will be examined during the environmental review process. It may be possible to move the drop off further from the intersection.

8. *Will the schools and fire departments have enough extra capacity for the development?*

Response from Ms. Grote and Mr. Wilcock: This will be examined during the environmental review process. The architect has already met with the fire department. County staff will also send a referral to the school district.

9. *Is there an upcoming meeting on relocation for mobile home residents?*

Response from Mr. Metcalf: Yes, the Board of Supervisors held a meeting on June 6, 2006 regarding relocation.

Comments from Reviewing Agencies

To date, County staff has received the following comments from reviewing agencies:

1. Planning: Attention should be given to several areas where the project needs further clarification with regard to the zoning regulations for the Planned Colma District, including:
  - a. Please explain how the project meets the definition of "small apartment building" as opposed to "townhouse," and change references as necessary (e.g., Table on page A1.3) to reflect this.
  - b. Sections 6380.4.a and 6379: Please explain how the project meets the density requirements in these two sections.

- c. Section 6565.19.C.2.b: Requires variations in floor level, facades, roof patterns, architectural details, and finishes of large buildings to create the appearance of several smaller buildings. Please show how the project meets these requirements.
- d. Section 6565.19.C.4.b: Prohibits buildings covered entirely by a flat roof. Please show how the podium apartments meet this requirement.
- e. Section 6565.19.C.5: Prohibits walls entirely of glass, reflective glass, and textured stucco. Please show how the project meets this requirement.
- f. Section 6565.19.D.1.a: Requires street entries placed every 50 to 60 feet. Please show how the project meets this requirement.
- g. Please explain how the project meets the visitor parking requirements in Table 1 for the market rate units, as well as handicapped spaces required by Section 6375.7.a. for the whole project.
- h. Although the PC District does not have a minimum building site width, minimum site area, and has no minimum side setback requirements in this area, the Subdivision Regulations (Section 7020.2) do require a minimum parcel size of 5,000 square feet, 50 feet parcel width (60 feet for corner parcels), and 20 feet of street frontage. An exception to the Subdivision Regulations as per Section 7020.2.k.3. may thus be necessary.

More complete comments will be given as the project is further developed.

- 2. County Geologist: This project will require a detailed soils and foundation study at the building permit stage, including an analysis of potential for liquefaction, local settlement, shallow groundwater, and seismic shaking.
- 3. Building Inspection: The units must be accessible with a given number fully accessible and/or adaptable living units. Elevators will be required to be accessible type elevators and not "lifts." Has "E" Street been abandoned? Additional information will be required for a more thorough review.
- 4. Public Works: There is insufficient ADA parking provided in both parking schedules on sheet A1.2. A complete review will be conducted when plans are more fully developed.
- 5. Environmental Health: The Groundwater Protection Section of County Environmental Health is working on the adjacent site (7778). This site will have some issues if dewatering well, basement or underground garage are part of the project.
- 6. Colma Fire Department: A detailed comment letter dated May 24, 2006 has already been forwarded to you.
- 7. North San Mateo County Sanitation District: A detailed comment letter dated May 23, 2006 has already been forwarded to you.
- 8. Jefferson School District: Staff received a comment on June 12, 2006, that it would be good to give some preference for teacher and other public service workers when filling rental units with reduced or below market rents. Please consider how this might be accomplished.

9. SamTrans: A comment letter dated June 26, 2006 is attached.

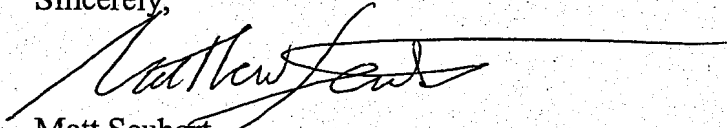
Staff has not yet received comments from a number of other agencies, including California Water, BART, and the town of Daly City. When comments are received, we will forward them to you.

Next Stage in Process

If you choose to move forward with the project, you should submit a formal application to the Planning Division for a subdivision, grading permit and design review. Once the required application materials are submitted and the application is determined to be complete, the Planning Division will move forward with the environmental review process in preparation for the public hearing by the Planning Commission. All interested parties and all property owners within 300 feet of the project will be notified of the public hearing.

If you have any questions regarding the contents of this letter or the application process, please contact me at 650/363-1829.

Sincerely,



Matt Seubert  
Project Planner

MS:cdn - MATQ0659\_WCN.DOC

Attachments:  
application materials

cc: Lisa Grote, Community Development Director  
Lisa Aozasa, Senior Planner  
Planning Commission Members  
Kevin Wilcock

Attendees:

Lori Heredia  
Donald Haston  
Yvette Cortes, Simply Uniforms  
Richard and Yvonne Mues  
Perry Burns  
M. Joli  
Leo Gagnon  
Andrea Ouse, Town of Colma  
Michael Van Lonkhumsen, City of Daly City



August 23, 2006

re: **Response to Planning Department  
El Camino Village, 7880 El Camino Real**

#### Overview

1. Lot #1 will be a new 5 story building housing 123 residential apartments with accessory use spaces, childcare, and a one level podium garage. The structure will be reinforced concrete at the first level with four levels of wood frame construction above

**Building Height:** 5 Stories, 47'-2" (excludes roof top equipment rooms and stair enclosures)

2. Lot #2 will be a 32 unit small apartment building with tuck-under garages, two pedestrian mews, and individual stoops. The structure will be three-story wood-frame construction. It will be a single lot with 32 condo units.

**Building Height:** 3 Stories, 33'-6" (excludes roof top equipment rooms and stair enclosures)

- 1) **A. Please explain how the project meets the definition of "small apartment building" as opposed to "townhouse," and change references as necessary (e.g., Table on page A1.3) to reflect this.**

There is a 5 story structure with a ground floor garage housing 123 units that meets the definition of a "Podium Apartment Building" as "A multiple-story building containing multiple-family dwellings with shared entrances over subsurface or ground floor parking" (Sec. 6373.41). There also be approximately 32 for sale units built on the West side of the property that will conform to the definition for a "Small Apartment Building" as "a multiple story building containing multiple-family dwellings with shared entrances" (Sec. 6373.60).

**B. Sections 6380.4.a and 6379: Please explain how the project meets the density requirements in these two sections.**

There are a total of 155 units designed to be built on a site area of 2.74 acres. The development density =  $155/2.74 = 56.6$  dwelling units per acre. This exceeds the maximum density specified in section 6380.4.a of 55, therefore this project will apply for a density bonus in accordance with the San Mateo County Density Bonus Ordinance. Of the proposed 155 units, 123 will be reserved for very-low income families; this affordability will be for a minimum 55 year term under a regulatory agreement with San Mateo County. Although this project is proposed to ultimately include two subdivided lots, for purposes of satisfying the County's inclusionary zoning ordinance and for purposes of calculating density, it is assumed to be one project.

**C. Section 6565.19.C.2.b: Requires variations in floor level, facades, roof patterns, architectural details, and finishes of large buildings to create the appearance of several smaller buildings. Please show how the project meets these requirements.**

Please refer to the project elevations and renderings. There are bays, an inset entrance, balconies, differing end conditions, and a pitched roof with bays that break the cornice line on the long façade at F Street that vary its appearance. We believe the design complies with the intent of this section of the planning code.

**D. Section 6565.19.C.4.b: Prohibits buildings covered entirely by a flat roof. Please show how the podium meets this requirement.**

Please refer to the project renderings. The roofs facing F Street and facing the BART station to the West have sloped roofs and the bays have sloped roofs.

**E. Section 6565.19.C.5: Prohibits walls entirely of glass, reflective glass, and textured stucco. Please show how the project meets this requirement.**

Please refer to the project elevations and renderings. There is a variation in material treatment on the exterior and we have removed the larger panels of glass. We believe the design complies with the intent of this section.

**F. Section 6565.19.D.1.a: Requires street entries placed every 50 to 60 feet. Please show how the project meets this requirement.**

This project consists of apartments over a ground level parking garage, building entry, and childcare facility. The floors of the garage and childcare at the ground level have been raised to mitigate the effects of a flood plane that exists on the property. The distance between entry elements along F Street are as follows, from west to East: 45' from SW corner to the main entry; 45' from the main entry to the garage entry; 100' from the garage entry to the childcare entry ramp at the curb; 45' from the entry ramp at the curb to the childcare entry stairs; the childcare entry occurs at the SE corner of the building. We are requesting an exception to this planning requirement for the space between the garage and childcare ramp entries due to the significant cost associated with getting from the curb to the floor level of the garage. This cost is substantially attributable to the project's presence within a 100-yr FEMA flood plain; FEMA requires the finished floor of the building to be approximately 2' above existing grade. However, we believe we are complying with the spirit of the code by providing multiple uses with their own entries at the ground level of this large project.

**G. Please explain how this project meets the visitor parking requirements in Table 1 for the market rate units, as well as handicapped spaces required by section 6375.7.a. for the whole project**

The market rate units are provided with 2 parking spaces each. Multiple family dwellings require 1.25 spaces for a two bedroom unit; in addition, each dwelling unit is required to have 0.35 visitor parking spaces. Therefore, more parking is provided than code requires. The affordable housing portion of the project will be provided with 4 handicap accessible spaces per the zoning regulations for a 121-160 unit building.

**H. Although the PC District does not have a minimum building site width, minimum site area, and has no minimum side setback requirements in this area, the Subdivision Regulations (Section 7070.2) do require a minimum parcel size of 5,000 square feet, 50 feet parcel width (60 feet for corner parcels), and 20 feet of street frontage. An exception to the Subdivision Regulations as per Section 7020.2.k.3. may thus be necessary.**

BRIDGE will not be subdividing the lot; instead it will be creating a single lot for condo purposes, so the Subdivision Regulations do not apply to this project.

County of San Mateo  
Environmental Services Agency  
Planning and Building Division

**In-Lieu Park Fee Worksheet**

[This formula is excerpted from Section 7055 of the County's Subdivision Regulations]

This work sheet should be completed for any residential subdivision which contains 50 or fewer lots. For subdivisions with more than 50 lots, the County may require either an in-lieu fee or dedication of land.

1. For the parcel proposed for subdivision, look up the value of the land on the most recent equalized assessment roll. (Remember you are interested in the land only.)

Value of Land = \$511,333

2. Determine the size of the subject parcel in acres:

Acres of Land = 2.74

3. Determine the value of the property per acre.

- a. Set up a ratio to convert the value of the land given its current size to the value of the land if it were an acre in size.

<b>Formula:</b>	
<u>Parcel Size in Acres (From Item 2)</u> 1 Acre of Land	<u>Value of Subject Parcel (From Item 1)</u> Value of Land/Acre
<b>Fill Out:</b>	
<u>2.74</u> 1 Acre	<u>\$511,333</u> Value of Land/Acre

- b. Solve for X by cross multiplying.

<b>Formula:</b>	
Value of Land =	$\frac{\text{Value of the Subject Parcel (From Item 1)}}{\text{Size of the Subject Parcel in Acres (From Item 2)}} =$
<b>Fill Out:</b>	
Value of Land =	$\frac{\$511,333}{2.74} = \$186,618$



4. Determine the number of persons per subdivision.

<u>Formula:</u>			
Number of New Lots Created*	X	2.81**	= Number of Persons Per Subdivision
*Example: A 2-lot split would = 1 newly created lot.			
<u>Fill Out:</u>			
<u>33</u>	X	2.81**	= <u>93</u>
**Average number of persons per dwelling unit according to the most recent federal census (1990).			

5. Determine the parkland demand due to the subdivision.

<u>Formula:</u>			
Number of Persons Per Subdivision (From Item 4)	X	.003*** Acres/Person	= Parkland Demand
<u>Fill Out:</u>			
<u>93</u>	X	.003*** Acres/Person	= <u>.279 acres</u>
***Section 7055.1 of the County's Subdivision Ordinance establishes the need for .003 acres of parkland property for each person residing in the County.			

6. Determine the parkland in-lieu fee.

<u>Formula:</u>			
Parkland Demand (From Item 5)	X	Value of the Land/Acre (From Item 3.b)	= Parkland In-Lieu Fee
<u>Fill Out:</u>			
<u>.279</u>	X	<u>\$186,618</u>	= <u>\$52,066</u>



# San Mateo County Department of Housing

## 2006 SAN MATEO COUNTY INCOME LIMITS

(prepared 04/06/06)

as defined by HUD and the State of California

-----INCOME LIMITS BY FAMILY SIZE-----								
Income Category	1	2	3	4	5	6	7	8
(1) Extremely Low*	\$23,750	\$27,150	\$30,550	\$33,950	\$36,650	\$39,350	\$42,050	\$44,800
(2) Very Low*	\$39,600	\$45,250	\$50,900	\$56,550	\$61,050	\$65,600	\$70,100	\$74,650
(3) HOME limit*	\$47,520	\$54,300	\$61,080	\$67,860	\$73,260	\$78,720	\$84,120	\$89,580
(4) Low *	\$63,350	\$72,400	\$81,450	\$90,500	\$97,700	\$104,950	\$112,200	\$119,450
Median**	\$66,500	\$76,000	\$85,500	\$95,000	\$102,600	\$110,200	\$117,800	\$125,400
Moderate**	\$79,800	\$91,200	\$102,600	\$114,000	\$123,100	\$132,250	\$141,350	\$150,500

-----MAXIMUM AFFORDABLE RENT PAYMENT-----					
Income Category	Studio	1-BR	2-BR	3-BR	4-BR
Extremely Low	\$594	\$636	\$764	\$882	\$984
Very Low	\$990	\$1,060	\$1,272	\$1,470	\$1,640
HOME Limit	\$1,000	\$1,272	\$1,526	\$1,764	\$1,968
Low	\$1,584	\$1,697	\$2,036	\$2,353	\$2,624
Median	\$1,662	\$1,781	\$2,137	\$2,470	\$2,755
Moderate	\$1,995	\$2,137	\$2,565	\$2,964	\$3,534

- Maximum affordable rent based on 30% of monthly income and all utilities paid by landlord. (utility allowance for tenant paid utilities established by Section 8 Program) unless further adjusted by HUD.  
NOTE: Studio HOME rent set at new FMR published 10/1/04

- The following is the assumed family size for each unit:  
Studio : 1      1-BR : 1.5      2-BR : 3      3-BR : 4.5      4-BR : 6

\* Income figures provided by HUD for all San Mateo County federal entitlement programs (CDBG, HOME, ESG)  
\*\* Income figures provided by State of California HCD - You should verify the income figures in use for each specific program.

## DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE  
P. O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 286-5505  
FAX (510) 286-5559  
TTY (800) 735-2929



*Flex your power!  
Be energy efficient!*

August 25, 2006

SM082242  
SM-082-24.846

Mr. Matt Seubert  
San Mateo County  
Planning and Building Division  
455 County Center  
Redwood City, CA 94063

Dear Mr. Seubert:

**COLMA TRANSIT VILLAGE – PROJECT REFERRAL**

Thank you for including the California Department of Transportation (Department) in the early stages of the CEQA process for the Colma Transit Village project. The following comments are based on the Project Referral.

***Traffic Impact Study***

Please include the information detailed below in the Traffic Impact Study (TIS) to ensure that project-related impacts to State roadway facilities are thoroughly assessed. We encourage the City to coordinate preparation of the TIS with our office, and we would appreciate the opportunity to review the scope of work. The Department's "*Guide for the Preparation of Traffic Impact Studies*" should be reviewed prior to initiating any traffic analysis for the project; it is available at the following website:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

The TIS should include:

1. Site plan clearly showing project access in relation to nearby state roadways. Ingress and egress for all project components should be clearly identified. State right-of-way (ROW) should be clearly identified.
2. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.
3. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all significantly affected roadways, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both

existing and future, that would affect study area roadways and intersections. *The analysis should clearly identify the project's contribution to area traffic and degradation to existing and cumulative levels of service. Lastly, the Department's LOS threshold, which is the transition between LOS C and D, and is explained in detail in the Guide for Traffic Studies, should be applied to all state facilities.*

While the 2000 Highway Capacity Manual (HCM) may not be the preferred level of service methodology, it should be used for analyzing impacts to state facilities, particularly where previous analysis employing alternative methodologies has identified impacts. The residual level of service, assuming mitigation has been implemented, should also be analyzed with HCM 2000.

4. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.
5. The project site building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and the San Mateo County City/County Association of Governments Congestion Management Plan should be evaluated.
6. *Mitigation should be identified for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related and/or cumulative traffic.* The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should also be fully discussed for all proposed mitigation measures.
7. Special attention should be given to the following trip-reducing measures:
  - Encouraging mixed-use,
  - Maximizing density through offering bonuses and/or credits,
  - Coordinating with SamTrans, Caltrain and BART to increase transit/rail use by expanding routes and emphasizing express service to regional rail stations, and by providing bus shelters with seating at any future bus pullouts,
  - Providing transit information to all future project residents, patrons and employees, and
  - Encouraging bicycle- and pedestrian-friendly design.

The project should incorporate pedestrian access to the back of the Colma BART station from the proposed transit village. This will enhance pedestrian access and connectivity by reducing travel distances and allowing pedestrians to avoid State Route 82 (El Camino Real) while en route to BART.

### **Cultural Resources**

The project's environmental document must include documentation of a current archaeological record search from the Northwest Information Center (NIC) of the California Historical Resources Information System (CHRIS) if construction activities are proposed within State ROW. Current searches must be no more than five years old. The Department requires the records search, and if warranted, a cultural resource study by a qualified, professional archaeologist, to ensure compliance with CEQA, Section 5024.5 of the California Public

Resources Code, and Volume 2 of the Department's Environmental Handbook. Work subject to these requirements includes, but is not limited to: lane widening, channelization, auxiliary lanes, and/or modification of existing features such as slopes, drainage features, curbs, sidewalks and driveways within or adjacent to State ROW. These requirements, including applicable mitigation, must be fulfilled before an encroachment permit can be issued for project-related work in State ROW. See the website link below for more information regarding the CHRIS – NIC (Click on IC Roster).

<http://ohp.parks.ca.gov>

***Encroachment Permit***

Please be advised that work that encroaches onto the State ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans, clearly indicating State ROW, must be submitted to the address below. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information:

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

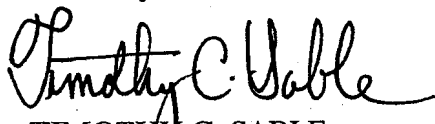
Rudy Dantes, Permits Branch Chief  
California DOT, District 4  
P.O. Box 23660  
Oakland, CA 94623-0660

Please forward a copy of the environmental document, along with the Traffic Study, including Technical Appendices, and staff report to the address below as soon as they are available.

Patricia Maurice, Associate Transportation Planner  
Community Planning Office, Mail Station 10D  
California DOT, District 4  
P.O. Box 23660  
Oakland, CA 94623-0660

Please feel free to call or email Patricia Maurice or my staff at (510) 622-1644 or [patricia\\_maurice@dot.ca.gov](mailto:patricia_maurice@dot.ca.gov) with any questions regarding this letter.

Sincerely,



TIMOTHY C. SABLE  
District Branch Chief  
IGR/CEQA

**DEPARTMENT OF TRANSPORTATION**

111 GRAND AVENUE  
P. O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 286-5505  
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TTY (800) 735-2929



Flex your power!  
Be energy efficient!

October 26, 2006

SM082242  
SM-082-23.254

Mr. Matt Seubert  
San Mateo County  
Planning and Building Division  
455 County Center  
Redwood City, CA 94063

Dear Mr. Seubert:

**EL CAMINO TRANSIT VILLAGE (PLN 2006-00365) – NEGATIVE DECLARATION,  
FEHR & PEERS TRAFFIC MEMORANDUM DATED AUGUST 25, 2006 AND THE  
DKS PENINSULA CORRIDOR PLAN ANALYSIS DATED JUNE 2004**

Thank you for continuing to include the California Department of Transportation (Department) in the CEQA process for the El Camino Transit Village project. The following comments are based on the Negative Declaration (ND), Fehr & Peers 7880 El Camino Real Traffic Volume Comparison Memorandum dated August 25, 2006 (F&P Memo), and the DKS Peninsula Corridor Plan Analysis dated June 2004. Additional comments may be forthcoming pending final review of these materials.

***Lead Agency***

As lead agency, San Mateo County is responsible for all project mitigation, including needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures in both the project traffic analysis and environmental document. Any required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the State Right of Way (ROW), and the Department will not issue a permit until our concerns are adequately addressed, we strongly recommend that the County work with both the applicant and the Department to ensure that our concerns are resolved during the CEQA process, and in any case prior to submittal of a permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

***Highway Operations***

1. Please note that concurrence from the Department is required for converting State Route (SR) 82 (El Camino Real) from six lanes to four. A southbound right-turn lane at F Street that meets Highway Design Manual (HDM) standards should be provided unless further traffic



analysis can be provided showing that turning movements are below expectations and do not meet the best practice numbers identified in the AASHTO guidelines. The right-turn lane is needed to safely remove decelerating right-turning vehicles from the through lanes. See the HDM website link below for more information.

<http://www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm>

2. Any proposed angled parking along SR 82 (El Camino Real), whether it is head-in or back-in, shall be discouraged unless a buffer zone is constructed to separate the through lanes from vehicles parked at an angle.

### ***Design***

The information provided does not address conformance with Americans with Disabilities Act (ADA) laws and policies. ADA issues affecting State ROW, e.g., crosswalk and ramps crossing at F Street must be discussed in text and shown graphically in both the environmental document and project traffic analysis.

### ***Hydrology***

1. Please provide complete grading and drainage plans for our review when they are available. These should show the site's existing drainage system on SR 82 (El Camino Real), as well as the 54-inch storm drain connection point. Preliminary drainage plans do not show either of these.
2. Existing drainage patterns in the project area should be maintained, even after project construction.

### ***Pedestrian Improvement***

Do project plans include a direct pedestrian connection between the project and the southwest entrance of the Colma BART station? If not, please consider this improvement to facilitate transit trips and reduce vehicular congestion on SR 82 (El Camino Real).

### ***Cultural Resources***

1. The ND must include documentation of a current archaeological record search from the Northwest Information Center of the California Historical Resources Information System if construction activities are proposed within State ROW. Current record searches must be no more than five years old. The Department requires the records search, and if warranted, a cultural resource study by a qualified, professional archaeologist, to ensure compliance with CEQA, Section 5024.5 of the California Public Resources Code (PRC) and Volume 2 of the Department's Standard Environmental Reference (SER). These requirements, including applicable mitigation, must be fulfilled before an encroachment permit can be issued for project-related work in State ROW; these requirements also apply to NEPA documents when there is a federal action on a project. Work subject to these requirements includes, but is not limited to: lane widening, channelization, auxiliary lanes, and/or modification of existing features such as slopes, drainage features, curbs, sidewalks and driveways within or adjacent to State ROW. See the website link below to access the SER.  
<http://www.dot.ca.gov/hq/env/index.htm>

2. If the project involves construction activities in State ROW, and if this results in an inadvertent archaeological or burial discovery, all construction within 50 feet of the find shall

cease, and the Department's District 4 Cultural Resource Study Office shall be immediately contacted at (510) 286-5618 or 622-5458. A staff archaeologist will evaluate the finds within one business day after contact. This facilitates compliance with CEQA, PRC Section 5024.5 (for state-owned historic resources) and the SER. Archaeological resources may consist of, but are not limited to, dark, friable soils, charcoal, obsidian or chert flakes, grinding bowls, shell fragments, or deposits of bone, glass, metal, ceramics, or wood.

***Encroachment Permit***

Please be advised that work that encroaches onto the State ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans, clearly indicating State ROW, must be submitted to the address below. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information:

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

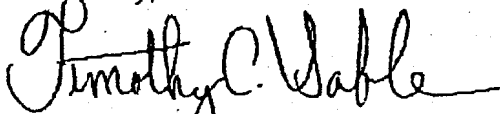
Rudy Dantes, Permits Branch Chief  
California DOT, District 4  
P.O. Box 23660  
Oakland, CA 94623-0660

Please forward the requested documentation, as well as the project staff report, including project conditions, to the address listed below as soon as they are available.

Patricia Maurice, Associate Transportation Planner  
Community Planning Office, Mail Station 10D  
California DOT, District 4  
111 Grand Avenue  
Oakland, CA 94612

Please feel free to call or email Patricia Maurice or my staff at (510) 622-1644 or [patricia\\_maurice@dot.ca.gov](mailto:patricia_maurice@dot.ca.gov) with any questions regarding this letter.

Sincerely,



TIMOTHY C. SABLE  
District Branch Chief  
IGR/CEQA

c: Ms. Terry Roberts, State Clearinghouse



ATTACHMENT W

RECEIVED

2006 AUG 28 A 9:38

SAN MATEO COUNTY  
PLANNING DIVISION**MEMORANDUM**

Date: August 25, 2006  
To: Ben Metcalf, BRIDGE Housing Corporation  
From: Greg Saur, Fehr & Peers  
Subject: **7880 El Camino Real Traffic Volume Comparison**

SF06-0271

**INTRODUCTION**

This memorandum presents a comparison of existing and forecasted traffic volumes for intersections near the proposed 7880 El Camino Real development in San Mateo County, CA. The proposed development would include 32 townhomes, 124 apartments, and a 60-child day care center located on a parcel southeast of the Colma BART station.

As requested by the San Mateo County Planning and Building Division, the analysis compares the following:

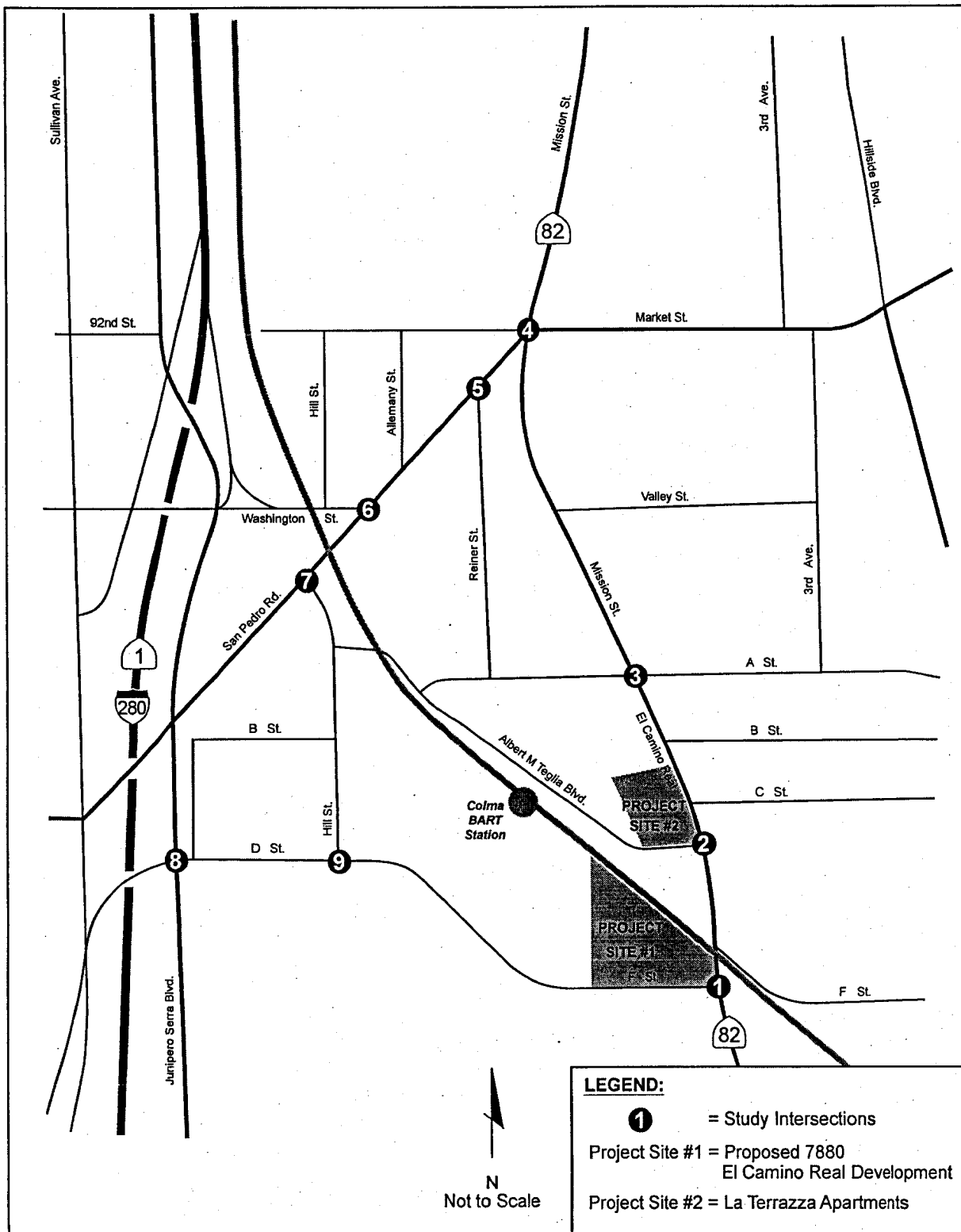
- Baseline traffic volumes based on traffic counts conducted in 2004 that were published in the *Colma Mission Street Traffic Study* (DKS Associates, 2004) plus project trips from the recently opened La Terrazza apartments and the proposed 7880 El Camino Real development.
- Traffic volume projections for the year 2010 that were published in the *BART Station Area Specific Plan EIR* (County of San Mateo, 1994), which included both the recently opened La Terrazza apartments and the proposed 7880 El Camino Real development.

The results of the analysis, which identified differences in turning movement volumes by intersection between the Baseline With Projects volumes and the Specific Plan volume projections, will be used to determine if an in-depth traffic study is warranted for the proposed 7880 El Camino Real development, which was previously studied as part of the Specific Plan.

**STUDY AREA**

The project study area, as shown on Figure 1, consists of nine intersections around the Colma BART station:

1. El Camino Real / F Street
2. El Camino Real / Albert M Teglia Boulevard
3. El Camino Real / A Street
4. El Camino Real / East Market Street / San Pedro Road



**fp**  
**FEHR & PEERS**  
 TRANSPORTATION CONSULTANTS

August 2006  
 SF06-0271/0271-1

7880 El Camino Real Traffic Volume Comparison

## STUDY AREA AND PROJECT LOCATION

FIGURE 1

5. San Pedro Road / Reiner Street
6. San Pedro Road / Washington Street
7. San Pedro Road / Hill Street
8. Junipero Serra Boulevard / D Street
9. Hill Street / D Street

The two projects that were evaluated include the proposed 7880 El Camino Real development, which would include 32 townhomes, 124 apartments, and a 60-child day care center, and the LaTerraza apartments, a 153-unit apartment complex located at 7880 El Camino Real. Both of these projects were included in the Specific Plan forecasts.

#### **METHODOLOGY**

The methodology used in this analysis was made up of five steps, which are described in detail below:

1. Establish Baseline volumes
2. Estimate trip generation for the two projects
3. Estimate the likely trip distribution for the two projects
4. Assign the project trips to the study area roadway network
5. Compare the *BART Station Area Specific Plan EIR* and Baseline With Projects traffic volumes

#### **STEP 1 – ESTABLISH BASELINE VOLUMES**

As part of the recent *Colma Mission Street Traffic Study*, traffic counts were taken at seven of the nine study intersections. Conversations with San Mateo County Planning and Building Division indicated that these traffic counts would be adequate as Baseline volumes for the purpose of this analysis. Two of the intersections studied in this analysis, Junipero Serra Boulevard / D Street and Hill Street / D Street, were not included in the 2004 study. Traffic counts were conducted at these intersections on August 22, 2006, a typical weekday, when the local schools were in session. The 2004 and 2006 traffic counts serve as the Baseline volumes for this analysis, as shown on Figure 2.

#### **STEP 2 – ESTIMATE TRIP GENERATION FOR THE TWO PROJECTS**

The La Terraza apartment complex opened in 2005 and was recently studied by Fehr & Peers for another project. The other project required field observations of the trip generation characteristics of the 153-unit La Terraza apartments. At the time of the observations in May 2006, 110 apartment units were occupied. The results of the observations are shown in Table 1.

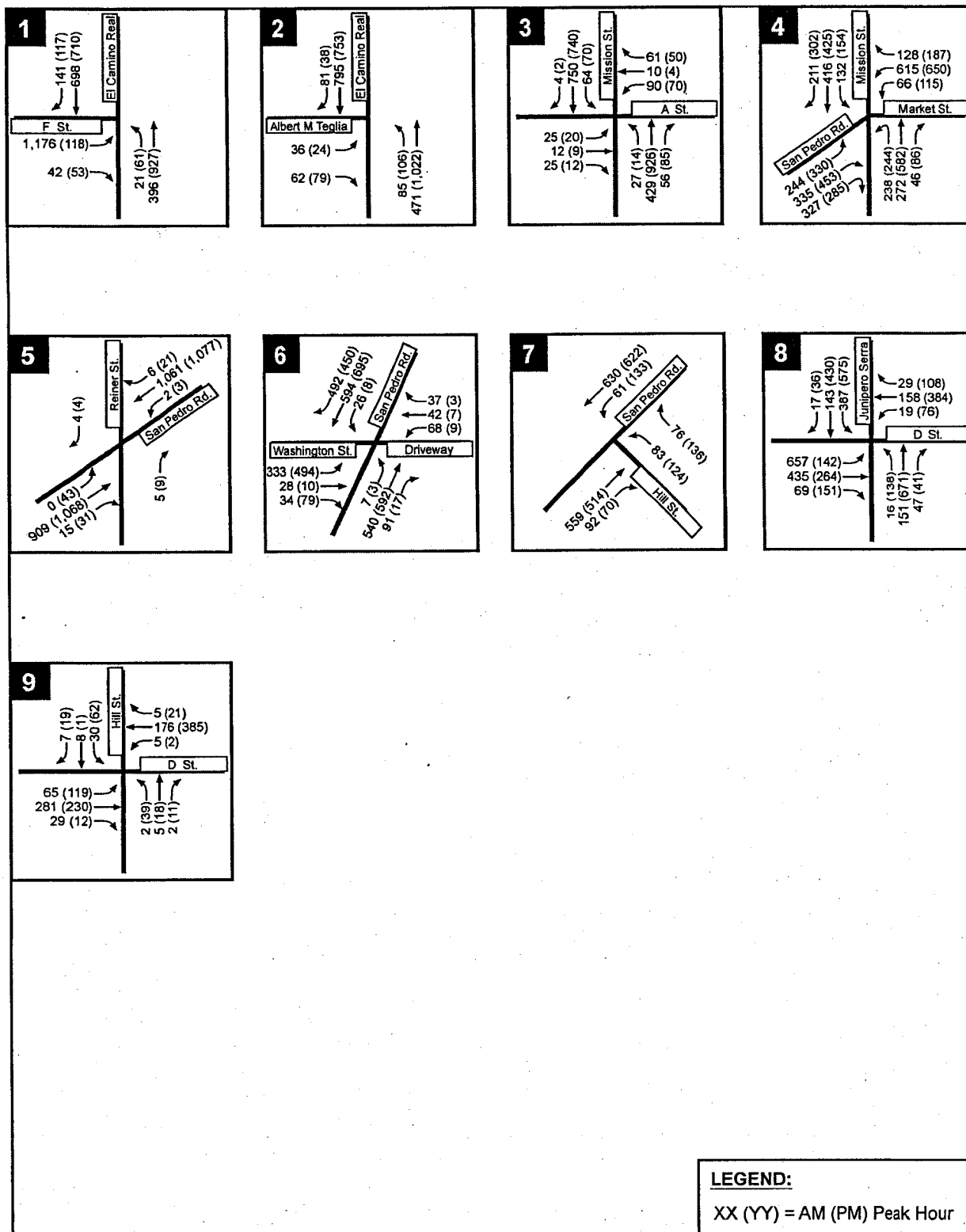




TABLE 1  
LA TERRAZZA TRIP GENERATION DATA

Trips <sup>1</sup>	Vehicles			Transit (BART)			Pedestrians			Total		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	4	26	30	0	12	12	0	0	0	4	38	42
PM Peak Hour	25	18	43	2	3	5	3	0	3	30	21	51
<b>Trip Rate per Unit</b>												
AM Peak Hour	0.04	0.24	0.28	0.00	0.11	0.11	0.00	0.00	0.00	0.04	0.35	0.39
PM Peak Hour	0.23	0.16	0.39	0.02	0.03	0.05	0.03	0.00	0.03	0.28	0.19	0.47

Note:

1 – Observed trips were based on 110 occupied apartments.

Source: Fehr & Peers, 2006.

As shown in Table 1, the transit trip generation rates represent 30% of the AM peak hour rates and 11% of the PM peak hour rates. This high use of transit is attributable to the location of the apartment complex, a transit-oriented development, which borders the Colma BART station. It is reasonable to assume that occupants of the proposed 7880 El Camino Real apartments would demonstrate similar characteristics, as the proposed project will also be designed as a transit-oriented development that borders the Colma BART station. Therefore, the trip generation rates collected at the La Terraza apartments were used to estimate the vehicle trip generation for the apartments in the two projects.

The trip generation estimates for the proposed 7880 El Camino Real townhomes and day care center were calculated using data from the *Trip Generation 7<sup>th</sup> Edition* (Institute of Transportation Engineers, 2003). No transit reduction was applied to the townhome or day care trip generation rates, which represents a more conservative estimate of vehicle trip generation. An in-depth traffic analysis could reduce the townhome or day care trip generation rates to account for the developments closeness to the Colma BART station. Table 2 shows the resulting trip generation estimates.

TABLE 2									
PROJECT VEHICLE TRIP GENERATION ESTIMATES									
Project	Land Use	Size	Unit	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
7880 El Camino Real	Townhomes <sup>2</sup>	32	Dwelling Units	14	2	12	17	11	6
	Apartments <sup>3</sup>	124	Dwelling Units	35	5	30	48	28	20
	Day Care Center <sup>4</sup>	60	Children	48	25	23	49	23	26
	Total			97	32	65	114	62	52
La Terraza <sup>1</sup>	Apartments <sup>3</sup>	153	Dwelling Units	43	6	37	60	35	25

Notes:

1 – Trip generation estimates based on full occupancy.

2 – Based on ITE Land Use Code 230; AM Rate: 0.51, 20% In, 80% Out; PM Rate: 0.62, 65% In, 35% Out

3 – Based on La Terraza data; AM Rate: 0.28, 14% In, 86% Out; PM Rate: 0.39, 59% In, 41% Out

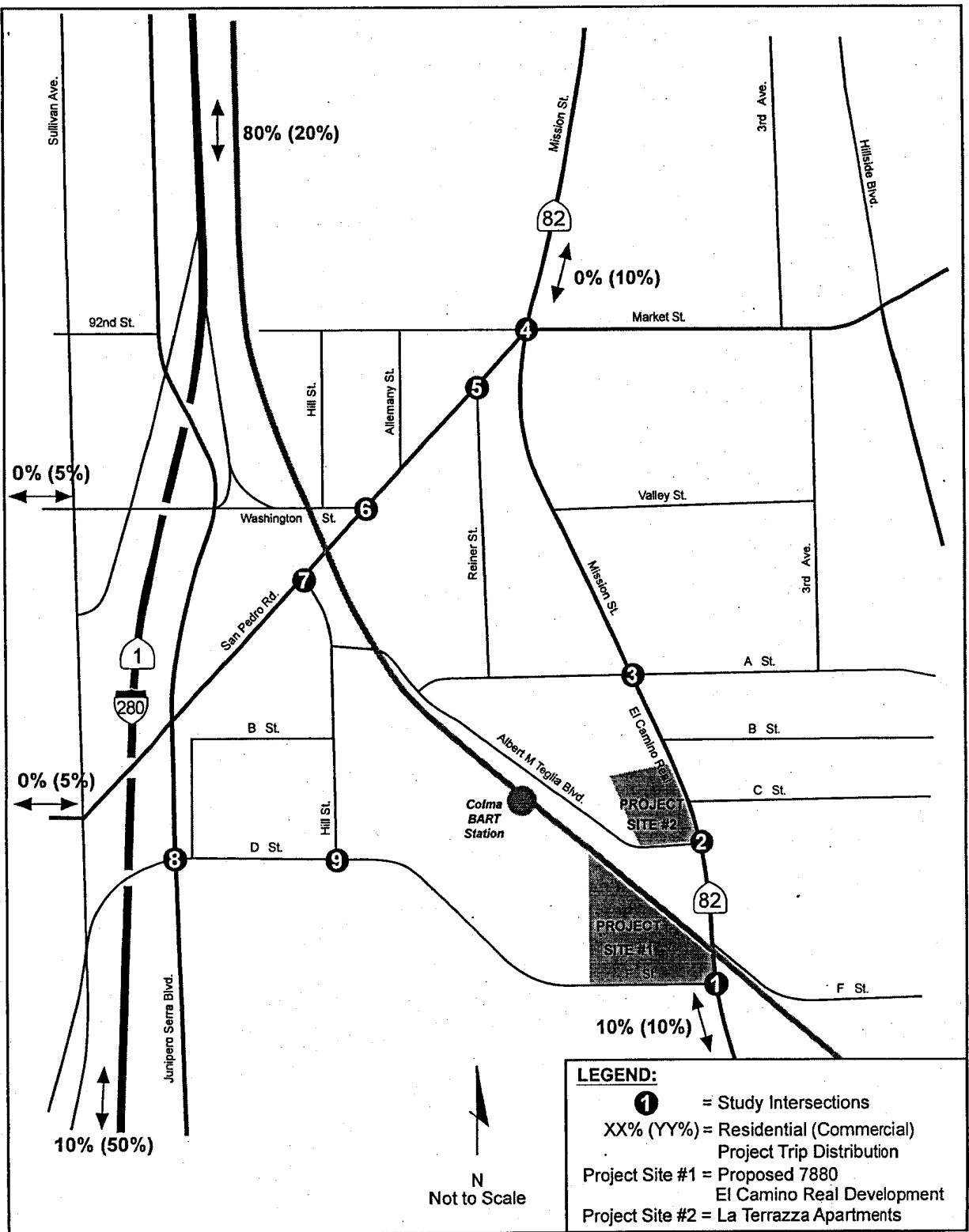
4 – Based on ITE Land Use Code 565; AM Rate: 0.80, 53% In, 47% Out; PM Rate: 0.82, 47% In, 53% Out

Source: Fehr & Peers, 2006.

### STEP 3 – ESTIMATE THE LIKELY TRIP DISTRIBUTION FOR THE TWO PROJECTS

Access to the proposed 7880 El Camino Real development will be from F Street, west of El Camino Real. Access to the La Terraza apartments is located on El Camino Real, north of Albert M. Teglia Boulevard. The geographic distribution of trips accessing these projects is consistent with the *BART Station Area Specific Plan EIR*, which identified distribution patterns for residential and commercial land uses. The same trip distribution information was used in the *Colma Mission Street Traffic Study*. The residential trip distribution percentages were used for the apartments and townhomes, while the commercial trip distribution percentages were used for the day care center, as shown in Table 3 and on Figure 3.

TABLE 3 DISTRIBUTION OF PROJECT TRIPS		
Roadway (Direction)	Residential	Commercial
I-280 (north)	80%	20%
El Camino Real (north)	0%	10%
I-280 (south)	10%	50%
El Camino Real (south)	10%	10%
Eastmoor Avenue (west)	0%	5%
Washington Street (west)	0%	5%
Source: County of San Mateo, 1994 & Fehr & Peers, 2006.		



#### STEP 4 – ASSIGN THE PROJECT TRIPS TO THE STUDY AREA ROADWAY NETWORK

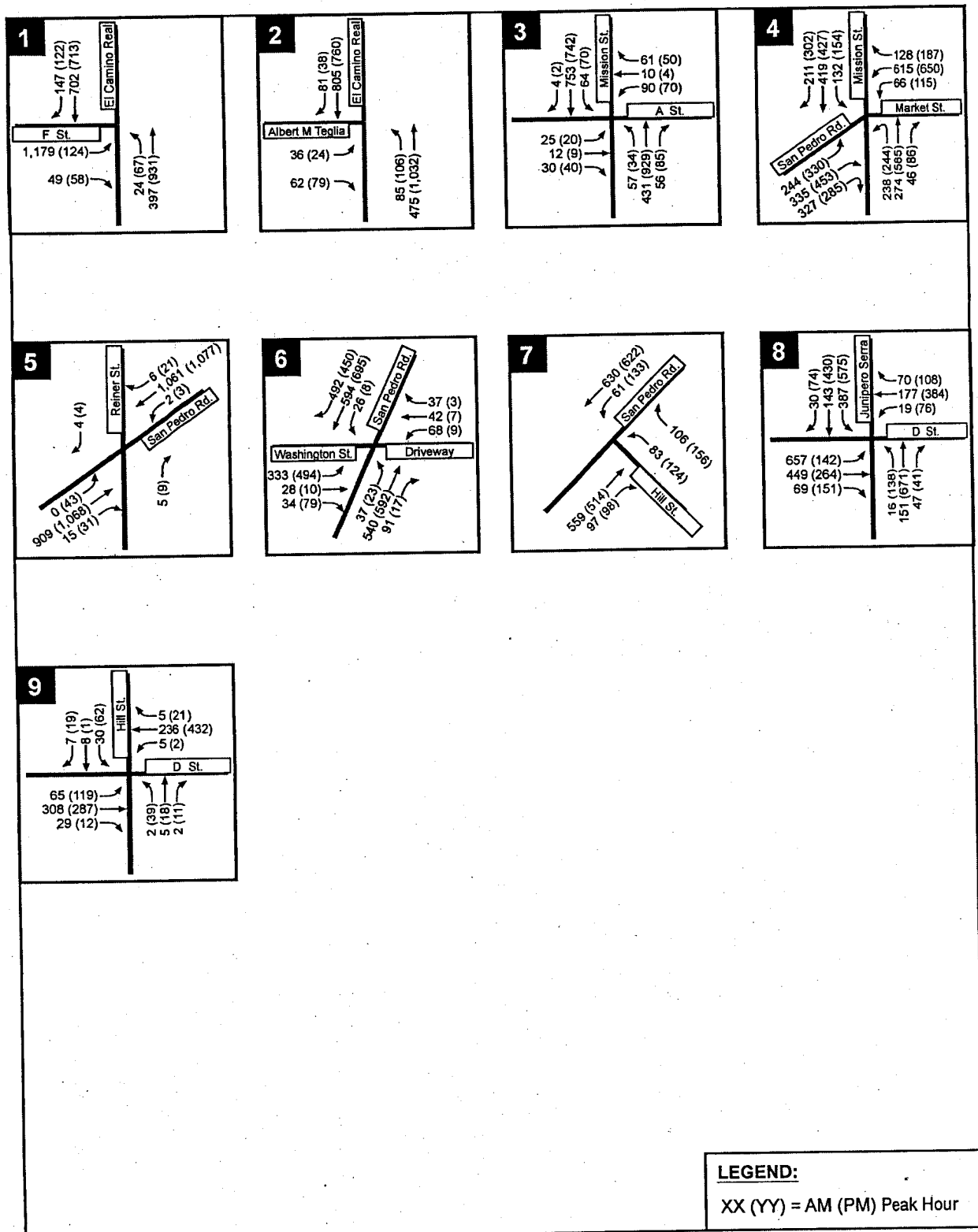
The vehicle trip generation forecasts for the two projects were assigned to the previously identified study intersections using the trip distribution percentages shown in Table 3. Figure 4 shows the Baseline With Projects volumes that includes the AM and PM peak hour trips from the two projects<sup>1</sup>.

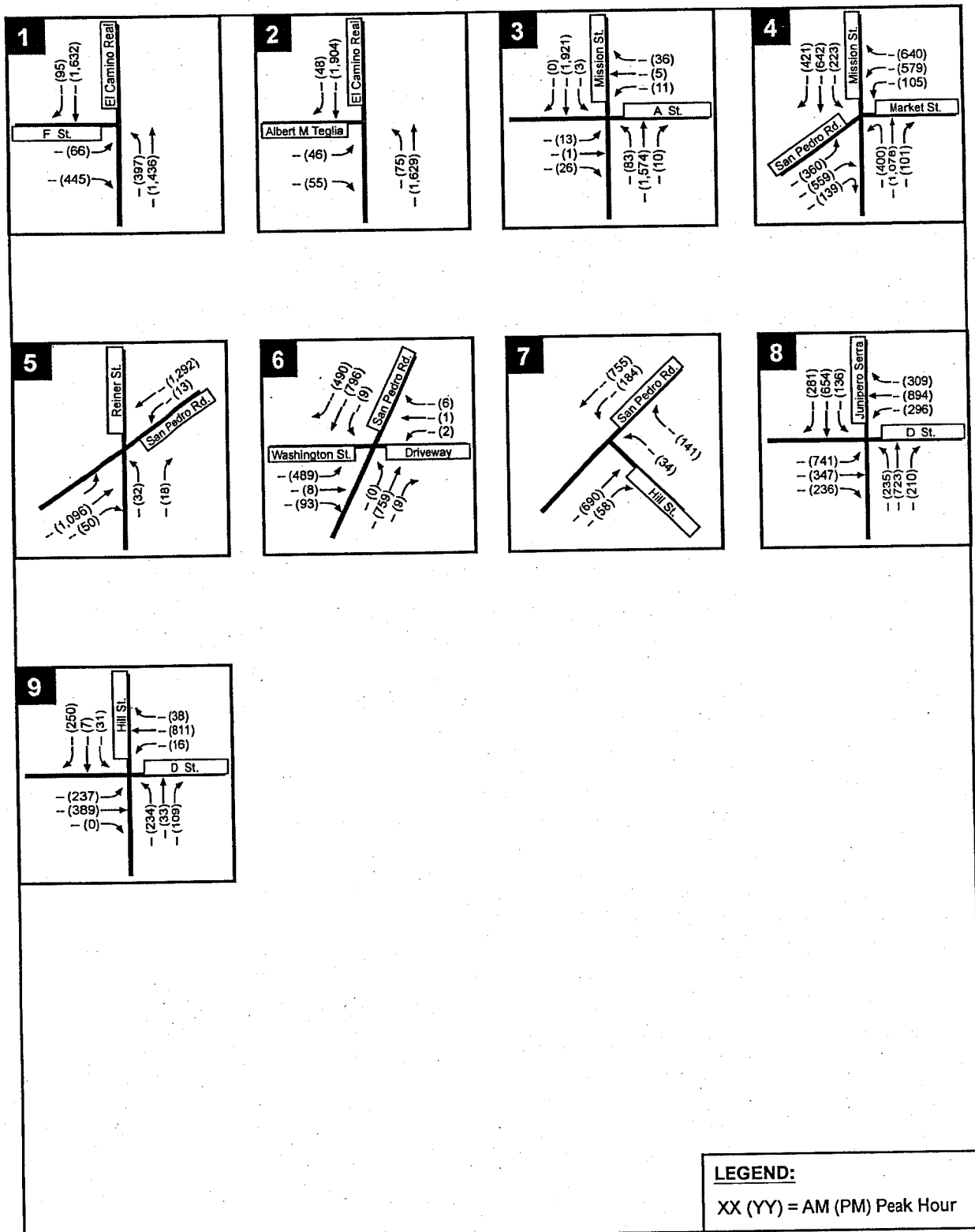
#### STEP 5 – COMPARE THE BART STATION AREA SPECIFIC PLAN EIR AND BASELINE WITH PROJECTS TRAFFIC VOLUMES

The *BART Station Area Specific Plan EIR* did not analyze AM peak hour conditions, however the year 2010 analysis (with the Colma and San Francisco International Airport BART stations and the Specific Plan projects) PM volumes are shown on Figure 5. To compare the turn movement volume differences at the study intersections, the Baseline With Projects PM volumes were subtracted from the Specific Plan PM volumes. The results of the PM turn movement volume comparisons are shown on Figure 6 and in Table 4.

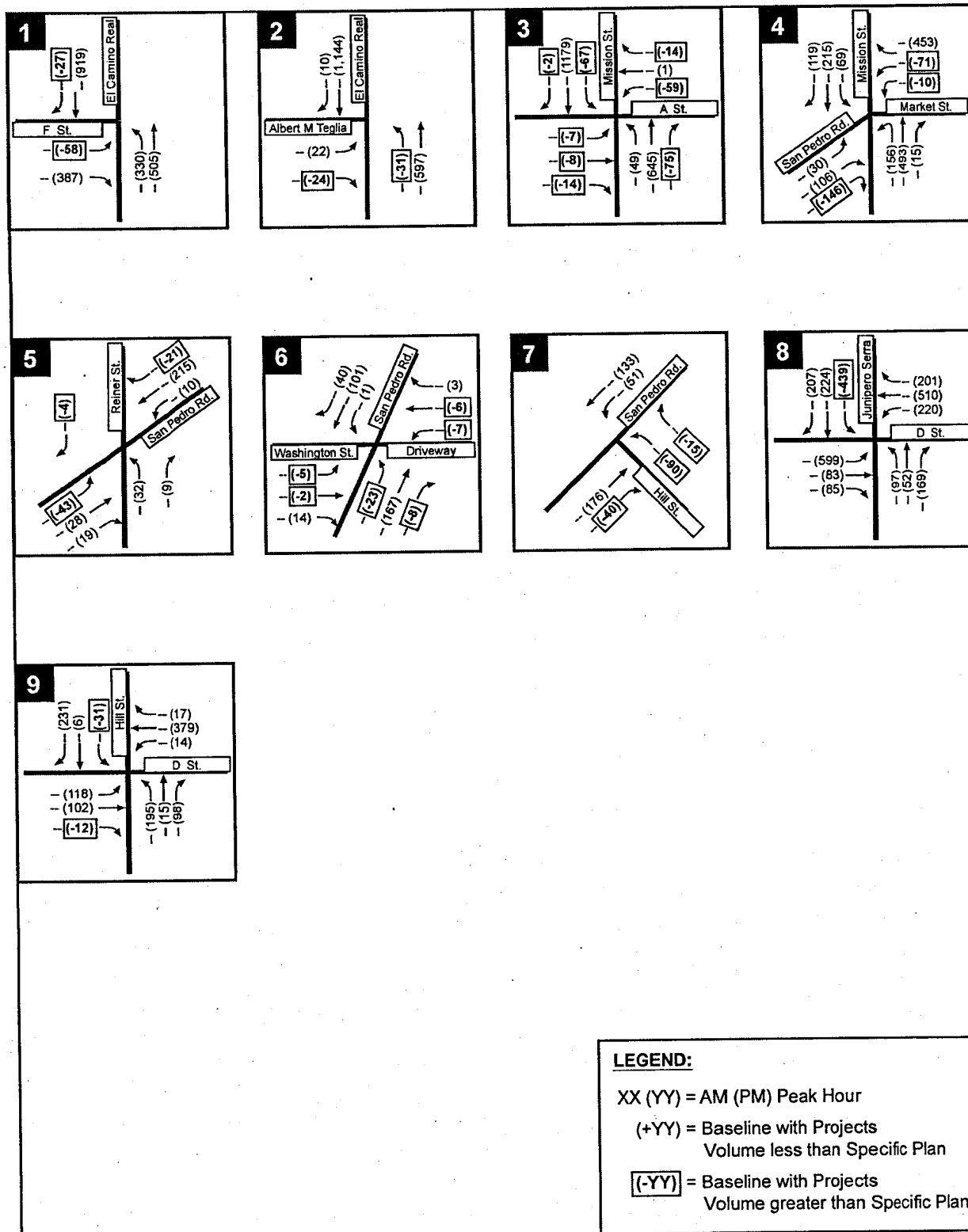
TABLE 4 PM PEAK HOUR VOLUME COMPARISON RESULTS				
Study Intersection	Total Intersection Volumes			
	Specific Plan	Baseline With Projects	Volume Difference	Percent Difference
El Camino Real / F Street	4,071	2,015	2,056	51%
El Camino Real / Albert M Teglia Boulevard	3,757	2,039	1,718	46%
El Camino Real / A Street	3,683	2,055	1,628	44%
El Camino Real / East Market Street / San Pedro Road	5,247	3,818	1,429	27%
San Pedro Road / Reiner Street	2,501	2,276	225	9%
San Pedro Road / Washington Street	2,662	2,387	275	10%
San Pedro Road / Hill Street	1,862	1,647	215	12%
Junipero Serra Boulevard / D Street	5,062	3,054	2,008	40%
Hill Street / D Street	2,155	1,023	1,132	53%
Source: County of San Mateo, 1994 & Fehr & Peers, 2006.				

<sup>1</sup> The traffic counts collected on August 22, 2006 include traffic from the La Terrazza apartments, which were opened in 2005. However, to present a more conservative estimate of the Baseline With Project volumes, some trips from the La Terrazza apartments were double counted.









## RESULTS

As shown on Figure 6, there are some Baseline With Project PM turn movement volumes that are higher than the total Specific Plan PM turn movement volumes, most notably the southbound left turn at Junipero Serra Boulevard and D Street. However, as shown in Table 4, the total intersection Baseline With Project PM volumes are lower than the total intersection Specific Plan PM volumes at all study intersections. The forecasted volumes from the 1994 *BART Station Area Specific Plan EIR* are 9% to 53% higher than Baseline With Projects volumes, with the intersection most impacted by the proposed 7880 El Camino Real development, El Camino Real & F Street, showing one of the lowest volumes relative to the Specific Plan volumes (51%). Further investigation of the PM turn movement volume differences indicate the Specific Plan volumes are much higher than the Baseline With Projects volumes along El Camino Real and Junipero Serra Boulevard, with the greatest discrepancies along El Camino Real.

Given the above volume differences, it is unlikely that a level of service analysis of the Baseline With Projects PM volumes would result in worse intersection delays than previously reported in the *BART Station Area Specific Plan EIR*. Therefore, an in-depth, intersection-level, traffic analysis of the proposed 7880 El Camino Real development, which was previously studied as part of the Specific Plan, is not needed.

June 26, 2006

San Mateo County  
Environmental Services Agency  
Planning and Building Division  
455 County Center  
Redwood City, CA 94063

RE: Colma Transit Village

To Whom It May Concern:

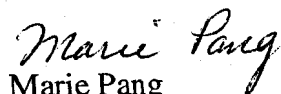
We appreciate the opportunity to comment on the proposed Colma Transit Village Pre-Design Application. The Peninsula Corridor Joint Powers Board (JPB) respectfully submits the following comments:

There is no pedestrian path connecting the transit village to the BART station. There is no bicycle path either. It seems that the only way pedestrians can access the BART station is by walking through the BART garage. A stairway gives access to the BART garage from the development. Pedestrians will have to walk to the northwest side of the development to access the stairway, they then have to walk through the garage to access the station.

We recommend a direct, continuous, and well-lighted pedestrian path from the transit village to the BART station along the elevated BART tracks where the recreation area is planned to be. The pedestrian experience will be improved. It will offer a more direct and pleasant access.

Thank you again for the opportunity to comment on this project. If you have any questions regarding these comments, please contact me at 650-508-6338.

Sincerely,



Marie Pang  
Environmental Manager  
Peninsula Corridor Joint Powers Board

**From:** "Andrea Ouse" <Andrea.Ouse@lsa-assoc.com>  
**To:** <kevinwilcock@dbarchitect.com>, "Ben Metcalf" <bmetcalf@bridgehousing.com>  
**Date:** 5/15/2006 4:58:15 PM  
**Subject:** Public Meeting to discuss Bridge Housing proposal

Kevin and Ben,

Thanks for inviting me to the public meeting held last Thursday in Daly City. As you know, I have quite a few initial comments on the proposal and will hope to cooperatively work towards successful resolution of these issues. Just to summarize:

1. The name of the project should not include "Colma". As was evidenced in the public meeting, the public's perception of the project is that it is located within the Town limits. We believe it will be much less confusing to the public if any reference to Colma is removed from the project.
2. Architectural design: The preliminary building design is not consistent with the surrounding street context. Although the site is not located in the Town of Colma, the views of the site will be largely from rights-of-way and properties within Colma. Those traveling along El Camino Real and F Street, or visiting adjacent cemeteries, will be those with primary views of this site. It is important to remember the context in which the project is located: Architecturally speaking, the proposed building design appears more closely associated with developments in the South of Market area or in West Oakland, not an area heavily dominated by the classical style of Woodlawn Cemetery across F Street or the Spanish-Mediterranean styles found throughout Colma. It is important to remember that the Colma area, and the Peninsula in general, is not an area dominated by the modern, "urban" architecture that is found in San Francisco. It is an area more associated with classical forms and treatments. Your point that this development should make a strong statement is an important one; however, the strong statement should unite the populations in the area through similar design themes, not divide them through the development of divergent themes.
3. Traffic: The proposed day care "drop off" point is a concern, considering its close proximity to the intersection of F Street and ECR. I will forward a copy of the preliminary plans to Rick Mao, the Town's City Engineer, for his comment.
4. Access: The property is bordered by two rights-of-way entirely located within Colma Town limits. Access to and from the site will require review and approval by the City Engineer.
5. Parking: The 1:1 ratio of units to parking spaces is of great concern to the Town. Although the development is located within unincorporated San Mateo County, the overflow of parking will likely occur along Town rights-of-way. Any request for the provision of on-street parking will require review and approval by the Town. An agreement to allow overflow parking in the BART garage, and a pedestrian link between the development and the garage, would be essential to minimize on-street parking impacts on Town streets.
6. Town limit lines: Please verify the location of the Town limit

lines to ensure that no possible conflicts exist with portions of the proposed development. The Colma Public Works Department has official maps that identify the limit lines.

7. Relocation plan: If possible, please forward a copy of the proposed Relocation Plan that will be discussed at the Board of Supervisors meeting on June 6th to me.

Finally, I would like to set up a public meeting to be held in Colma at the Sterling Park Recreation Center. Please let me know your availability in the next few weeks. Notification will need to occur at least 10 days prior to the meeting.

I look forward to working with you and County staff on this project. Thanks for keeping me informed.

Regards,

Andrea

Andrea J. Ouse, AICP  
City Planner  
Town of Colma  
1190 El Camino Real  
Colma, CA 94014

P: 650.985.2590  
F: 650.985-2578  
E: andrea.ouse@colma.ca.gov

CC: <laozasa@co.sanmateo.ca.us>, <lgrote@co.san-mateo.ca.us>, "Diane McGrath"  
<diane.mcgrath@colma.ca.gov>, "Rick Mao" <rick.mao@colma.ca.gov>



# Mayne Tree Expert Company, Inc.

ESTABLISHED 1931

STATE CONTRACTOR'S LICENSE NO. 276793

GRADUATE FORESTER

• CERTIFIED ARBORISTS

• PEST CONTROL

• ADVISORS AND OPERATORS

RICHARD L. HUNTINGTON  
PRESIDENT

August 17, 2006

KEVIN R. KIELTY  
OPERATIONS MANAGER535 BRAGATO ROAD, STE. A  
SAN CARLOS, CA 94070-6228

TELEPHONE: (650) 593-4400

FACSIMILE: (650) 593-4443

EMAIL: info@maynetree.com

Ben Metcalf  
Project Manager  
Bridge Housing  
345 Spear Street, Suite 700  
San Francisco, CA 94105RECEIVED  
AUG 22 2006

Site: 7880 El Camino Real, Colma, CA

Dear Mr. Metcalf:

You contracted with us to provide an Arborist Report for the above referenced site. It is a triangular lot used as a mobile home park. The existing landscape trees have not been maintained. The trees have been planted below utility lines and close to the mobile homes and therefore most of the 21 trees are deformed.

The trees were measured for diameter and this was converted to circumference. They were assigned numbers which are also on the site plan. The driplines were estimated: north, south, east and west. Each tree was inspected for general health and structure as it would compare to a perfect tree (see Tree Survey).

## TREE SURVEY

<u>Tree No.</u>	<u>Species</u>	<u>Diameter/Circumference</u>	<u>Condition</u>	<u>N/W/S/E</u>	<u>Comments</u>
1	Cotoneaster	3.5, 3.1, 3.0/11.0, 9.7, 9.4	40	3/10/10/0	Significant aphid infestation, 3 trunks at measuring height.
2	Bottlebrush	5.3, 4.5, 3.0/16.6, 14.1, 9.4	55	9/10/5/0	Tree leans, has 3 trunks at measuring height.
3	Pittosporum	12, 6, 6 Est/36, 18, 18	30	9/4/12/15	3 trunks at measuring height with significant included bark. Tree topped for line clearance.

# **TREE SURVEY**

<u>Tree No.</u>	<u>Species</u>	<u>Diameter/Circumference</u>	<u>Condition</u>	<u>N/W/S/E</u>	<u>Comments</u>
4	Hollywood juniper	8.1, 7.0 / 25.4, 22.0	50	4/5/6/3	Slight lean, topped for line clearance.
5	Hollywood juniper	12.3 / 38.6	55	5/10/12/5	Tree has slight lean, topped for line clearance.
6	Hollywood juniper	13.3 / 41.8	55	8/8/4/6	Tree has slight lean, topped for line clearance.
7	Hollywood juniper	7.0 / 22.0	50	6/6/1/1	Northern lean, twisted trunk.
8	Hollywood juniper	8.5, 4.4/ 26.7, 13.8	50	6/2/0/2	Northern lean, has been side trimmed.
9	Hollywood Juniper	6.0 / 18.8	40	6/2/0/2	All growth on north side.
10	Juniper	5, 5, 4 Est. / 18.8, 15.7, 12.6	45	3/5/6/6	Covered with ivy and topped for line clearance.
11	Yew	1, 2 Est. / 3.1, 8.3 Est.	50	1/2/2/2	8 trunks at measuring height.
12	Acacia	8.5 / 26.7	50	8/6/5/10	Has included bark, topped for line clearance.
13	Bottlebrush	4.5, 4.5 / 14.1, 14.1	50	5/8/6/8	Tree has northern lean and splitting trunks.
14	Stone pine	4, 5, 3, 3/ 13, 16, 9, 9 Est.	50	6/8/6/6	Forks at 2 feet, with included bark.
15	Avocado	3.9/12.2	55	4/2/4/3	Next to trailer.
16	Avocado	7.5, 6.9, 6.6, 6.5, 6.2/ 23.5, 21.7, 20.7, 20.4, 19.5	60	4/12/12/14	5 trunks at ground level, some decay.
17	Monterey pine	22.7/ 71.3	55	20/15/20/15	Tree has included bark and western gall rust disease, is



### TREE SURVEY

<u>Tree No.</u>	<u>Species</u>	<u>Diameter/Circumference</u>	<u>Condition</u>	<u>N/W/S/E</u>	<u>Comments</u>
18	Acacia	8.1, 7.5/ 25.4, 23.5	45	10/10/10/10	Forks at 1 foot, with significant included bark.
19	Monterey Cypress	7.4, 7.1, 6.1/23.2, 22.3, 19.1	25	15/15/15/15	Significantly stressed.
20	Acacia	15.4/ 48.4	40	15/15/18/15	Topped at 15 feet.
21	Bottlebrush	8.0 Est./ 25.0 Est.	55	6/6/6/6	Tree covered with ivy, tag at base is in railroad tie.

### Conclusions:

The only trees that could be considered for retention are numbers 14, 17, 18 and 20. However, I do not recommend retaining any of them due to the fact that they are poor species and/or have poor structures.

If you do decide to keep any of the trees, they will require fertilizing to help offset potential construction impacts. Generally, fencing around the trees at their driplines is recommended. The area within the fencing (Tree Protection Zone or TPZ) is off-limits to all construction, related excavation, and/or materials.

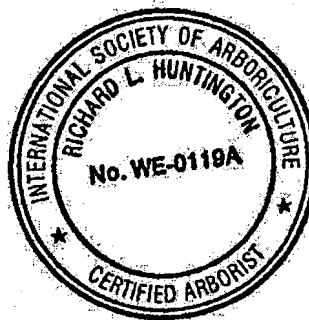
As previously stated, all trees should be removed and the proposed plant palette can be delineated by site and should be project specific. This would ensure a better landscape and would be more connected to the project.

I believe this report is accurate and based on sound arboricultural principles and practices.

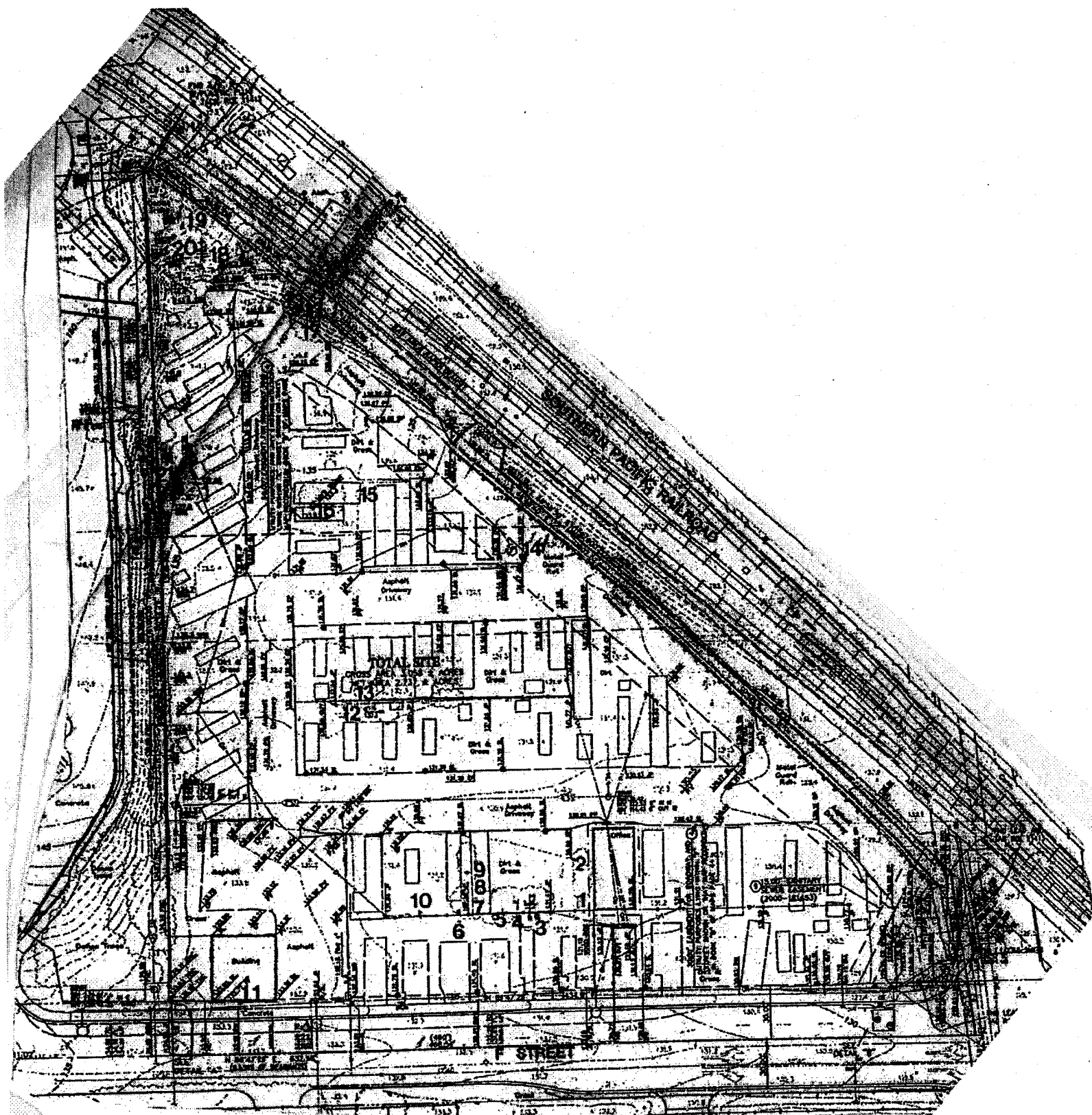
Sincerely,



Richard L. Huntington  
Certified Arborist WE #0119A  
Certified Forester #1925



RLH:dcr



County of San Mateo  
Planning and Building Division

**INITIAL STUDY**  
**ENVIRONMENTAL EVALUATION CHECKLIST**  
(To Be Completed By Planning Division)

**FILED**  
SAN MATEO COUNTY

OCT 06 2006

WARREN SLOCUM, County Clerk

By   
DEPUTY CLERK

**BACKGROUND**

Project Title: El Camino Transit Village

File No.: PLN 2006-00365

Project Location: 7880 El Camino Real, unincorporated Colma

Assessor's Parcel No.: 008-141-060, 134-051-280

Applicant/Owner: Bridge House/Joseph Conti

Date Environmental Information Form Submitted: April 17, 2006

**PROJECT DESCRIPTION**

155-unit multi-family residential development (including 123 units of affordable housing and 32 townhome-style small apartment buildings), a day care center, and associated recreation and common areas.

The project includes a Minor Subdivision to subdivide the existing parcel into two lots: Lot 1 (86,571 sq. ft. for a 123-unit podium affordable rental housing development with 60-slot childcare center), Lot 2 (46,632 sq. ft. for a 32-unit for-sale condominium development). The condominium development constitutes a Major Subdivision. The project includes Design Review, a Grading Permit, and the removal of at least 5 Significant Trees (9 more trees may also qualify as significant). It also includes a Use Permit for the day care center.

## II. ENVIRONMENTAL ANALYSIS

Any controversial answers or answers needing clarification are explained on an attached sheet. For source, refer to pages 17 and 18.

	IMPACT					SOURCE
	NO	YES				
		Not Significant	Significant Unless Mitigated	Significant	Cumulative	
1. <u>LAND SUITABILITY AND GEOLOGY</u>						
Will (or could) this project:						
a. Involve a unique landform or biological area, such as beaches, sand dunes, marshes, tidelands, or San Francisco Bay?	X					B,F,O
b. Involve construction on slope of 15% or greater?	X					E,I
c. Be located in an area of soil instability (subsidence, landslide or severe erosion)?			X			Bc,D
d. Be located on, or adjacent to a known earthquake fault?			X			Bc,D
e. Involve Class I or Class II Agriculture Soils and Class III Soils rated good or very good for artichokes or Brussels sprouts?	X					M
f. Cause erosion or siltation?			X			M,I
g. Result in damage to soil capability or loss of agricultural land?	X					A,M
h. Be located within a flood hazard area?			X			G
i. Be located in an area where a high water table may adversely affect land use?			X			D
j. Affect a natural drainage channel or streambed, or watercourse?	X					E

	IMPACT					SOURCE
	NO	YES				
		Not Significant	Significant Unless Mitigated	Significant	Cumulative	
<b>2. <u>VEGETATION AND WILDLIFE</u></b>						
Will (or could) this project:						
a. Affect federal or state listed rare or endangered species of plant life in the project area?	X					F
b. Involve cutting of heritage or significant trees as defined in the County Heritage Tree and Significant Tree Ordinance?			X			I,A
c. Be adjacent to or include a habitat food source, water source, nesting place or breeding place for a federal or state listed rare or endangered wildlife species?	X					F
d. Significantly affect fish, wildlife, reptiles, or plant life?	X					I
e. Be located inside or within 200 feet of a marine or wildlife reserve?	X					E,F,O
f. Infringe on any sensitive habitats?	X					F
g. Involve clearing land that is 5,000 sq. ft. or greater (1,000 sq. ft. within a County Scenic Corridor), that has slopes greater than 20% or that is in a sensitive habitat or buffer zone?		X				I,F,Bb
<b>3. <u>PHYSICAL RESOURCES</u></b>						
Will (or could) this project:						
a. Result in the removal of a natural resource for commercial purposes (including rock, sand, gravel, oil, trees, minerals or topsoil)?	X					I

	IMPACT					SOURCE
	NO	YES				
		Not Significant	Significant Unless Mitigated	Significant	Cumulative	
b. Involve grading in excess of 150 cubic yards?			X			I
c. Involve lands currently protected under the Williamson Act (agricultural preserve) or an Open Space Easement?	X					I
d. Affect any existing or potential agricultural uses?	X					A,K,M
4. <u>AIR QUALITY, WATER QUALITY, SONIC</u>						
Will (or could) this project:						
a. Generate pollutants (hydrocarbon, thermal odor, dust or smoke particulates, radiation, etc.) that will violate existing standards of air quality on-site or in the surrounding area?			X			I,N,R
b. Involve the burning of any material, including brush, trees and construction materials?	X					I
c. Be expected to result in the generation of noise levels in excess of those currently existing in the area, after construction?	X					Ba,I
d. Involve the application, use or disposal of potentially hazardous materials, including pesticides, herbicides, other toxic substances, or radioactive material?	X					I
e. Be subject to noise levels in excess of levels determined appropriate according to the County Noise Ordinance or other standard?			X			A,Ba,Bc
f. Generate noise levels in excess of levels determined appropriate according to the County Noise Ordinance standard?			X			I

	IMPACT					SOURCE
	NO	YES				
		Not Significant	Significant Unless Mitigated	Significant	Cumulative	
g. Generate polluted or increased surface water runoff or affect groundwater resources?			X			I
h. Require installation of a septic tank/leachfield sewage disposal system or require hookup to an existing collection system which is at or over capacity?			X			S
5. <u>TRANSPORTATION</u>  Will (or could) this project:						
a. Affect access to commercial establishments, schools, parks, etc.?	X					A,I
b. Cause noticeable increase in pedestrian traffic or a change in pedestrian patterns?			X			A,I
c. Result in noticeable changes in vehicular traffic patterns or volumes (including bicycles)?			X			I
d. Involve the use of off-road vehicles of any kind (such as trail bikes)?	X					I
e. Result in or increase traffic hazards?			X			S
f. Provide for alternative transportation amenities such as bike racks?		X				I
g. Generate traffic which will adversely affect the traffic carrying capacity of any roadway?			X			S

	IMPACT					SOURCE
	NO	Not Significant	YES			
			Significant Unless Mitigated	Significant	Cumulative	
6. <u>LAND USE AND GENERAL PLANS</u>						
Will (or could) this project:						
a. Result in the congregating of more than 50 people on a regular basis?			X			I
b. Result in the introduction of activities not currently found within the community?			X			I
c. Employ equipment which could interfere with existing communication and/or defense systems?	X					I
d. Result in any changes in land use, either on or off the project site?			X			I
e. Serve to encourage off-site development of presently undeveloped areas or increase development intensity of already developed areas (examples include the introduction of new or expanded public utilities, new industry, commercial facilities or recreation activities)?		X				I,Q,S
f. Adversely affect the capacity of any public facilities (streets, highways, freeways, public transit, schools, parks, police, fire, hospitals), public utilities (electrical, water and gas supply lines, sewage and storm drain discharge lines, sanitary landfills) or public works serving the site?			X			I,S
g. Generate any demands that will cause a public facility or utility to reach or exceed its capacity?			X			I,S
h. Be adjacent to or within 500 feet of an existing or planned public facility?		X				A



	IMPACT					SOURCE
	NO	YES				
		Not Significant	Significant Unless Mitigated	Significant	Cumulative	
i. Create significant amounts of solid waste or litter?			X			I
j. Substantially increase fossil fuel consumption (electricity, oil, natural gas, coal, etc.)?		X				I
k. Require an amendment to or exception from adopted general plans, specific plans, or community policies or goals?	X					B
l. Involve a change of zoning?	X					C
m. Require the relocation of people or businesses?			X			I
n. Reduce the supply of low-income housing?	X					I
o. Result in possible interference with an emergency response plan or emergency evacuation plan?	X					S
p. Result in creation of or exposure to a potential health hazard?			X			S
<b>7. <u>AESTHETIC, CULTURAL AND HISTORIC</u></b>						
Will (or could) this project:						
a. Be adjacent to a designated Scenic Highway or within a State or County Scenic Corridor?	X					A,Bb
b. Obstruct scenic views from existing residential areas, public lands, public water body, or roads?			X			A,I
c. Involve the construction of buildings or structures in excess of three stories or 36 feet in height?		X				I

	IMPACT					SOURCE
	NO	YES				
		Not Significant	Significant Unless Mitigated	Significant	Cumulative	
d. Directly or indirectly affect historical or archaeological resources on or near the site?			X			H
e. Visually intrude into an area having natural scenic qualities?			X			A,I

III. **RESPONSIBLE AGENCIES.** Check what agency has permit authority or other approval for the project.

AGENCY	YES	NO	TYPE OF APPROVAL
U.S. Army Corps of Engineers (CE)		X	
State Water Resources Control Board		X	
Regional Water Quality Control Board		X	
State Department of Public Health		X	
San Francisco Bay Conservation and Development Commission (BCDC)		X	
U.S. Environmental Protection Agency (EPA)		X	
County Airport Land Use Commission (ALUC)		X	
CalTrans		X	
Bay Area Air Quality Management District		X	
U.S. Fish and Wildlife Service		X	
Coastal Commission		X	
City: Colma	X		Encroachment Permit(s). (F Street ROW is within Town of Colma.)
Sewer/Water District: (N. San Mateo County Sanitation District, Cal Water)	X		May require permit from N. San Mateo County Sanitation District.
Other: Colma Fire	X		Requires approval by Colma Fire District.

#### IV. MITIGATION MEASURES

Mitigation measures have been proposed in project application.

Other mitigation measures are needed.

<u>Yes</u>	<u>No</u>
<hr/>	<hr/> X
<hr/> X	<hr/>

The following measures are included in the project plans or proposals pursuant to Section 15070(b)(1) of the State CEQA Guidelines:

Mitigation Measure 1: As part of the County's review of the building permit application(s) for this project, specific design and construction measures appropriate for the site given its specific soil characteristics and potential for exposure to ground shaking from earthquakes on the San Andres Fault, shall be required. At the Building Permit stage, a soil and foundation study, including an evaluation of liquefaction, seismic hazards, local settling, and groundwater levels, shall be provided to the County Geotechnical Section.

Mitigation Measure 2: Prior to the beginning of any earth moving or construction activities, the applicant shall submit to the Planning Division for review and approval, an erosion and drainage control plan which shows how the transport and discharge of soil and pollutants from the project site will be minimized. The goal is to prevent sediment and other pollutants from leaving the project site and to protect all exposed earth surfaces from erosive forces. Said plan shall adhere to the San Mateo County Wide Stormwater Pollution Prevention Program "General Construction and Site Supervision Guidelines," including:

- (1) Stabilizing all denuded areas and maintaining erosion control measures continuously between October 15 and April 15.
- (2) Removing spoils promptly, and avoiding stockpiling of fill materials when rain is forecast. If rain threatens, stockpiled soils and other materials shall be covered with a tarp or other waterproof material.
- (3) Storing, handling, and disposing of construction materials and wastes so as to avoid their entry to a local storm drain system or water body.
- (4) Avoiding cleaning, fueling or maintaining vehicles on-site, except in an area designated to contain and treat runoff.

The approved erosion and drainage control plan shall be implemented prior to the commencement of operations.

Erosion and sediment control during the course of this grading work shall be according to a plan prepared and signed by the Engineer of record, and approved by the Department of Public Works and the Planning Division. Revisions to the approved erosion and sediment control plan shall be prepared and signed by the Engineer.

It shall be the responsibility of the applicant's contractor to regularly inspect the erosion control measures and determine that they are functioning as designed and that proper maintenance is being performed. Deficiencies shall be immediately corrected.

Sediment and erosion control measures must be installed prior to beginning any site work and maintained throughout the term of the permit. Failure to install or maintain these measures will result in stoppage of construction until the corrections have been made and fees paid for staff enforcement time.

**Mitigation Measure 3:** The applicant shall submit a permanent stormwater management plan, which shall include a site plan and narrative of the types of permanent stormwater controls that will be installed on site to achieve compliance with the County's Drainage Policy and NPDES permit provisions. At a minimum, directly connected impervious areas shall be minimized, future downspouts shall be directed to landscaped areas and pervious materials shall be used for the access road, if possible, and for any future patio or walkway areas near a proposed residence. The permanent stormwater controls shall be in place throughout the life of the project.

The applicant shall have prepared, by a Registered Civil Engineer, a drainage analysis of the proposed subdivision and submit it to the Department of Public Works for review and approval. The drainage analysis shall consist of a written narrative and a plan that details the pre- and post-development runoff rates and certify compliance with the County's Drainage Policy and NPDES permit provisions. The flow of the stormwater onto, over, and off of the property being subdivided shall be detailed on the plan and shall include adjacent lands as appropriate to clearly depict the pattern of flow. The analysis shall detail the measures necessary to certify adequate drainage. Recommended measures shall be designed and included on the improvement plans and submitted to the Public Works Department for review and approval.

The applicant shall record documents that address future maintenance responsibilities of any private drainage and/or roadway facilities that may be constructed. Prior to recording these documents, they shall be submitted to the Public Works Department for review.

**Mitigation Measure 4:** At the Grading and Building Permit stages of the project, the applicant will be required to comply with FEMA regulations relating to flood zones as enforced by the County's Building and Public Works Departments.

**Mitigation Measure 5:** During the Grading and the Building Permit stages of the project, the applicant will be required to comply with the requirements of the County's Building, Public Works, and Environmental Health Departments relating to construction in an area with a high water table.

**Mitigation Measure 6:** The provisions of the Significant Tree Ordinance regarding replacement trees shall apply to this project.

**Mitigation Measure 7:** The provision of San Mateo County Grading Ordinance shall govern all grading on and adjacent to this site.

**Mitigation Measure 8:** No grading shall commence until the applicant has applied for and been issued a grading permit by the Planning Division of the County of San Mateo.

**Mitigation Measure 9:** All grading shall be according to approved plans that are prepared by, signed by, and dated by, a registered civil engineer. Revisions to the approved grading plan shall be prepared and signed by the engineer, and shall be submitted to the Department of Public Works and the Planning Division for concurrence "prior" to commencing any work pursuant to the proposed revision.

**Mitigation Measure 10:** The engineer who prepared the approved grading plan shall be responsible for inspection and certification of the grading as required by Section 8606.2 of the Grading Ordinance. The engineer's responsibilities shall include those relating to noncompliance detailed in Section 8606.5 of the Grading Ordinance.

**Mitigation Measure 11:** No grading shall commence until a schedule of all grading operations has been submitted to and reviewed and approved by the Department of Public Works and the Planning Division. The submitted schedule shall include a schedule for winterizing the site. If the schedule of grading operations calls for the grading to be completed in one grading season, then the winterizing plan shall be considered a contingent plan to be implemented if work falls behind schedule. The applicant shall submit monthly updates of the schedule, if required, to the Department of Public Works and the Planning Division. All submitted schedules shall represent the work in detail and shall project the grading operations through completion.

**Mitigation Measure 12:** No grading shall be allowed during the winter season (October 15 to April 15) to avoid potential soil erosion unless approved, in writing, by the Community Development Director. The applicant shall submit a letter to the Planning Division, at least, two (2) weeks prior to commencement of grading stating the date when grading will begin.

However, should the applicant propose to grade under the "issued" grading permit in conjunction with the "issued" building permit, and after implementation of appropriate winterization measures, grading may be allowed between October 15 and April 15.

**Mitigation Measure 13:** Prior to the issuance of the grading permit, the applicant shall submit, to the Department of Public Works for review and approval, a plan for any off-site hauling operations. This plan shall include, but not be limited to, the following information: size of trucks, haul route, disposal site, dust and debris control measures, and time and frequency of haul trips. As part of the review of the submitted plan, the County may place such restrictions on the hauling operation, as it deems necessary.

**Mitigation Measure 14:** At the completion of work, the engineer who prepared the approved grading plan shall certify, in writing, that all grading, lot drainage, and drainage facilities have been completed in conformance with the approved plans, as conditioned, and the Grading Ordinance.

**Mitigation Measure 15:** At the completion of work, the engineer who prepared the approved grading plan shall submit a signed "as-graded" grading plan conforming to the requirements of Section 8606.6 of the Grading Ordinance.

**Mitigation Measure 16:** Pursuant to Section 8604.11 of the Grading Ordinance, a security in the amount of \$2,000.00 shall be deposited in a Department of Public Works' Road Escrow Account prior to issuance of the grading permit. This deposit will be used to offset inspection costs incurred by the Department of Public Works due to the grading operations. Any unused balance of the security will be released only upon the satisfactory completion of the work and acceptance of the work by the County of San Mateo.

**Mitigation Measure 17:** The applicant shall include the following dust control requirements in the plans to the Planning Division for review and approval prior to the issuance of both the grading permit and the building permit associated with this proposed project. The plan shall include, but not be limited to, the following control measures:

- (1) Water all active construction areas at least twice daily.
- (2) Water or cover stockpiles of debris, soil, sand or other materials that can be blown by the wind.
- (3) Cover all trucks hauling soil, sand and other loose materials or require all trucks to maintain at least 2 feet of freeboard.
- (4) Apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking and staging areas at construction sites. Also, hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- (5) Sweep daily (preferably with water sweepers) all paved access roads, parking and staging areas at construction sites.
- (6) Sweep adjacent public streets daily (preferably with water sweepers) if visible soil material is carried onto them.
- (7) Limit traffic speeds on unpaved roads within the project parcel to 15 mph.

(8) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.

(9) Replant vegetation in disturbed areas as quickly as possible.

The approved plan shall be implemented for the duration of any grading and construction activities that generate dust and other airborne particles.

**Mitigation Measure 18:** Prior to the issuance of a building permit for any new dwelling, the applicant must submit an acoustical analysis that recommends appropriate construction techniques to reduce interior single-even noise to 50 dBA in bedrooms and 55 dBA in other habitable rooms. Usable outdoor areas should be located where project noise levels are 60 dBA CNEL or lower. Plans submitted for a building permit must incorporate the recommendations of the report, which may include measures to further reduce noise exposure, e.g., construction of sound walls or earth berms.

**Mitigation Measure 19:** Noise levels produced by proposed construction activities shall not exceed the 80 dBA level at any one moment. Construction activities shall be limited to the hours from 7:00 a.m. to 6:00 p.m., Monday through Friday, and 9:00 a.m. to 5:00 p.m. on Saturday. Construction operations shall be prohibited on Sunday and any national holiday.

**Mitigation Measure 20:** The County Flood Control District requires that the storm runoff from developments that ultimately drain into the District's flood control channel not exceed the existing discharge rate prior to development. Drainage calculations showing existing and future discharge rates must be submitted for review and approval. If it is determined that the future discharge rate exceeds the existing rate, an on-site stormwater detention system that would release surface runoff at a rate comparable to the existing flow rate of the site must be designed and incorporated into the project.

A site drainage plan will be required that will demonstrate how roof drainage and site run off will be directed to an approved location. This system may require a detention system.

**Mitigation Measure 21:** The project proposes two stormwater treatment units to be installed prior to discharging into the existing 54" storm drain line on F Street. Maintenance of these treatment units and all aspects of the stormwater and trash management issues on the property in keeping with the provisions of the National Pollutant Discharge Elimination System (NPDES) permit shall be addressed by the applicant. The property owner will be required to execute and record an Operations and Maintenance Agreement with the County of San Mateo.

**Mitigation Measure 22:** The applicant shall install new sanitary sewers, pay any connection fees, and contribute appropriate shares of funds for upgrading interceptors and trunk sewers, as determined by the North San Mateo County Sanitation District.

If a sewer main extension or upgrade or hydrant is required, this work must be completed prior to issuance of the building permit or the applicant must submit a copy of an agreement and contract with the North San Mateo County Sanitation District that will ensure the work will be completed prior to finalizing the permit.

**Mitigation Measure 23:** An existing trunk sewer runs adjacent to the west side of the property. No permanent construction shall take place within the maintenance easement of this trunk sewer.

No trees shall be planted within the maintenance easement. Only shallow rooted plants (with root barriers) will be considered in this area.

All manhole frames and covers shall be raised to the new grade and a concrete surface block poured to hold the frames and covers in place.

Access shall not be restricted to the existing manholes during construction or after project completion.

The existing private sewer system shall be properly abandoned and the existing connection the District sewer shall be abandoned at the main.

New private sewer connections to the District sewer shall be constructed only new or existing manholes.

**Mitigation Measure 24:** Prior to issuance of a building permit, the project applicant should submit improvement plans detailing street and sidewalk improvements to be completed along F Street and El Camino Real (if necessary), consistent with preliminary plans. If necessary, encroachment permits shall be obtained, and installation or bonding for improvements shall be completed to the satisfaction of the Town of Colma and CalTrans, respectively, prior to issuance of a building permit.

**Mitigation Measure 25:** The applicant shall apply for and be issued a Use Permit, which may include conditions of approval, for the proposed day care center.

**Mitigation Measure 26:** Any request for the provision of on-street parking will require review and approval by the Town of Colma.

**Mitigation Measure 27:** All water distribution improvements for new developments shall be sized to accommodate Area Plan built-out, as recommended by the California Water Service Company and the Daly City Water Master Plan. The applicant shall submit, to both the Public Works Department, and the Planning Division, written certification from the appropriate Water District stating that their requirements to provide water service connections to the proposed parcels of this subdivision have been met.

If a water main extension, upgrade or hydrant is required, this work must be completed prior to issuance of the building permit or the applicant must submit a copy of an agreement and contract with the water purveyor that will ensure the work will be completed prior to finalizing the permit.

**Mitigation Measure 28:** The applicant shall provide \$10,000 to the Colma Fire Department, which may be used to complete a services study. Upon request by the Colma Fire Department, the applicant may also include fire safety improvements in their buildings, such as extra storage areas for fire equipment and access improvements such as fire access roof hatches.

**Mitigation Measure 29: Access:** The roadway between the "small apartment buildings" shall be maintained as FIRE LANE – NO PARKING for its entire length and shall be delineated as such in accordance with provisions of the California Vehicle Code. At the north end of this roadway there shall be provided an approved turnaround. The roadway shall be capable of supporting a 65,000 lb. Emergency vehicle and provide a minimum of 13' – 6" clear headroom. Provision shall be made to prevent the unauthorized parking of vehicles. There shall be no obstructions, either permanent or "removable" within the required Fire Apparatus turnaround. Final Design for this area shall be submitted to the Fire District for review and approval during the Building Permit plan review phase. Relocation of the indicated basketball court and hoop may be required.

**On-Site Hydrants:** There shall be provided a minimum of 2 on-site fire hydrants. These hydrants shall be capable of flowing a minimum of 1,500 gpm at 20 psi each. One hydrant shall be located along F Street in the vicinity of the driveway entrance to the podium building. The other shall be located at the northwest corner of the podium building. Exact locations will be determined upon receipt of Civil drawings for the project.

**Fire Protection Systems:** The podium building shall be protected throughout by a fire sprinkler system designed to MFPA 13 Standard (1999 Ed.). There shall be an FDC located in the vicinity of the driveway access to the parking area. The Fire District will allow use of CPVC piping within the residential units, as well as the exceptions for sprinkler omission in bathrooms and small closets, as found in NFPA 13-R. All piping within the attic areas shall be metallic. The attic area and all concealed spaces, as required by NFPA 13, 1999 Ed. shall be protected. Standpipes shall be provided at each stairwell and extend into the garage areas, regardless of floor termination of any stairwells. One stairwell shall extend to the roof, as shall the standpipe. Standpipes shall be wet, or in combination with the fire sprinkler system. Further review/details will be provided at time of separate submittal for a permit.

The small apartment buildings shall be protected by an automatic fire-extinguishing system. Each separate building shall be provided with a system designed to NFPA 13, 1999 Edition. The Fire District will allow use of CPVC piping within the residential units, as well as the exceptions for sprinkler omission in bathrooms and small closets, as found in NFPA 13-R. All piping within the attic areas shall be metallic. The attic area and all concealed spaces, as required by NFPA 13, 1999 Ed. shall be protected. In the event individual dwelling units are offered for sale there shall be provisions written into any Homeowners Association-type agreement for the system to be considered as a "common" area and maintained by the Homeowners Association as such.

**Fire Alarm Systems** shall be provided in accordance with the provisions of the California Building Code. All systems shall be monitored off-site by a Central Station Monitoring Company. Monitoring of all buildings at the site shall be performed. Individual dwelling unit smoke detection within the designated "accessible or Adaptable Units" (only) shall report to the FACP as "supervisory or trouble" only and shall not initiate an Alarm condition, remainder of all units not identified as either Accessible or Adaptable shall have smoke detectors as required by the California Building Code. An Annunciator Panel shall be provided at the main entrance to the podium building, exact location to be determined at time of a separate submittal for permit. If there is provided an on-site manager's office, there shall also be located an Annunciator Panel within.

The "small apartment" buildings shall be provided with Central Station Monitoring. An Annunciator Panel shall be provided at an approved location.

**Elevators** provided shall meet the Gurney/Stretchers requirements of CBC Chapter 30.

**Fees:** All plans submitted for review by the Colma Fire Protection District will be assessed a Plan Review Fee, due and payable to CPFD prior to any reviews commencing. Applicant shall provide additional copies of plans directly to the District and will be notified of any fees due.

**Mitigation Measure 30:** Prior to issuance of the certificate of occupancy, the applicant shall demonstrate that a contract is in place for the removal of solid waste. Prior to the issuance of a certificate of occupancy for the condominiums, the applicant shall secure County review and approval of a homeowners association.

**Mitigation Measure 31:** The applicant shall comply with the provisions of the Relocation Plan and Conversion Impact Report for the Meadowbrook Mobile Home Park approved by the County Board of Supervisors.

**Mitigation Measure 32:** The current or future property owner may be asked to provide reasonable access for the responsible party to comply with the request to investigate and remediate the contamination emanating from the adjacent site.



**Mitigation Measure 33:** The project shall comply with the County's adopted Design Review standards for the unincorporated Colma area.

**Mitigation Measure 34:** In the event that archaeological items are encountered during excavation, subsurface construction, or other land alteration activities, all work shall cease temporarily. A qualified archaeologist should determine the (1) significance of the archaeological object(s), (2) whether additional measures should be taken to preserve or recover them, and (3) whether further investigation is necessary. Measures may include a site reconnaissance and mitigation plan.

**Mitigation Measure 35:** If the applicant proposes work within the State ROW, in addition to an encroachment permit from CalTrans, the following will be required: Documentation of a current archaeological record search from the Northwest Information Center (NIC) of the California Historical Resources Information System (CHRIS). The search must be no more than five years old. If warranted, a cultural resources study by a qualified, professional archaeologist must also be completed. These requirements, including applicable mitigation must be fulfilled before an encroachment permit can be issued for project-related work in State ROW.

V. MANDATORY FINDINGS OF SIGNIFICANCE

	Yes	No
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal, or eliminate important examples of the major periods of California history or prehistory?		X
2. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?		X
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable?		X
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?		X

On the basis of this initial evaluation:

I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Planning Division.

X

I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because of the mitigation measures in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date

10-4-6

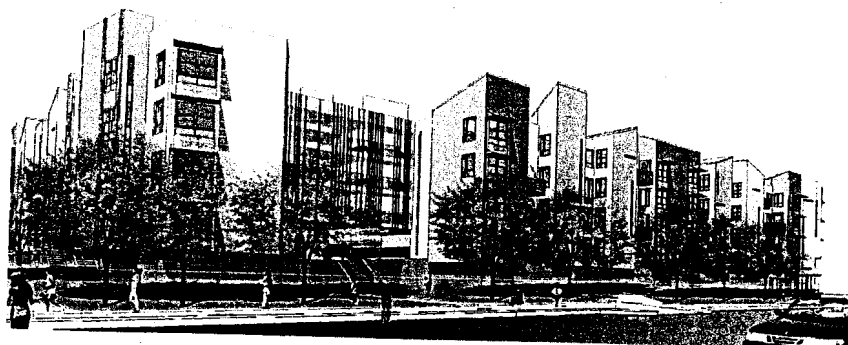
Matt Seubert, Project Planner

## VI. SOURCE LIST

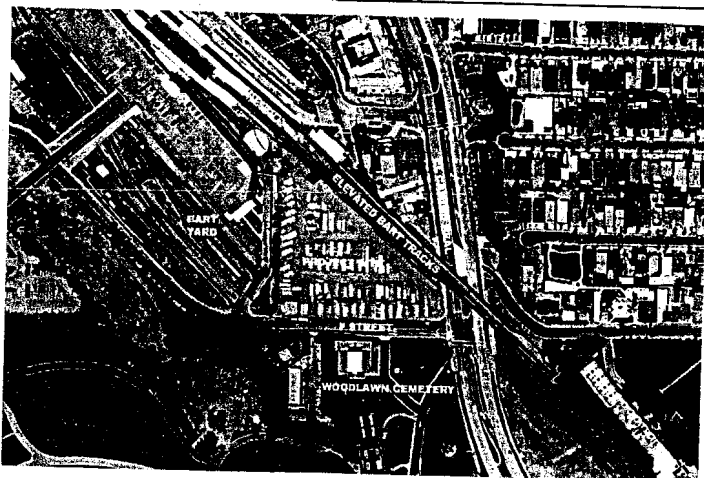
- A. Field Inspection
- B. County General Plan 1986
  - a. General Plan Chapters 1-16
  - b. Local Coastal Program (LCP) (Area Plan)
  - c. Skyline Area General Plan Amendment
  - d. Montara-Moss Beach-El Granada Community Plan
  - e. Emerald Lake Hills Community Plan
- C. County Ordinance Code
- D. Geotechnical Maps
  - 1. USGS Basic Data Contributions
    - a. #43 Landslide Susceptibility
    - b. #44 Active Faults
    - c. #45 High Water Table
  - 2. Geotechnical Hazards Synthesis Maps
- E. USGS Quadrangle Maps, San Mateo County 1970 Series (See F. and H.)
- F. San Mateo County Rare and Endangered Species Maps, or Sensitive Habitats Maps
- G. Flood Insurance Rate Map – National Flood Insurance Program
- H. County Archaeologic Resource Inventory (Prepared by S. Dietz, A.C.R.S.) Procedures for Protection of Historic and Cultural Properties – 36 CFR 800 (See R.)
- I. Project Plans or EIF
- J. Airport Land Use Committee Plans, San Mateo County Airports Plan
- K. Aerial Photography or Real Estate Atlas – REDI
  - 1. Aerial Photographs, 1941, 1953, 1956, 1960, 1963, 1970
  - 2. Aerial Photographs, 1981
  - 3. Coast Aerial Photos/Slides, San Francisco County Line to Año Nuevo Point, 1971
  - 4. Historic Photos, 1928-1937

- L. Williamson Act Maps
- M. Soil Survey, San Mateo Area, U.S. Department of Agriculture, May 1961
- N. Air Pollution Isopleth Maps – Bay Area Air Pollution Control District
- O. California Natural Areas Coordinating Council Maps (See F. and H.)
- P. Forest Resources Study (1971)
- Q. Experience with Other Projects of this Size and Nature
- R. Environmental Regulations and Standards:
  - Federal
    - Review Procedures for CDBG Programs 24 CFR Part 58
    - NEPA 24 CFR 1500-1508
    - Protection of Historic and Cultural Properties 36 CFR Part 800
    - National Register of Historic Places
    - Floodplain Management Executive Order 11988
    - Protection of Wetlands Executive Order 11990
    - Endangered and Threatened Species
    - Noise Abatement and Control 24 CFR Part 51B
    - Explosive and Flammable Operations 24 CFR 51C
    - Toxic Chemicals/Radioactive Materials HUD 79-33
    - Airport Clear Zones and APZ 24 CFR 51D
  - State
    - Ambient Air Quality Standards Article 4, Section 1092
    - Noise Insulation Standards
- S. Consultation with Departments and Agencies:
  - a. County Health Department
  - b. City Fire Department
  - c. California Department of Forestry
  - d. Department of Public Works
  - e. Disaster Preparedness Office
  - f. Other

VIEW FROM F STREET



VICINITY MAP



PROJECT DATA

Total Acreage	
Total Site Acreage	2.73
BART Station Acreage	0.507
Total Buildable Site	2.176
Density	
Total Apartment Density	120
Total	155
Total Lot Area (sq ft)	119,354
Units per Acre	54.80
Total	58.6
Building Height	
Podium Apartment	Measured from F Street property line
Small Apartment Building	Measured from adjacent grade
Distance from property line ground level	Distance from property line upper levels
Podium Apartment Building	
F Street - From F Street Easement	10'-0"
BART Tracks	22'-0"
Interior Lot line facing BART Tracks	8'-10"
Interior Lot line facing Small Apartments	20'-0"
Small Apartment Building	
F Street	8'-0"
Street Lot - Facing Podium Apartment	8'-0"
Street Lot - Facing BART Maintenance	8'-0"
Parking	
Podium Apartment (including within podium garage)	120
Daycare within Podium Apartment	0
Small Apartments	35
Total	155
Podium Apartment Unit Statistics	
1 Bedroom	41
2 Bedroom	42
3 Bedroom	36
Total	119
Small Apartment Unit Statistics	
1 Bedroom	37

PROJECT TEAM:

DEVELOPER:  
BRIDGE Housing Corporation  
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& Surveyors, Inc.  
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- L1.0 Landscape Plan-Ground Level
- L1.1 Landscape Plan-Second Level
- C1.0 Topographic & Boundary Survey
- C2.0 Prelim. Grading & Drainage Plan
- C3.0 Prelim. Storm Water Management
- 3 Ground Floor Plan
- 4 Podium Level / Site Plan
- 5 Typical Upper Floor Plan
- 6 South Site Elevation
- 7 West Elevation
- 8 Small Apartment Building Elevs.

RECEIVED

AUG 24 2006

San Mateo County  
Planning Division



david baker + partners  
dbarchitect.com  
461 second street loft 127  
san francisco california 94107  
v.415.896.6700 f.415.896.6103

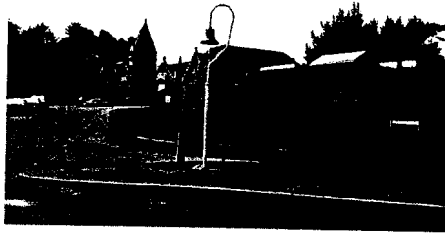
BRIDGE  
Planning Submittal  
DATE: 8.23.2006  
APP. NO. 134-051-280

Title Sheet  
El Camino Transit Village

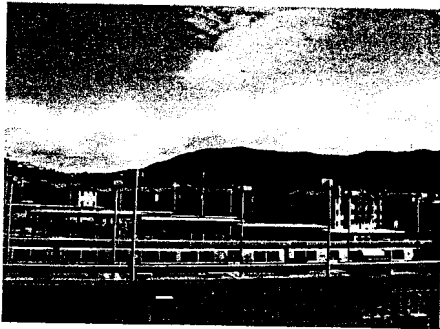
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scale  
date 8.23.06  
drawn by

1

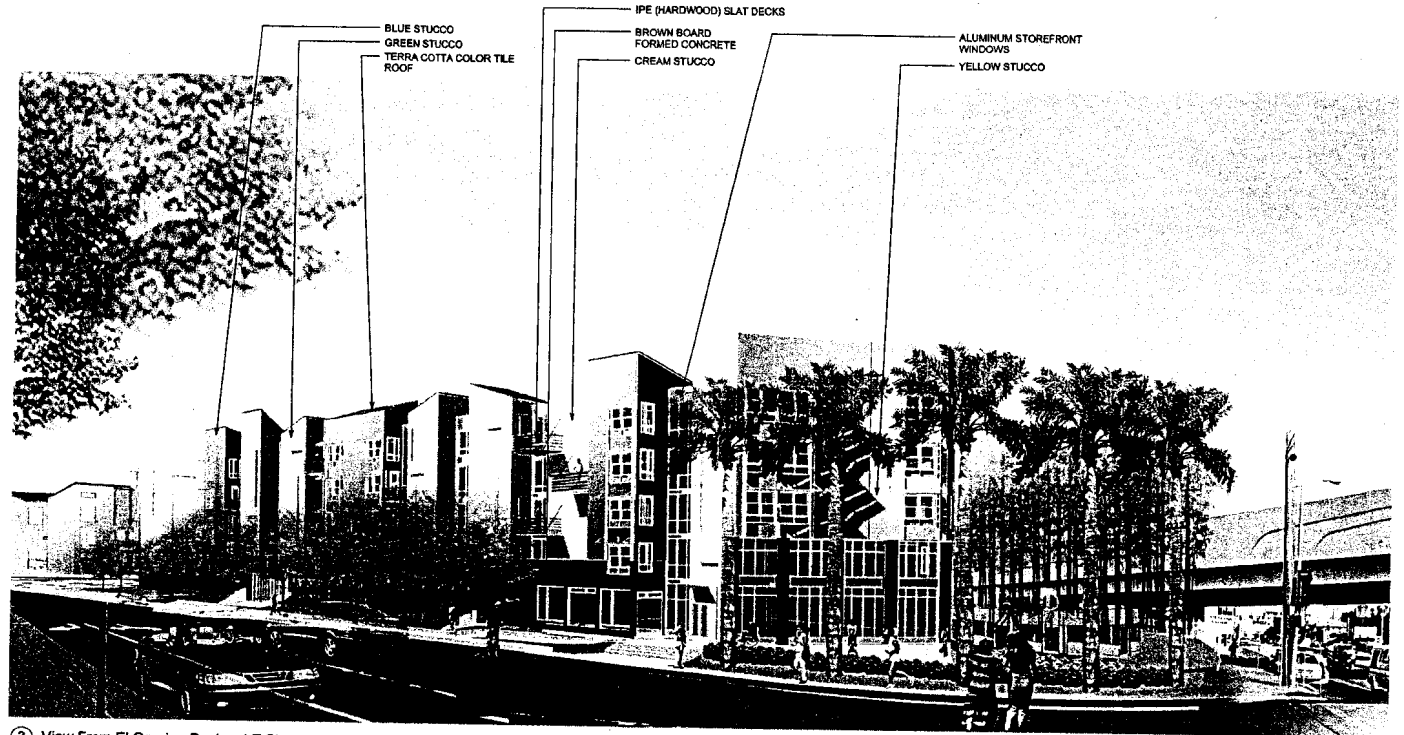
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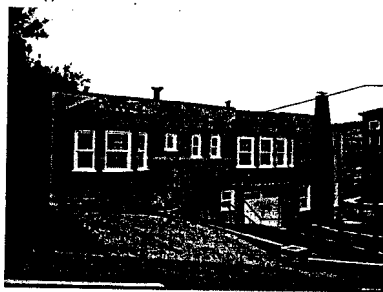
⑤ Woodlawn Cemetery



④ San Bruno Mountain

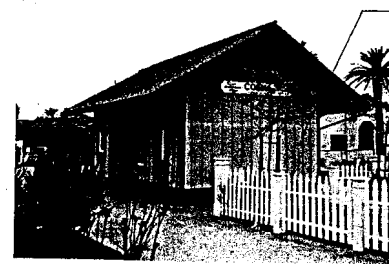


③ View From El Camino Real and F Street



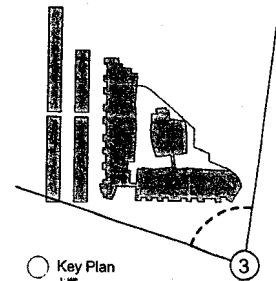
① Context Photo A

TERRA COTTA COLOR  
TILE ROOF  
BROWN STUCCO  
YELLOW STUCCO





② Context Photo B

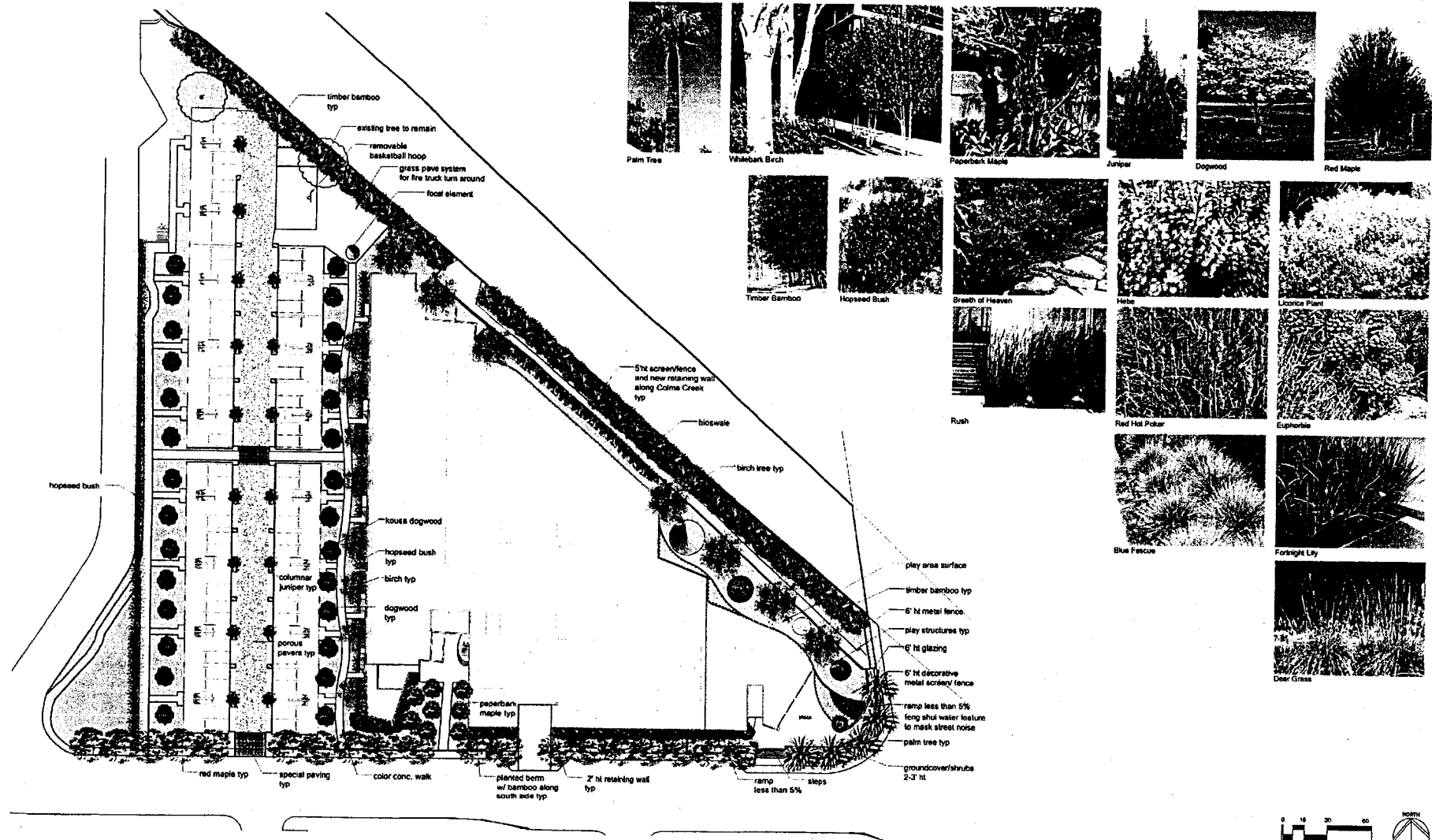
YELLOW WOOD  
SIDING



○ Key Plan

③

 <b>david baker + partners</b> dbarchitect.com 461 second street loft 127 san francisco california 94107 v.415.896.6700 f.415.896.6103	BRIDGE Planning Submittal	Street View  El Camino Transit Village	project number	20502	 <b>2</b>
			scale	As indicated	
			date	8.23.06	
			drawn by	Author	



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1175 FOLSOM STREET  
SAN FRANCISCO, CA 94103  
415.431.0334  
415.431.0396 FAX

**BRIDGE**  
Planning Submittal

## Landscape Plan - Ground Level

### Trestle Glen at El Camino Transit Village

project number 20502  
scale 1" = 30'  
date 8.23.06  
drawn by AC

**L1.0**



Paperback maps






12

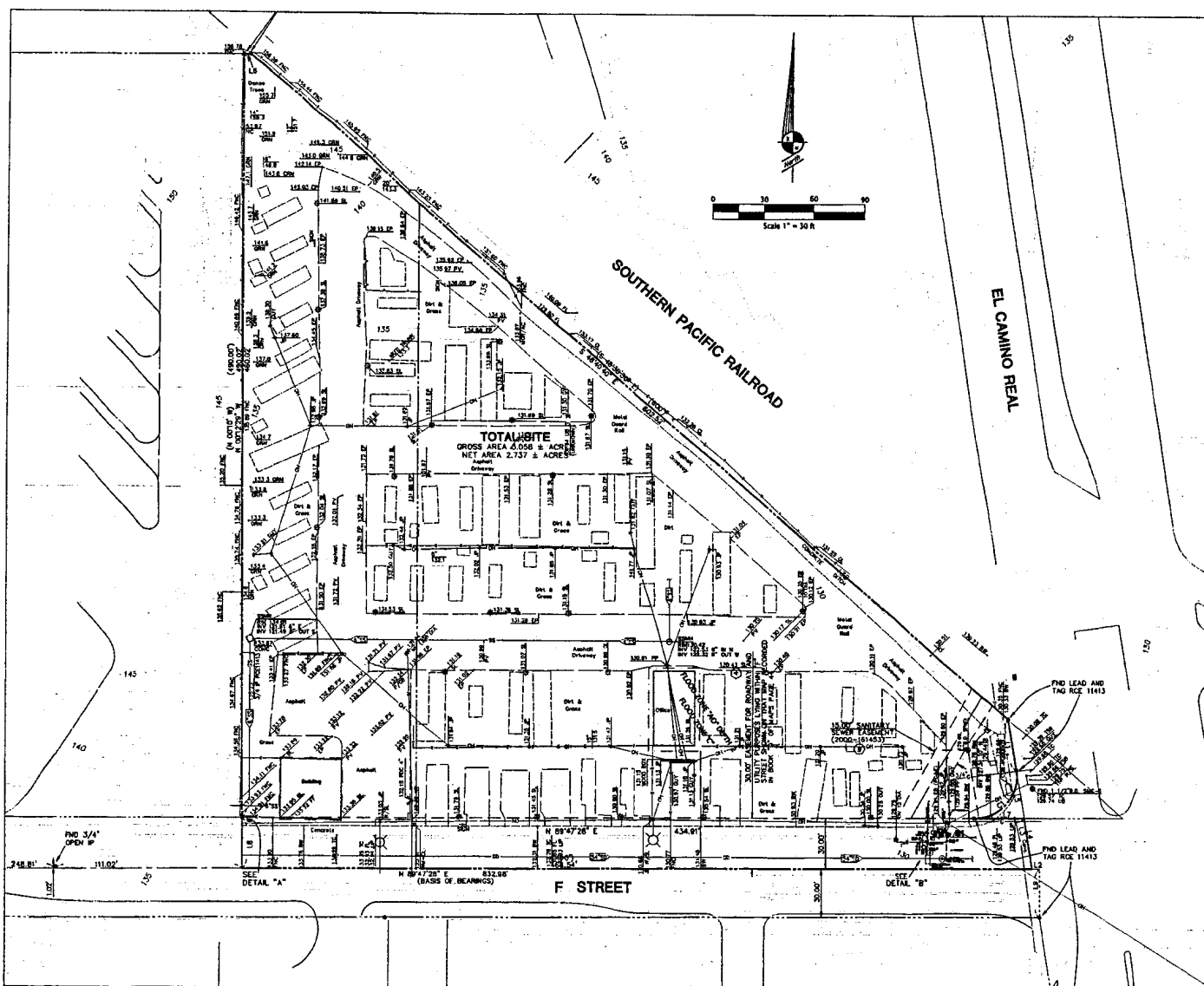


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 <b>david baker + partners</b> dbarchitect.com 461 second street loft 127 san francisco california 94107 v.415.896.6700 f.415.896.6103	 <b>CLIFF LOWE ASSOCIATES</b> 1175 FOLSOM STREET SAN FRANCISCO, CA.94103 415.431.0394 415.431.0396 FAX	<b>BRIDGE</b> Planning Submittal	<b>Landscape Plan - Podium Level</b> <b>Trestle Glen at El Camino Transit Village</b>	project number	20502	
				scale	1" = 20'	





## ABBREVIATIONS

AC	ASPHALTIC CONCRETE
BC	BUILDING
BW	BACK OF WALK
CB	CATCH BASIN
CL	CENTERLINE
CONC	CONCRETE
COR	CORNER
EB	ELECTRIC BOX
EL	ELECTRODERM
EP	EDGE OF PAVEMENT
FDC	FIRE DEPARTMENT CONNECTION
FF	FINISH FLOOR
PH	FIRE HYDRANT
FL	FLOW LINE
FNC	FENCE
FND	FOUND
FO	FIRER OPTIC
FW	FACE OF WALL
GRN	GROUND
GUY	GUY WIRE
GV	GAS VALVE
HW	INVERT ELEVATION
IP	IRON PIPE
JP	JOINT POLE
JT	JOINT TRENCH
MGR	METAL GARDAIL
MH	MANHOLE
OH	OVERHEAD
PVCB	PAVEMENT CRACK BREAK
PP	POWER POLE
PV	PAVEMENT
PR	PER PLAN
RM	RIM ELEVATION
SD	STORM DRAIN
SWD	SAN FRANCISCO WATER DEPARTMENT
SL	STREET LIGHT
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
TC	TOP OF CURB
TSC	TRAFFIC SIGNAL BOX
TS	TRAFFIC SIGNAL POLE
TV	TELEVISION
UB	UTILITY BOX
VCP	VITRIFIED CLAY PIPE
W	WEST
WSL	WITH STREET LIGHT
WB	WATER BOX
WV	WATER VALVE

## LEGEND

PROPERTY LINE	---
ADJACENT PROPERTY LINE	---
BUILDING	---
CENTERLINE	---
EASEMENT	---
BUILDING OVERHANG	---
END, STANDARD CITY MONUMENT	---
GUY POLE	---
ELECTRODERM	---
FOUND TAG	---
FIRE HYDRANT	---
STORM DRAIN MANHOLE	---
MANHOLE	---
UTILITY POLE	---
WATER VALVE	---
CATCH BASIN	---
FIRE DEPARTMENT CONNECTION	---
STREET LIGHT	---
SIGN	---
TREE W/ SIZE AND ELEVATION	---
SPOT ELEVATION	---
CONTOUR	---
INDEX CONTOUR	---
CORNER/SETTER	---
FENCE	---
GUARDRAIL	---
RETAINING WALL	---
SINGLE TREE	---
TREES AND BRUSH	---
SANITARY SEWER	---
STORM DRAIN	---
WATER	---
GAS	---
UNDERGROUND ELECTRIC	---
OVERHEAD	---
TITLE REPORT DESCRIPTION NUMBER	---
RECORD INFORMATION	---

## NOTES:

- THIS SURVEY WAS PREPARED FROM INFORMATION FURNISHED IN A PRELIMINARY TITLE REPORT, PREPARED BY FIRST AMERICAN TITLE, DATED FEBRUARY 22, 2005 NUMBER MCS-159065-04. NO LIABILITY IS ASSUMED FOR MATTERS OF RECORD NOT STATED IN SAID PRELIMINARY TITLE REPORT THAT MAY AFFECT THE TITLE LINES, OR EXCEPTIONS, OR EASEMENTS OF THE PROPERTY.
- THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS TOPOGRAPHIC AND BOUNDARY SURVEY WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL KNOWN UNDERGROUND UTILITIES. HOWEVER, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT WHICH ARE NOT SHOWN ON THESE DRAWINGS.
- BENCHMARK (COLIMA DATUM, DRAWER #1 BENCHMARK #4, TOP OF CURB AT CENTER LINE OF CATCH BASIN, EAST SIDE OF EL CAMINO REAL AT INTERSECTION OF COLIMA BOULEVARD, ELEVATION: 124.44
- FLOOD ZONE NOTE: THIS SITE IS IN FLOOD ZONE "A0", AREAS OF 100-YEAR SHALLOW FLOODING WHERE DEPTHS ARE BETWEEN 0(1) AND THREE (3) FEET; AVERAGE DEPTHS OF INUNDATION ARE SHOWN, BUT NO FLOOD HAZARD FACTORS ARE DETERMINED. DEPTH 2 FEET. THIS SITE IS ALSO IN FLOOD ZONE "C", AREAS OF MINIMAL FLOODING. PER FLOOD INSURANCE RATE MAP COMMUNITY PANEL NO. 960111 0012 & DATED JULY 5, 1994.
- BASES OF BEARINGS  
THE BEARING OF NORTH 89°47'28" EAST ON THE CENTERLINE OF F STREET, BEING AN ASSUMED BEARING, ALL BEARINGS MAY CHANGE PENDING THE COMPETITION OF THE RECORD OF SURVEY BEING PREPARED BY LOUIS A. AARATA CIVIL ENGINEER.
- NOTE THE EFFECT OF AN EASEMENT IN FAVOR OF PACIFIC GAS AND ELECTRIC COMPANY RECORDED NOVEMBER 2, 1919 IN BOOK PAGE 266, PAGE 382 OF BOOK. THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
- AS OF 4-28-05 WE HAVE ONLY RECEIVED INFORMATION FROM PG&E, SMC'S SANITATION DISTRICT AND CAL WATER. ALL OTHER UTILITIES CANNOT BE SHOWN UNTIL INFORMATION IS RECEIVED.



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v.415.896.6700 f.415.896.6103

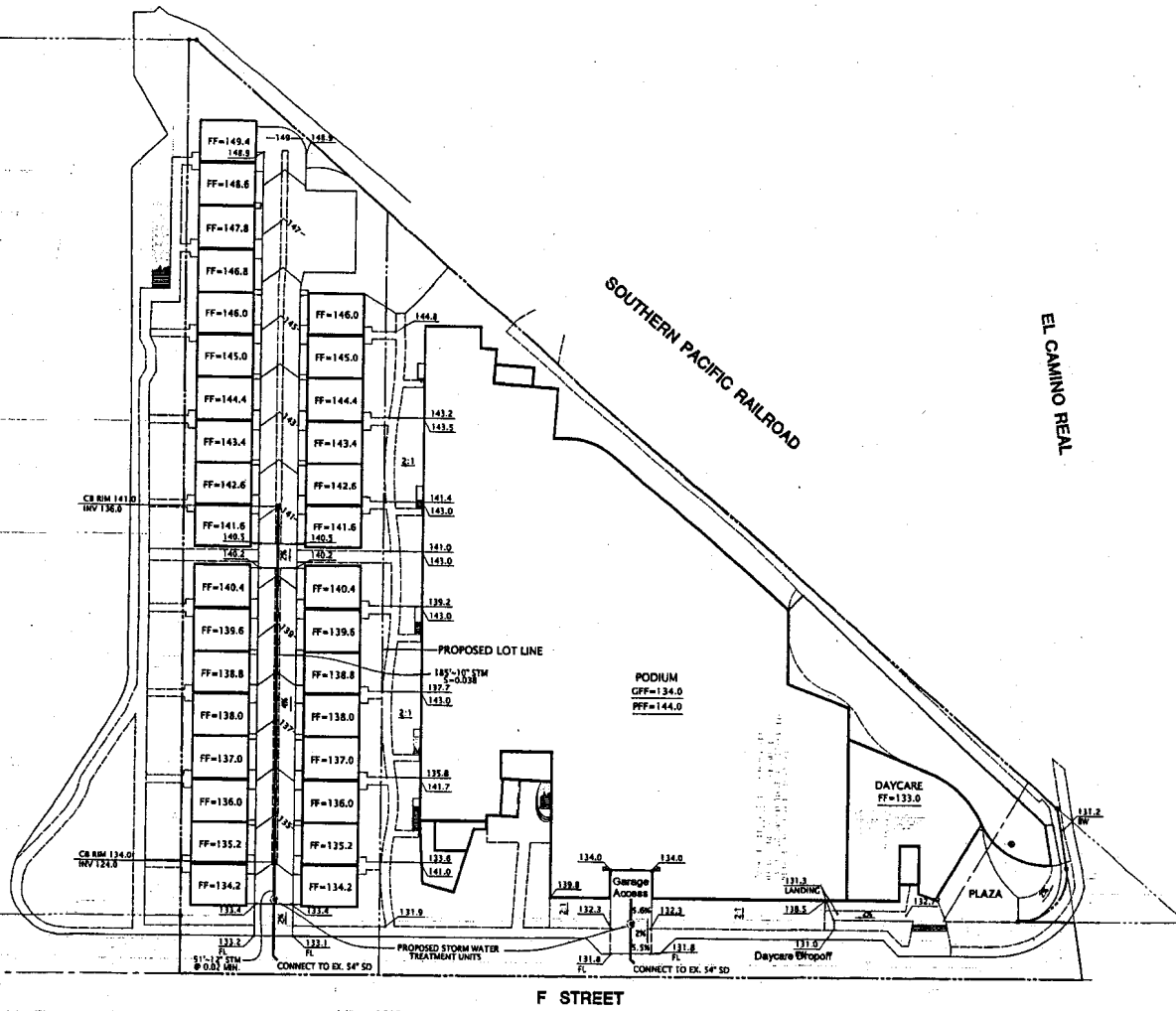
BRIDGE  
Planning Submittal

# TOPOGRAPHIC & BOUNDARY SURVEY

## BART Transit Village

project number A05083-1  
scale 1"=30'  
date 8.10.06  
drawn by BMC

C1.0

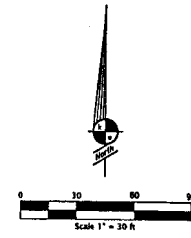


LEGEND

	PROPOSED	EXISTING
PROPERTY LINE	---	---
CENTERLINE	---	---
EASEMENT	---	---
SPOT GRADE	15.5	
CATCH BASIN (CB)	■	
STORM DRAIN MANHOLE	⊕	
CONTOUR	---	---
CLRS	---	---
CURB & GUTTER	---	---

ABBREVIATIONS

BW	BACK OF WALK
FL	FLOW LINE
FF	FINISH FLOOR
GFF	GARAGE FINISH FLOOR
PFF	PODIUM FINISH FLOOR



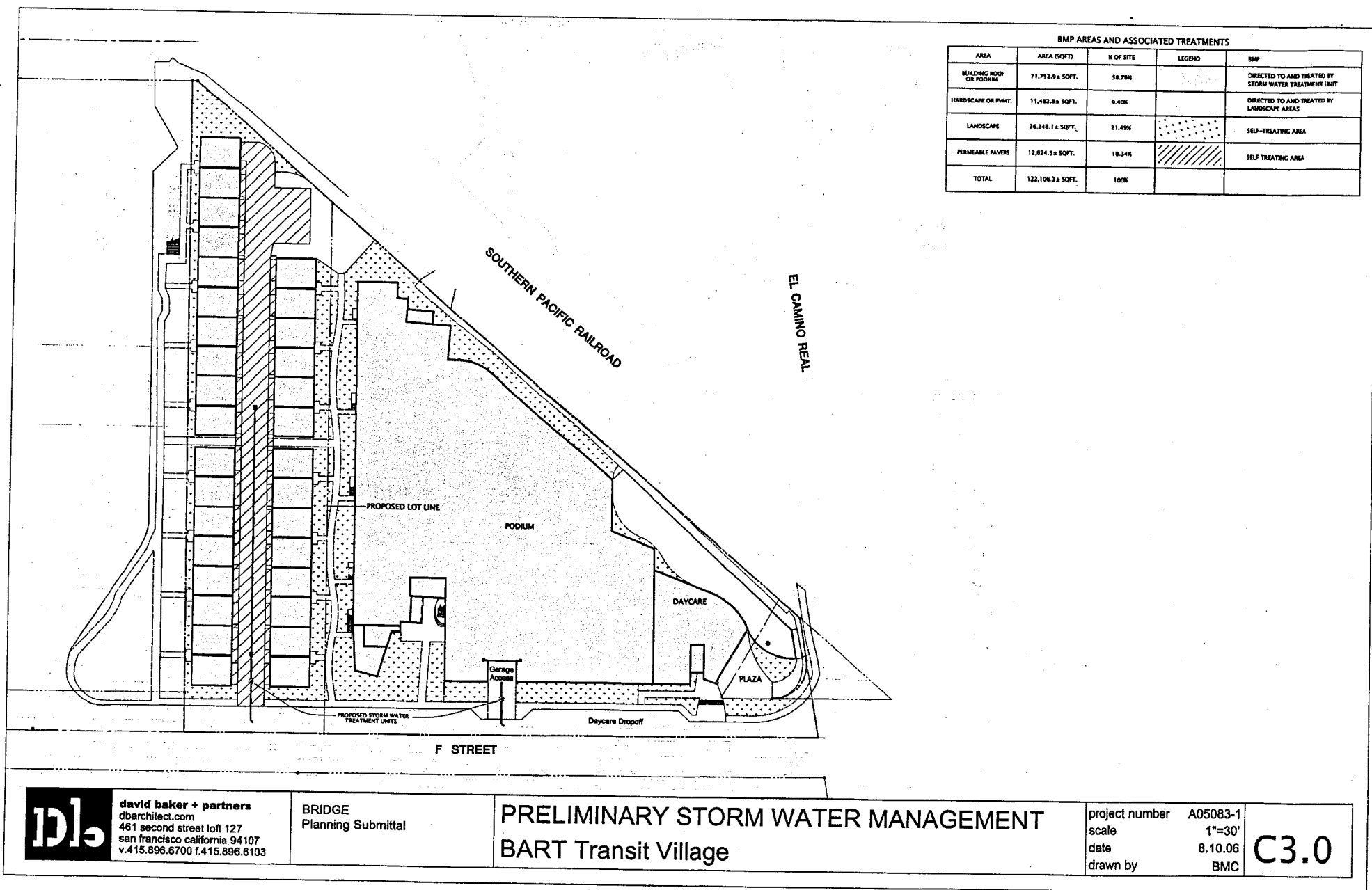
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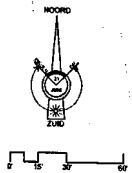
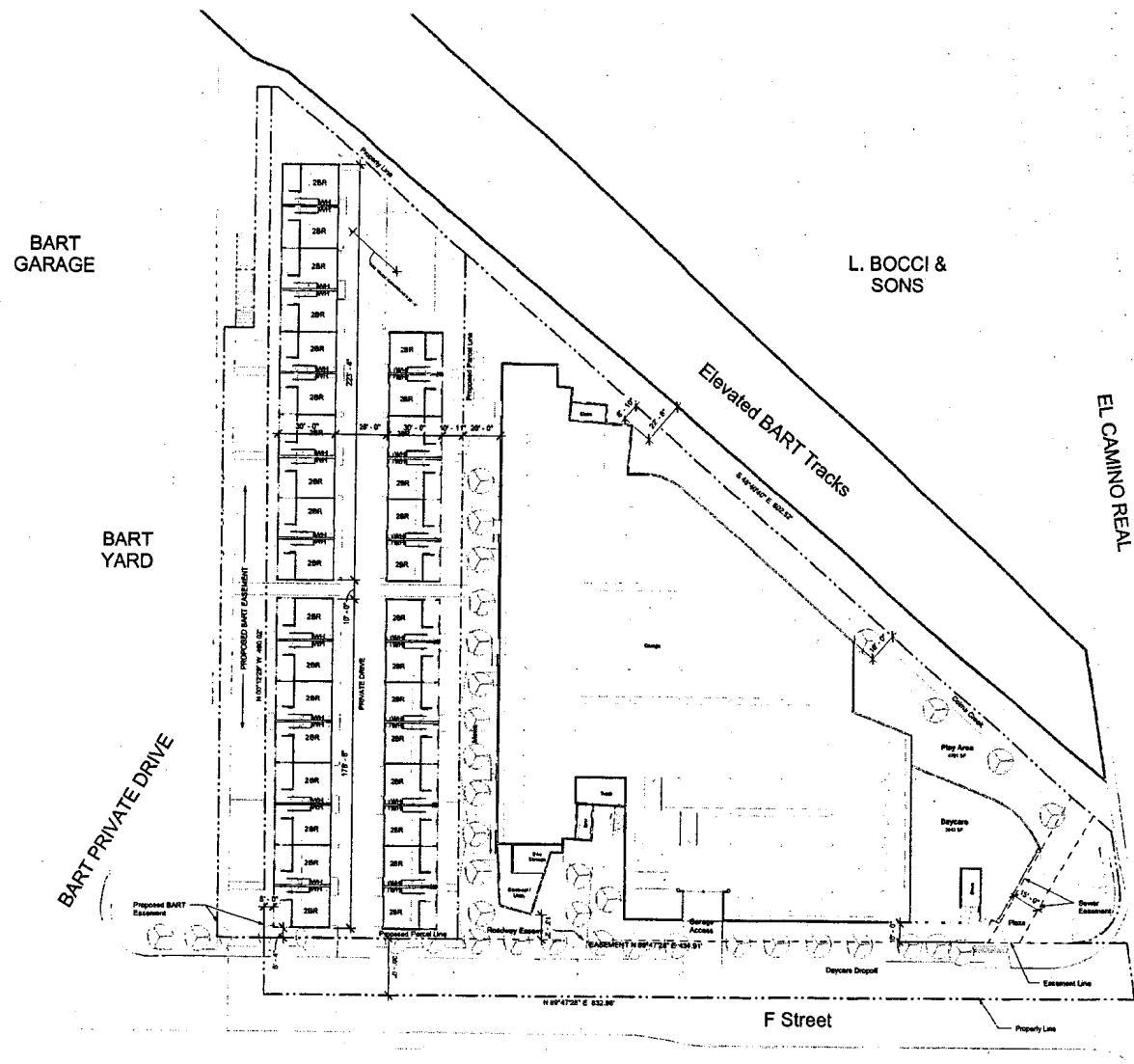
BRIDGE  
Planning Submittal

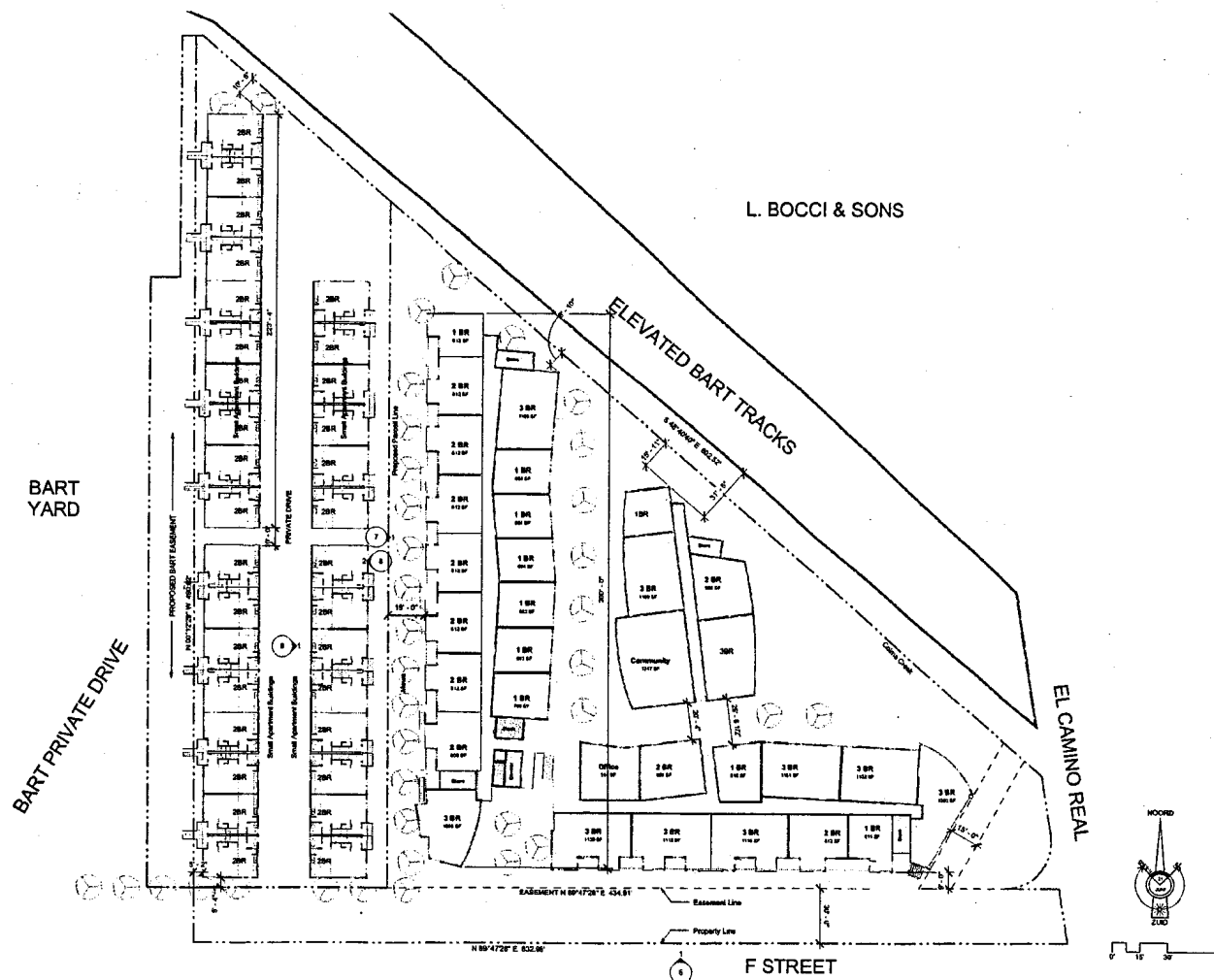
PRELIMINARY GRADING & DRAINAGE PLAN  
BART Transit Village

project number A05083-1  
scale 1"=30'  
date 8.10.06  
drawn by BMC

C2.0





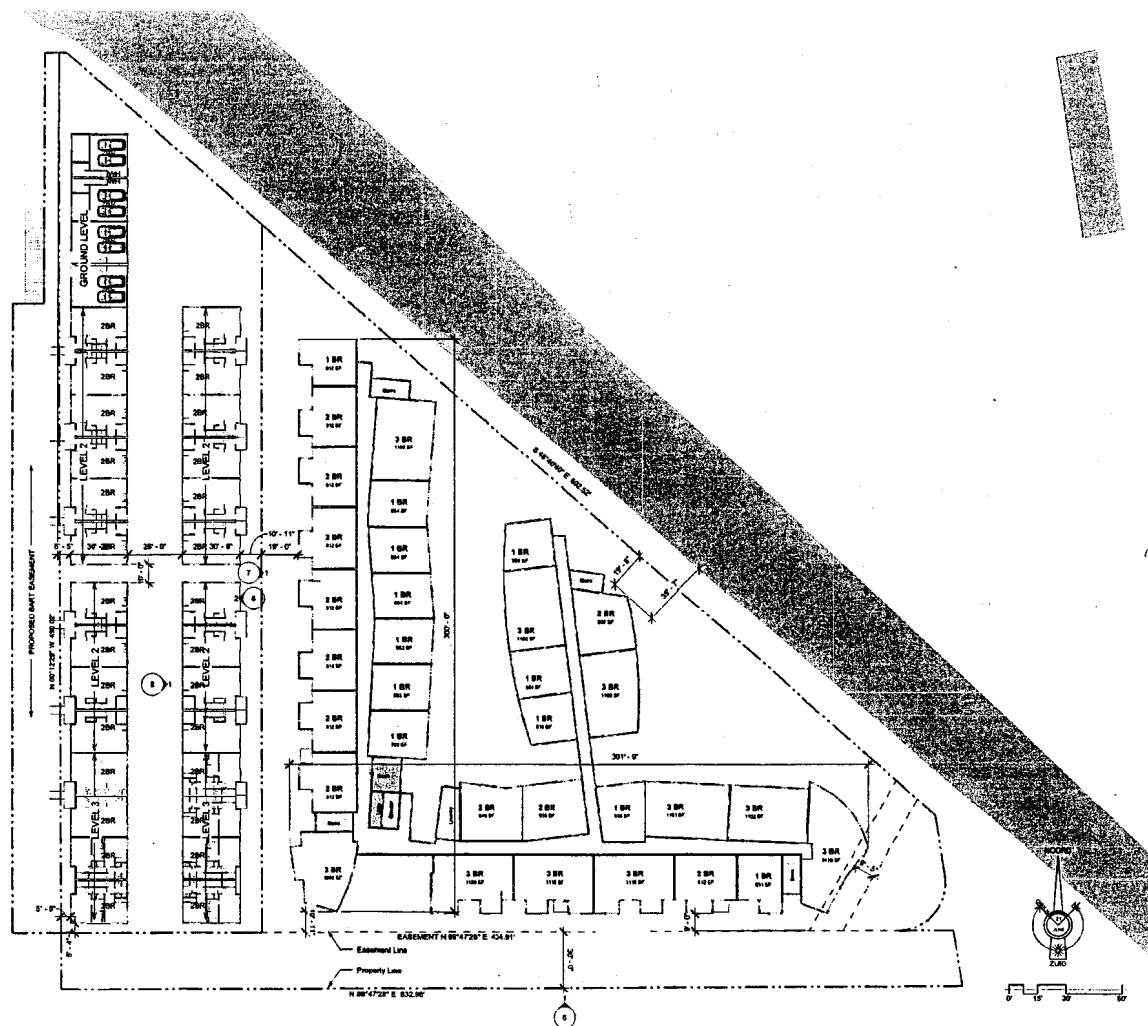


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BRIDGE  
Planning Submittal

## Podium Level /Site Plan El Camino Transit Village

project number 20502  
scale 1" = 30'-0"  
date 8.23.06  
drawn by bs

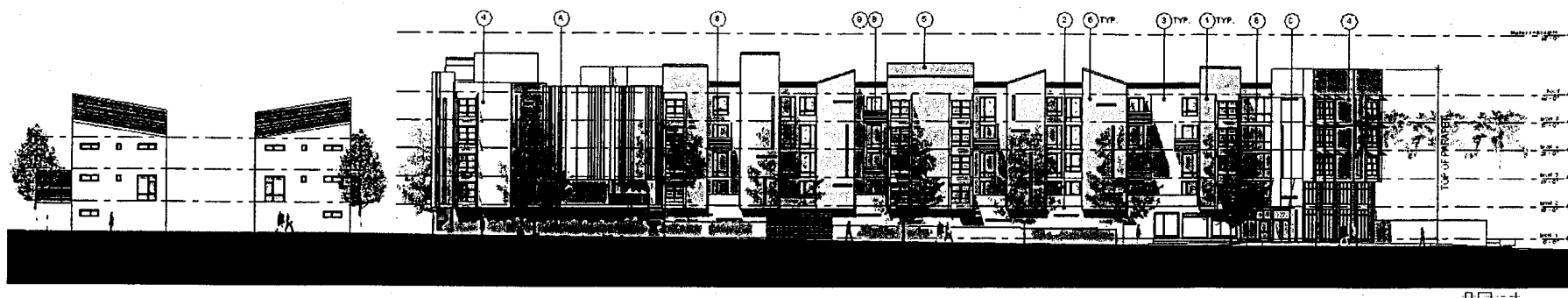


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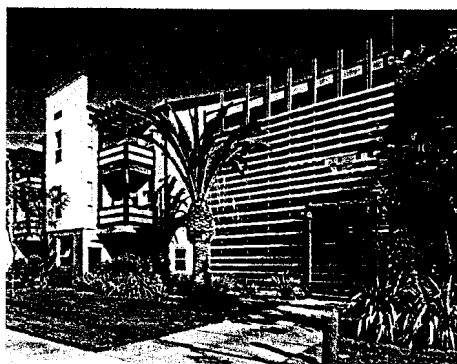
BRIDGE  
Planning Submittal

## Typical Upper Level Floor Plan El Camino Transit Village

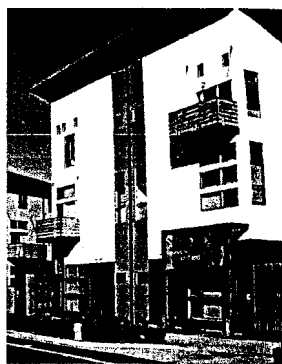
project number 20502  
scale 1" = 30'-0"  
date 8.23.06  
drawn by bs



① South Elevation  
30' x 10'  
 SEE SHEET 2 FOR COLORED RENDERING



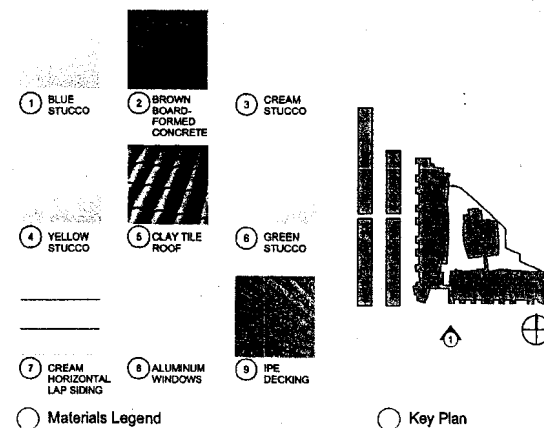
A BREEZEWAY WITH SHADING DEVICE  
30' x 10'



B WOOD DECKS  
30' x 10'



C AWNING AT ENTRY  
30' x 10'

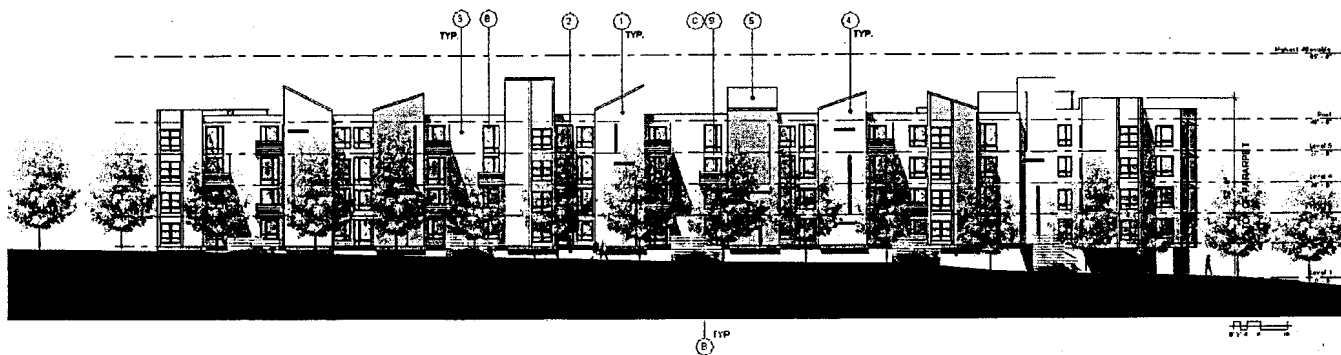


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BRIDGE  
 Planning Submittal

F Street Elevation  
 El Camino Transit Village

project number 20502  
 scale As indicated  
 date 8.23.06  
 drawn by bs



① West Elevation - Podium Apartments  
1/8" = 1'-0"



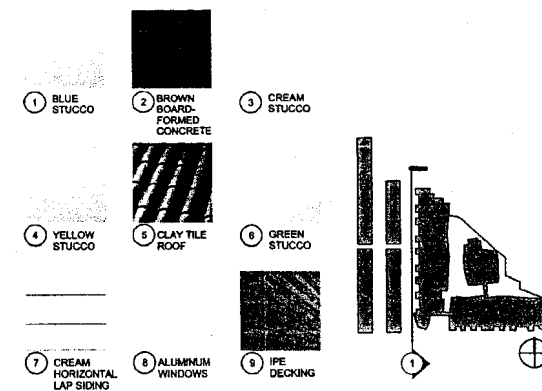
Ⓐ COURTYARD



Ⓑ DETAIL AT STOOPS



Ⓒ WOOD DECKS



○ Materials Legend  
1/8" = 1'-0"

○ Key Plan  
1/8" = 1'-0"



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BRIDGE  
Planning Submittal

West Elevation  
El Camino Transit Village

project number 20502  
scale As indicated  
date 8.23.06  
drawn by bs





① Mews Elevation - Small Apartment Building  
DWG-102



② Drive Elevation - Small Apartment Building  
DWG-103

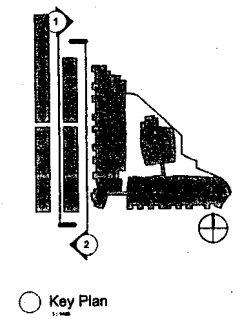


SMALL APARTMENT BUILDING EXAMPLE



SMALL APARTMENT BUILDING EXAMPLE

- ① BLUE STUCCO
  - ② BROWN BOARD-FORMED CONCRETE
  - ③ CREAM STUCCO
  - ④ YELLOW STUCCO
  - ⑤ CLAY TILE ROOF
  - ⑥ GREEN STUCCO
  - ⑦ CREAM HORIZONTAL LAP SIDING
  - ⑧ ALUMINUM WINDOWS
  - ⑨ IPE DECKING
- Materials Legend  
DWG-104



**COUNTY OF SAN MATEO**  
Environmental Services Agency  
Planning and Building Division

**Initial Study Pursuant to CEQA**  
**Project Narrative and Answers to Questions for the Negative Declaration**  
**File Number: PLN 2006-00365**  
**El Camino Transit Village**

**PROJECT DESCRIPTION**

155-unit multi-family residential development (including 123 units of affordable housing and 32 townhome-style small apartment buildings), a day care center, and associated recreation and common areas.

The project includes a Minor Subdivision to subdivide the existing parcel into two lots: Lot 1 (86,571 sq. ft. for a 123-unit podium affordable rental housing development with 60-slot childcare center), Lot 2 (46,632 sq. ft. for a 32-unit for-sale condominium development). The condominium development constitutes a Major Subdivision. The project includes Design Review, a Grading Permit, and the removal of at least 5 Significant Trees (9 more trees may also qualify as significant). It also includes a Use Permit for the day care center.

**SITE DESCRIPTION**

The project site is a roughly triangular 2.7-acre parcel. It is located at 7880 El Camino Real at F Street in unincorporated Colma. Currently, the site is occupied by a mobile home park, which is proposed to be demolished and its residents relocated. Currently, the majority of the site is paved, but there is some vegetation interspersed, as well as a number of trees along the western edge of the parcel. The northern frontage of the site is bounded by Colma Creek and the elevated BART tracks, leading to the Colma BART station about 300 feet to the northwest. A BART parking structure and maintenance yard are located to the west of the site. To the south lies Woodlawn Cemetery.

**ANSWERS TO QUESTIONS**

**1. LAND SUITABILITY AND GEOLOGY**

- c. **Will (or could) this project be located in an area of soil instability (subsidence, landslide or severe erosion)?**

**Yes. Significant Unless Mitigated.** The County's General Plan map of Natural Hazards Map does not show that the parcel is in a mapped area of High Landslide Susceptibility. However, soil studies conducted for other projects in this area (e.g., at Holy Angel's School and at El Camino Real and B Street) revealed the presence of liquefiable soils. The County's Geotechnical Section has requested a soil and foundation study at the

## ANSWERS TO QUESTIONS

File No. PLN 2006-00365

Page 2

Building Permit stage, including an evaluation of liquefaction, seismic hazards, local settling, and groundwater levels. To mitigate any potential impact, the following mitigation measure is proposed:

**Mitigation Measure 1:** As part of the County's review of the building permit application(s) for this project, specific design and construction measures appropriate for the site given its specific soil characteristics and potential for exposure to ground shaking from earthquakes on the San Andres Fault, shall be required. At the Building Permit stage, a soil and foundation study, including an evaluation of liquefaction, seismic hazards, local settling, and groundwater levels, shall be provided to the County Geotechnical Section.

d. **Will (or could) this project be located on, or adjacent to a known earthquake fault?**

**Yes. Significant Unless Mitigated.** The County's General Plan map of Natural Hazards Map does not show that the parcel is in a mapped fault area. The San Andreas Fault is located approximately 1.4 miles to the southwest of the project site. As mentioned under the response to 1.c. above, soil studies conducted for other projects in this area (e.g., at Holy Angel's School and at El Camino Real and B Street) revealed the presence of liquefiable soils. The County's Geotechnical Section has requested a soil and foundation study at the Building Permit stage, including an evaluation of liquefaction, seismic hazards, local settling, and groundwater levels. To mitigate any potential impact, the following mitigation measure is proposed:

**Mitigation Measure:** (See Mitigation Measure 1.)

f. **Will (or could) this project cause erosion or siltation?**

**Yes, Significant Unless Mitigated.** The existing mobile homes will be removed and the existing pavement will be removed. The applicant is also proposing almost 10,000 cubic yards of grading, nearly 9,000 of which will be fill to raise the elevation of the site. The potential for erosion to occur during the demolition, grading and construction phases does exist. This is a potentially significant impact if not mitigated. The project is subject to the County's Grading Ordinance, which contains standards to assure that development is accomplished so as to minimize adverse effects on the existing terrain and to minimize the potential for erosion. Grading is discussed further under Section 3.b of this document. To mitigate the potential impact of erosion, the following mitigation measures are proposed:

**Mitigation Measure 2:** Prior to the beginning of any earth moving or construction activities, the applicant shall submit to the Planning Division for review and approval, an erosion and drainage control plan which shows how the transport and discharge of soil

## ANSWERS TO QUESTIONS

File No. PLN 2006-00365

Page 3

and pollutants from the project site will be minimized. The goal is to prevent sediment and other pollutants from leaving the project site and to protect all exposed earth surfaces from erosive forces. Said plan shall adhere to the San Mateo County Wide Stormwater Pollution Prevention Program "General Construction and Site Supervision Guidelines," including:

- (1) Stabilizing all denuded areas and maintaining erosion control measures continuously between October 15 and April 15.
- (2) Removing spoils promptly, and avoiding stockpiling of fill materials when rain is forecast. If rain threatens, stockpiled soils and other materials shall be covered with a tarp or other waterproof material.
- (3) Storing, handling, and disposing of construction materials and wastes so as to avoid their entry to a local storm drain system or water body.
- (4) Avoiding cleaning, fueling or maintaining vehicles on-site, except in an area designated to contain and treat runoff.

The approved erosion and drainage control plan shall be implemented prior to the commencement of operations.

Erosion and sediment control during the course of this grading work shall be according to a plan prepared and signed by the Engineer of record, and approved by the Department of Public Works and the Planning Division. Revisions to the approved erosion and sediment control plan shall be prepared and signed by the Engineer.

It shall be the responsibility of the applicant's contractor to regularly inspect the erosion control measures and determine that they are functioning as designed and that proper maintenance is being performed. Deficiencies shall be immediately corrected.

Sediment and erosion control measures must be installed prior to beginning any site work and maintained throughout the term of the permit. Failure to install or maintain these measures will result in stoppage of construction until the corrections have been made and fees paid for staff enforcement time.

**Mitigation Measure 3:** The applicant shall submit a permanent stormwater management plan, which shall include a site plan and narrative of the types of permanent stormwater controls that will be installed on site to achieve compliance with the County's Drainage Policy and NPDES permit provisions. At a minimum, directly connected impervious areas shall be minimized, future downspouts shall be directed to landscaped areas and pervious materials shall be used for the access road, if possible, and for any future patio or

## ANSWERS TO QUESTIONS

File No. PLN 2006-00365

Page 4

walkway areas near a proposed residence. The permanent stormwater controls shall be in place throughout the life of the project.

The applicant shall have prepared, by a Registered Civil Engineer, a drainage analysis of the proposed subdivision and submit it to the Department of Public Works for review and approval. The drainage analysis shall consist of a written narrative and a plan that details the pre- and post-development runoff rates and certify compliance with the County's Drainage Policy and NPDES permit provisions. The flow of the stormwater onto, over, and off of the property being subdivided shall be detailed on the plan and shall include adjacent lands as appropriate to clearly depict the pattern of flow. The analysis shall detail the measures necessary to certify adequate drainage. Recommended measures shall be designed and included on the improvement plans and submitted to the Public Works Department for review and approval.

The applicant shall record documents that address future maintenance responsibilities of any private drainage and/or roadway facilities that may be constructed. Prior to recording these documents, they shall be submitted to the Public Works Department for review.

h. **Will (or could) this project be located within a flood hazard area?**

**Yes, Significant Unless Mitigated.** The eastern part of the parcel is located in FEMA flood zone A0, 100-year flood, with a depth of 2 feet. The applicant is proposing almost 9,000 cubic yards of fill to raise the elevation of this portion of the parcel above the flood zone. For further discussion of this item, see Section 4.g below. To mitigate this potential impact, the following mitigation measure is proposed:

**Mitigation Measure 4:** At the Grading and Building Permit stages of the project, the applicant will be required to comply with FEMA regulations relating to flood zones as enforced by the County's Building and Public Works Departments.

i. **Will (or could) this project be located in an area where a high water table may adversely affect land use?**

**Yes, Significant Unless Mitigated.** The site has a high water table, as well as being partly located in a flood zone. As discussed under 1.h above, the applicant is proposing nearly 9,000 cubic yards of fill to raise the elevation of the site. To mitigate this potential impact, the following mitigation measure is proposed:

**Mitigation Measure 5:** During the Grading and the Building Permit stages of the project, the applicant will be required to comply with the requirements of the County's Building, Public Works, and Environmental Health Departments relating to construction in an area with a high water table.

## ANSWERS TO QUESTIONS

File No. PLN 2006-00365

Page 5

- j. **Will (or could) this project affect a natural drainage channel or streambed, or watercourse?**

**No, Not Significant.** Colma Creek currently runs in a concrete drainage channel along the northeastern edge of the site. The applicant is not proposing to alter this situation.

### 2. VEGETATION AND WILDLIFE

- b. **Will (or could) this project involve cutting of heritage or significant trees as defined in the County Heritage Tree and Significant Tree Ordinance?**

**Yes, Significant Unless Mitigated.** The removal of up to 21 trees is part of this project and application. The trees are a variety of species, although none qualify as Heritage Trees. Five are large enough to qualify as significant, with an additional 9 with multiple and/or split trunks possibly qualifying as significant. The applicant has provided an arborist report that inventories and assesses the trees. It concludes that the trees should be removed due to poor species and/or poor structures. To mitigate the potential impact of the loss of these trees, the following mitigation measure is proposed:

**Mitigation Measure 6:** The provisions of the Significant Tree Ordinance regarding replacement trees shall apply to this project.

- g. **Will (or could) this project involve clearing land that is 5,000 sq. ft. or greater (1,000 sq. ft. within a County Scenic Corridor), that has slopes greater than 20% or that is in a sensitive habitat or buffer zone?**

**Yes, Not Significant.** Although the exact amount of land clearing is unknown, the entire site will be cleared of existing trees and vegetation and graded to an elevation that is above the flood zone. Most of this clearing consists of removing mobile homes, removing asphalt, removal of some trees as mentioned in 2.b above, and clearing of existing vegetation in the vicinity of the trees. Mitigation concerning the removal of trees is discussed under 2.b above. None of the clearing involves slopes greater than 20%, and none of the parcel is in a sensitive habitat as shown on the County's General Plan Sensitive Habitats Map.

### 3. PHYSICAL RESOURCES

- b. **Will (or could) this project involve grading in excess of 150 cubic yards?**

**Yes, Significant Unless Mitigated.** The applicant has indicated on the environmental form prepared for this project that the project includes approximately 8,990 cubic yards of fill and 760 cubic yards of cut, in order to raise the elevation of the site above the flood

## ANSWERS TO QUESTIONS

File No. PLN 2006-00365

Page 6

zone. The applicant shall be expected to comply with the provisions of the San Mateo County Grading Ordinance. To mitigate this potential impact, the following mitigation measures are proposed:

**Mitigation Measure 7:** The provision of San Mateo County Grading Ordinance shall govern all grading on and adjacent to this site.

**Mitigation Measure 8:** No grading shall commence until the applicant has applied for and been issued a grading permit by the Planning Division of the County of San Mateo.

**Mitigation Measure 9:** All grading shall be according to approved plans that are prepared by, signed by, and dated by, a registered civil engineer. Revisions to the approved grading plan shall be prepared and signed by the engineer, and shall be submitted to the Department of Public Works and the Planning Division for concurrence "prior" to commencing any work pursuant to the proposed revision.

**Mitigation Measure 10:** The engineer who prepared the approved grading plan shall be responsible for inspection and certification of the grading as required by Section 8606.2 of the Grading Ordinance. The engineer's responsibilities shall include those relating to noncompliance detailed in Section 8606.5 of the Grading Ordinance.

**Mitigation Measure 11:** No grading shall commence until a schedule of all grading operations has been submitted to and reviewed and approved by the Department of Public Works and the Planning Division. The submitted schedule shall include a schedule for winterizing the site. If the schedule of grading operations calls for the grading to be completed in one grading season, then the winterizing plan shall be considered a contingent plan to be implemented if work falls behind schedule. The applicant shall submit monthly updates of the schedule, if required, to the Department of Public Works and the Planning Division. All submitted schedules shall represent the work in detail and shall project the grading operations through completion.

**Mitigation Measure 12:** No grading shall be allowed during the winter season (October 15 to April 15) to avoid potential soil erosion unless approved, in writing, by the Community Development Director. The applicant shall submit a letter to the Planning Division, at least, two (2) weeks prior to commencement of grading stating the date when grading will begin.

However, should the applicant propose to grade under the "issued" grading permit in conjunction with the "issued" building permit, and after implementation of appropriate winterization measures, grading may be allowed between October 15 and April 15.

## ANSWERS TO QUESTIONS

File No. PLN 2006-00365

Page 7

**Mitigation Measure 13:** Prior to the issuance of the grading permit, the applicant shall submit, to the Department of Public Works for review and approval, a plan for any off-site hauling operations. This plan shall include, but not be limited to, the following information: size of trucks, haul route, disposal site, dust and debris control measures, and time and frequency of haul trips. As part of the review of the submitted plan, the County may place such restrictions on the hauling operation, as it deems necessary.

**Mitigation Measure 14:** At the completion of work, the engineer who prepared the approved grading plan shall certify, in writing, that all grading, lot drainage, and drainage facilities have been completed in conformance with the approved plans, as conditioned, and the Grading Ordinance.

**Mitigation Measure 15:** At the completion of work, the engineer who prepared the approved grading plan shall submit a signed "as-graded" grading plan conforming to the requirements of Section 8606.6 of the Grading Ordinance.

**Mitigation Measure 16:** Pursuant to Section 8604.11 of the Grading Ordinance, a security in the amount of \$2,000.00 shall be deposited in a Department of Public Works' Road Escrow Account prior to issuance of the grading permit. This deposit will be used to offset inspection costs incurred by the Department of Public Works due to the grading operations. Any unused balance of the security will be released only upon the satisfactory completion of the work and acceptance of the work by the County of San Mateo.

#### 4. **AIR QUALITY, WATER QUALITY, SONIC**

- a. **Will (or could) this project generate pollutants (hydrocarbon, thermal odor, dust or smoke particulates, radiation, etc.) that will violate existing standards of air quality on site or in surrounding areas?**

**Yes, Significant Unless Mitigated.** The grading and construction activities associated with the project will generate dust particulates that may violate existing standards of air quality on the site. To mitigate this potential impact, the following mitigation measure is proposed:

**Mitigation Measure 17:** The applicant shall include the following dust control requirements in the plans to the Planning Division for review and approval prior to the issuance of both the grading permit and the building permit associated with this proposed project. The plan shall include, but not be limited to, the following control measures:

- (1) Water all active construction areas at least twice daily.



## ANSWERS TO QUESTIONS

File No. PLN 2006-00365

Page 8

- (2) Water or cover stockpiles of debris, soil, sand or other materials that can be blown by the wind.
- (3) Cover all trucks hauling soil, sand and other loose materials or require all trucks to maintain at least 2 feet of freeboard.
- (4) Apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking and staging areas at construction sites. Also, hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- (5) Sweep daily (preferably with water sweepers) all paved access roads, parking and staging areas at construction sites.
- (6) Sweep adjacent public streets daily (preferably with water sweepers) if visible soil material is carried onto them.
- (7) Limit traffic speeds on unpaved roads within the project parcel to 15 mph.
- (8) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- (9) Replant vegetation in disturbed areas as quickly as possible.

The approved plan shall be implemented for the duration of any grading and construction activities that generate dust and other airborne particles.

- e. **Will (or could) this project be subject to noise levels in excess of levels determined appropriate according to the County Noise Ordinance or other standard?**

**Yes, Significant Unless Mitigated.** The County's General Plan Community Noise Map identifies the project parcel as being within the 60+ CNEL Noise Impact Area (1995 Projection), due to its proximity to the BART elevated rail tracks and El Camino Real. To mitigate this potential impact, the following mitigation measure is proposed:

**Mitigation Measure 18:** Prior to the issuance of a building permit for any new dwelling, the applicant must submit an acoustical analysis that recommends appropriate construction techniques to reduce interior single-even noise to 50 dBA in bedrooms and 55 dBA in other habitable rooms. Usable outdoor areas should be located where project noise levels are 60 dBA CNEL or lower. Plans submitted for a building permit must incorporate the recommendations of the report, which may include measures to further reduce noise exposure, e.g., construction of sound walls or earth berms.

- f. **Will (or could) this project generate noise levels in excess of levels determined appropriate according to the County Noise Ordinance standard?**

## ANSWERS TO QUESTIONS

File No. PLN 2006-00365

Page 9

**Yes, Significant Unless Mitigated.** Construction of the project will temporarily generate noise levels that are greater than the ambient noise levels in the project area. To mitigate this potential impact, the following mitigation measure is proposed:

**Mitigation Measure 19:** Noise levels produced by proposed construction activities shall not exceed the 80 dBA level at any one moment. Construction activities shall be limited to the hours from 7:00 a.m. to 6:00 p.m., Monday through Friday, and 9:00 a.m. to 5:00 p.m. on Saturday. Construction operations shall be prohibited on Sunday and any national holiday.

- g. **Will (or could) this project generate polluted or increased surface water runoff or affect groundwater resources?**

**Yes, Significant Unless Mitigated.** The project site is 2.7 acres; and the amount of impervious surface area will increase by over 4,000 sq. ft. to about 84,000 sq. ft. (currently approximately 80,000 sq. ft. is occupied by mobile homes or covered with asphalt.) The project lies within the Colma Creek Flood Control Zone, and has been reviewed by the County's Flood Control District. NPDES C-3 requirements will apply to the grading and construction phases of this project. To mitigate this potential impact, the following mitigation measures are proposed:

**Mitigation Measure 20:** The County Flood Control District requires that the storm runoff from developments that ultimately drain into the District's flood control channel not exceed the existing discharge rate prior to development. Drainage calculations showing existing and future discharge rates must be submitted for review and approval. If it is determined that the future discharge rate exceeds the existing rate, an on-site stormwater detention system that would release surface runoff at a rate comparable to the existing flow rate of the site must be designed and incorporated into the project.

A site drainage plan will be required that will demonstrate how roof drainage and site runoff will be directed to an approved location. This system may require a detention system.

**Mitigation Measure 21:** The project proposes two stormwater treatment units to be installed prior to discharging into the existing 54" storm drain line on F Street. Maintenance of these treatment units and all aspects of the stormwater and trash management issues on the property in keeping with the provisions of the National Pollutant Discharge Elimination System (NPDES) permit shall be addressed by the applicant. The property owner will be required to execute and record an Operations and Maintenance Agreement with the County of San Mateo.

## ANSWERS TO QUESTIONS

File No. PLN 2006-00365

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- h. **Will (or could) this project require installation of a septic tank/leachfield sewage disposal system or require hookup to an existing collection system which is at or over capacity?**

**Yes, Significant Unless Mitigated.** The project has been reviewed by the North San Mateo County Sanitation District. The District has provided comments and conditions pertaining to the construction details and connection specifications, which will become conditions of approval for the project. No capacity constraint has been noted.

There are a number of mitigation measures identified in the Master EIR that need to be applied to this project to ensure that the impact of the BART Station Area Specific Plan Project (of which this project is one component) does not result in a significant impact on the environment at build-out. To mitigate these potential impacts, the following mitigation measures are proposed:

**Mitigation Measure 22:** The applicant shall install new sanitary sewers, pay any connection fees, and contribute appropriate shares of funds for upgrading interceptors and trunk sewers, as determined by the North San Mateo County Sanitation District.

If a sewer main extension or upgrade or hydrant is required, this work must be completed prior to issuance of the building permit or the applicant must submit a copy of an agreement and contract with the North San Mateo County Sanitation District that will ensure the work will be completed prior to finalizing the permit.

**Mitigation Measure 23:** An existing trunk sewer runs adjacent to the west side of the property. No permanent construction shall take place within the maintenance easement of this trunk sewer.

No trees shall be planted within the maintenance easement. Only shallow rooted plants (with root barriers) will be considered in this area.

All manhole frames and covers shall be raised to the new grade and a concrete surface block poured to hold the frames and covers in place.

Access shall not be restricted to the existing manholes during construction or after project completion.

The existing private sewer system shall be properly abandoned and the existing connection the District sewer shall be abandoned at the main.

New private sewer connections to the District sewer shall be constructed only new or existing manholes.

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### 5. TRANSPORTATION

- b. Will (or could) this project cause noticeable increase in pedestrian traffic or a change in pedestrian patterns?

**Yes, Significant Unless Mitigated.** The project will result in increased pedestrian traffic due to higher density of the proposed multi-story apartments and condominiums compared to the existing mobile home park. This will likely result in increased pedestrian traffic along El Camino Real, F Street, and especially to BART's Colma Station. In fact, the transit village concept is partly intended to provide higher density development near a transit station and direct pedestrian connections to transit stations in order to provide a larger number of transit patrons.

The project has been sent to BART for review, but no written comments have been received by the County. SamTrans provided comments, noting that there is no pedestrian or bike path connecting the transit village to the BART station, and that the only access from the project site to the BART station is through the BART parking garage. SamTrans recommends a direct, continuous, and well-lighted pedestrian path from the project to the BART station along the elevated BART tracks where the recreation area is proposed. This would offer more direct access and improve the pedestrian experience. The Town of Colma also asked for a pedestrian link between the development and the garage. There is an existing emergency stair exist from the BART garage to the immediate vicinity of the project site. The applicant has shown plans that have a sidewalk leading to this stair. However, BART has indicated to the applicant that general use of this stairway for access would be problematic.

The applicant is proposing improvements to the sidewalk along F Street, to improve pedestrian circulation as required by the Area Plan. F Street lies within the Town of Colma. Any work within the F Street ROW would require an encroachment permit from the Town of Colma.

CalTrans has reviewed the project and has advised the County that work that encroaches on the State ROW requires an encroachment permit that is issued by CalTrans. At this point, the applicant is not proposing any work within the ROW on El Camino Real, a State highway. If work within El Camino Real is proposed at a later date, an encroachment permit from CalTrans would be necessary. To mitigate these potential impacts, the following mitigation measures are proposed:

**Mitigation Measure 24:** Prior to issuance of a building permit, the project applicant should submit improvement plans detailing street and sidewalk improvements to be completed along F Street and El Camino Real (if necessary), consistent with preliminary plans. If necessary, encroachment permits shall be obtained, and installation or bonding

## ANSWERS TO QUESTIONS

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for improvements shall be completed to the satisfaction of the Town of Colma and CalTrans, respectively, prior to issuance of a building permit.

- c. **Will (or could) this project result in noticeable changes in vehicular traffic patterns or volumes (including bicycles)?**

**Yes, Significant Unless Mitigated.** The project proposes 155 units of multi-family housing on a parcel that currently contains approximately 68 mobile homes. A significant increase in traffic volumes and a noticeable change to existing traffic patterns are to be expected. However, the proximity of the Colma BART station should reduce automobile trips, especially work commute trips, compared to what otherwise might be expected from a similar size development in a location not well-served by transit.

The traffic impacts anticipated as a result of build-out of the 1994 Colma BART Station Area Plan were evaluated and mitigation measures identified in the EIR. Area-Plan build-out was determined to have a significant impact on the El Camino Real/F Street, Junipero Serra Boulevard/D Street and Hill Street/D Street intersections in the vicinity of the project, among others. The following traffic improvements identified in the Master EIR have already been implemented.

- (1) At El Camino Real/F Street, signalize and reconfigure eastbound approach to one left/right combination lane and one right-turn lane.
- (2) At the I-280 off ramp at Junipero Serra Boulevard/D Street, add turn and through lanes.
- (3) At Hill and D Streets, signalize the intersection. Additional mitigation resulted in the addition of a westbound through lane, southbound right turn lane, and restriping of the northbound approach, in order to improve the intersection from Level of Service (LOS) F to LOS D.

Regarding the current project under review, County Planning staff asked the applicant to complete a Traffic Impact Study (TIS). Fehr and Peers completed this study on August 25, 2006. CalTrans also requested a TIS, although the County received the request after Fehr and Peers had produced its report. The County has forwarded the TIS completed by Fehr and Peers to CalTrans for further review.

The TIS notes that the traffic volumes predicted in the Master EIR are generally much higher than the Baseline with Project traffic volumes. The baseline was established in a 2004 TIS and the "with project" traffic volumes add in the La Terraza project, a recently completed affordable housing project north of the project site on El Camino Real, plus the currently proposed project. The report concludes that it is unlikely that the Baseline with

## ANSWERS TO QUESTIONS

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Projects traffic volumes would result in worse intersection delays than calculated in the Master EIR. Although not a conclusion of the TIS, it is likely that traffic volumes are somewhat less than predicted due to the extension of the BART line to San Francisco Airport, which meant that Colma Station was no longer the end of the line. The completion of the mitigation measures in the EIR increased capacity, while the completion of the BART line ultimately reduced demand somewhat, resulting in better traffic conditions than predicted. Based on the conclusions of the TIS, further capacity improvements are not necessitated by the project, other than those mentioned under Mitigation Measure 24 above. To mitigate this potential impact, the following mitigation measure is proposed:

**Mitigation Measure** (See Mitigation Measure 24 above.)

e. **Will (or could) this project result in or increase traffic hazards?**

**Yes, Significant Unless Mitigated.** With regard to traffic hazards caused by increased traffic or altered traffic patterns see the discussion under 5.c above. In response the earlier questions about the proximity of the day care passenger loading area to the El Camino Real/F Street intersection raised by the Town of Colma, the loading area was moved further to the west, away from the intersection, on the revised plans submitted. To mitigate this potential impact, the following mitigation measure is proposed:

**Mitigation Measure** (See Mitigation Measure 24 above.)

f. **Will (or could) this project provide for alternative transportation amenities such as bike racks?**

**Yes, Not Significant.** The applicant is proposing a bike storage area in the garage of the apartment building.

g. **Will (or could) this project generate traffic that will adversely affect the traffic carrying capacity of any roadway?**

**Yes, Significant Unless Mitigated.** With regard to traffic hazards caused by increased traffic or altered traffic patterns see the discussion under 5.c above.

**Mitigation Measure** (See Mitigation Measure 24 above.)

6. **LAND USE AND GENERAL PLANS**

a. **Will (or could) this project result in the congregating of more than 50 people on a regular basis?**

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**Yes, Significant Unless Mitigated.** A 60-slot day care facility is proposed for the first floor of the apartment building. A passenger loading area is proposed adjacent to this facility along F Street. Although more than 50 children will be congregating at the day care facility, this does not pose a significant impact because the site is in an urbanized area and the use proposed is consistent with the General Plan. The zoning designation for the site allows day care, subject to securing a Use Permit, which the applicant has applied for. To mitigate this potential impact, the following mitigation measure is proposed:

**Mitigation Measure 25:** The applicant shall apply for and be issued a Use Permit, which may include conditions of approval, for the proposed day care center.

- b. **Will (or could) this project result in the introduction of activities not currently found within the community?**

**Yes, Significant Unless Mitigated.** The project will introduce a day care facility to the site. For discussion regarding this use, see the response under 6.d. To mitigate this potential impact, the following mitigation measure is proposed:

**Mitigation Measure** (See Mitigation Measure 25 above.)

- d. **Will (or could) this project result in any changes in land use, either on or off the project site?**

**Yes, Significant Unless Mitigated.** The project will convert an existing mobile home park to high density residential use. The project is consistent with the Colma BART Station Area Plan and the PC zoning regulations, which anticipate high density residential use at the site.

The project will introduce a day care facility to the site. For discussion regarding this use, see the response under 6.d. To mitigate this potential impact, the following mitigation measure is proposed:

**Mitigation Measure** (See Mitigation Measure 25 above.)

- e. **Will (or could) this project serve to encourage off-site development of presently undeveloped areas or increase development intensity of already developed areas (examples include the introduction of new or expanded public utilities, new industry, commercial facilities or recreation activities)?**

## ANSWERS TO QUESTIONS

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**Yes, Not Significant.** The project could encourage off-site development of presently undeveloped or under-developed areas. However, development of the type similar to this project is consistent with the Colma BART Station Area Plan and EIR.

- f. **Will (or could) this project adversely affect the capacity of any public facilities (streets, highways, freeways, public transit, schools, parks, police, fire, hospitals), public utilities (electrical, water and gas supply lines, sewage and storm drain discharge lines, sanitary landfills) or public works serving the site?**

**Yes, Significant Unless Mitigated.** The project was referred to the Jefferson School District. The District did not note any capacity constraint, but did comment that it would be good to give some preference for teachers and other public service workers when filling rental units with reduced or below market rents. While this comment is not directly related to the question of school capacity, it does point out the demand for affordable housing in the area, and has been forwarded to the applicant for consideration, although it has not been included as a recommended mitigation measure.

The Town of Colma has provided written comments that raise concern about the 1:1 ratio of units to parking spaces, noting that the overflow of parking will likely occur along Town rights-of-way. Any request for the provision of on-street parking will require review and approval by the Town. An agreement to allow overflow parking in the BART garage, and a pedestrian link between the development and the garage, would be essential to minimize on-street parking impacts on Town streets. For further discussion of the pedestrian link, see 5.b above. For mitigation, see Mitigation Measure 26 below.

There are a number of mitigation measures identified in the Master EIR that need to be applied to this project to ensure that the impact of the BART Station Area Specific Plan Project (of which this project is one component) does not result in a significant impact on the environment at build-out. The EIR mandates that indoor recreational facilities in high density residential developments be provided. This project provides an indoor community area. Also, outdoor recreation facilities are provided, including a play area and a basketball hoop along the northern part of the parcel. For discussion of stormwater issues, see 4.g above. For discussion of sewage issues, see the 4.h above. For discussion of street capacity issues, see 5 above. For mitigation regarding water provision, see Mitigation Measure 27 below.

The Colma Fire District had submitted written comments that requested an EIR for the project. The Fire District wanted to know the impact that this and other multi-family developments have on the District and its resources to provide both fire and medical response to this project and others. In the recent past, the County has approved two large multi-family dwelling projects directly north of the project, and a third development is planned within the Town of Colma, within the Fire District's response area.



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In subsequent conversations, the District dropped the request for an EIR, but initially requested mitigation from the developer to help pay for a new engine for the district. The Fire District noted that podium type construction, in particular, requires a longer response time and different equipment. In response, the developer has offered to contribute funding toward a services study for the Fire District, as well as to provide additional fire protection measures in the project if needed, including on-site storage for fire equipment and improved fire access. The District has accepted the applicant's offer.

The EIR for the BART Station Area Plan concluded that the addition of 3- and 4-story buildings in the area would not have a significant impact on the District, because the District is equipped with a ladder truck that can be used to fight fires in these tall buildings. Also, older buildings would be replaced with more fire safe buildings, which will reduce the potential for structural fire as well as reduce the number of fire-related service calls. The EIR also noted that full buildout would increase District service calls by about 160 service calls per year. However, the EIR concluded that this increase will not have a significant impact on the District response time, because the District has adequate staff and equipment to respond to all incidents in its service area. The Fire District recently noted that the EIR does not adequately address fire service issues that have appeared as the area has been built out, which require more service calls and more staff.

The total buildout in the station area is approximately 850 housing units, as well as 25,000 sq. ft. of commercial and office space. The 155 proposed units represents approximately 18% of the total residential buildout. However, the increase in service calls from the project is likely less than 18%, as the net increase in housing units approximately 87, or only 10% of the total residential buildout. The financial impact in terms of service calls and demand for new equipment from a project of this size is unknown. By way of comparison, the La Terraza project has 153 units, for a similar overall percentage of the total buildout. Mitigation from the La Terraza project was not requested nor provided with regards to fire service. The Fire District did receive approximately \$250,000 in mitigation from a large multi-family residential project within the incorporated Town of Colma, based on a ratio of approximately \$1200 per unit. There is no precedent of the County requiring financial mitigation for a fire district from a project in this area.

The County's LAFCo (Local Agency Formation Commission) will shortly be starting a services study that will examine municipal services, including fire, in the area. This will include an examination of long-term, comprehensive solutions to the Fire District's resource issues. The developer has offered to contribute funding toward a services study for the Fire District, as well as to provide additional fire protection measures in the project if necessary, including on-site storage for fire equipment and improved fire access. To mitigate these impacts, Mitigation Measures 28 and 29 are proposed:

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**Mitigation Measure 26:** Any request for the provision of on-street parking will require review and approval by the Town of Colma.

**Mitigation Measure 27:** All water distribution improvements for new developments shall be sized to accommodate Area Plan built-out, as recommended by the California Water Service Company and the Daly City Water Master Plan. The applicant shall submit, to both the Public Works Department, and the Planning Division, written certification from the appropriate Water District stating that their requirements to provide water service connections to the proposed parcels of this subdivision have been met.

If a water main extension, upgrade or hydrant is required, this work must be completed prior to issuance of the building permit or the applicant must submit a copy of an agreement and contract with the water purveyor that will ensure the work will be completed prior to finalizing the permit.

**Mitigation Measure 28:** The applicant shall provide \$10,000 to the Colma Fire Department, which may be used to complete a services study. Upon request by the Colma Fire Department, the applicant may also include fire safety improvements in their buildings, such as extra storage areas for fire equipment and access improvements such as fire access roof hatches.

**Mitigation Measure 29: Access:** The roadway between the “small apartment buildings” shall be maintained as FIRE LANE – NO PARKING for its entire length and shall be delineated as such in accordance with provisions of the California Vehicle Code. At the north end of this roadway there shall be provided an approved turnaround. The roadway shall be capable of supporting a 65,000 lb. Emergency vehicle and provide a minimum of 13’ – 6” clear headroom. Provision shall be made to prevent the unauthorized parking of vehicles. There shall be no obstructions, either permanent or “removable” within the required Fire Apparatus turnaround. Final Design for this area shall be submitted to the Fire District for review and approval during the Building Permit plan review phase. Relocation of the indicated basketball court and hoop may be required.

**On-Site Hydrants:** There shall be provided a minimum of 2 on-site fire hydrants. These hydrants shall be capable of flowing a minimum of 1,500 gpm at 20 psi each. One hydrant shall be located along F Street in the vicinity of the driveway entrance to the podium building. The other shall be located at the northwest corner of the podium building. Exact locations will be determined upon receipt of Civil drawings for the project.

## ANSWERS TO QUESTIONS

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**Fire Protection Systems:** The podium building shall be protected throughout by a fire sprinkler system designed to MFPA 13 Standard (1999 Ed.). There shall be an FDC located in the vicinity of the driveway access to the parking area. The Fire District will allow use of CPVC piping within the residential units, as well as the exceptions for sprinkler omission in bathrooms and small closets, as found in NFPA 13-R. All piping within the attic areas shall be metallic. The attic area and all concealed spaces, as required by NFPA 13, 1999 Ed. shall be protected. Standpipes shall be provided at each stairwell and extend into the garage areas, regardless of floor termination of any stairwells. One stairwell shall extend to the roof, as shall the standpipe. Standpipes shall be wet, or in combination with the fire sprinkler system. Further review/details will be provided at time of separate submittal for a permit.

The small apartment buildings shall be protected by an automatic fire-extinguishing system. Each separate building shall be provided with a system designed to NFPA 13, 1999 Edition. The Fire District will allow use of CPVC piping within the residential units, as well as the exceptions for sprinkler omission in bathrooms and small closets, as found in NFPA 13-R. All piping within the attic areas shall be metallic. The attic area and all concealed spaces, as required by NFPA 13, 1999 Ed. shall be protected. In the event individual dwelling units are offered for sale there shall be provisions written into any Homeowners Association-type agreement for the system to be considered as a "common" area and maintained by the Homeowners Association as such.

**Fire Alarm Systems** shall be provided in accordance with the provisions of the California Building Code. All systems shall be monitored off-site by a Central Station Monitoring Company. Monitoring of all buildings at the site shall be performed. Individual dwelling unit smoke detection within the designated "accessible or Adaptable Units" (only) shall report to the FACP as "supervisory or trouble" only and shall not initiate an Alarm condition, remainder of all units not identified as either Accessible or Adaptable shall have smoke detectors as required by the California Building Code. An Annunciator Panel shall be provided at the main entrance to the podium building, exact location to be determined at time of a separate submittal for permit. If there is provided an on-site manager's office, there shall also be located an Annunciator Panel within.

The "small apartment" buildings shall be provided with Central Station Monitoring. An Annunciator Panel shall be provided at an approved location.

**Elevators** provided shall meet the Gurney/Stretcher requirements of CBC Chapter 30.

**Fees:** All plans submitted for review by the Colma Fire Protection District will be assessed a Plan Review Fee, due and payable to CPFD prior to any reviews commencing. Applicant shall provide additional copies of plans directly to the District and will be notified of any fees due.

## ANSWERS TO QUESTIONS

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- g. **Will (or could) this project generate any demands that will cause a public facility or utility to reach or exceed its capacity?**

**Yes, Significant Unless Mitigated.** See discussion under 6.f above.

**Mitigation Measures:** (See Mitigation Measures 26-29.)

- h. **Will (or could) this project be adjacent to or within 500 feet of an existing or planned public facility?**

**Yes, Not Significant.** The project parcel is approximately 300 feet southeast of the Colma BART station. This proximity is one of the primary reasons for locating the project at this site, and is a goal of the Colma BART Station Area Plan. As such, there should be a positive impact due to reduced need for automobile trips, especially commuting trips for work, when compared with a similar project at a location not as well served by transit.

- i. **Will (or could) this project create significant amounts of solid waste or litter?**

**Yes, Significant Unless Mitigated.** Both the podium apartments and the condominiums will produce solid waste and some litter as would any residential multi-family development of that size. The applicant will need to contract with a garbage company to have the trash removed. In addition, a homeowners association for the condominiums would ensure that grounds are maintained and that litter is picked up. In the podium apartments, the applicant, Bridge Housing, will be maintaining the grounds. To mitigate this potential impact, the following mitigation measure is proposed:

**Mitigation Measure 30:** Prior to issuance of the certificate of occupancy, the applicant shall demonstrate that a contract is in place for the removal of solid waste. Prior to the issuance of a certificate of occupancy for the condominiums, the applicant shall secure County review and approval of a homeowners association.

- j. **Will (or could) this project substantially increase fossil fuel consumption (electricity, oil, natural gas, coal, etc.)?**

**Yes, Not Significant.** The project will lead to an increase in fossil fuel consumption, such as natural gas for home use, and gasoline for automobiles, as would any residential development of similar size. However, as mentioned under 6.h, the number of automobile trips at this project should be lower due to proximity to the Colma BART station than with a similar project at a location not well-served by transit.

- m. **Will (or could) this project require the relocation of people or businesses?**

## ANSWERS TO QUESTIONS

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**Yes, Significant Unless Mitigated.** The project will remove approximately 68 mobile homes. The residents will be relocated, although some may return to the site and live in the new apartments. As required by the EIR and by State law, the County Board of Supervisors approved a Relocation Plan and Conversion Impact Report in June of this year. To mitigate this potential impact, the following mitigation measure is proposed:

**Mitigation Measure 31:** The applicant shall comply with the provisions of the Relocation Plan and Conversion Impact Report for the Meadowbrook Mobile Home Park approved by the County Board of Supervisors.

- n. **Will (or could) this project reduce the supply of low-income housing?**

**No.** Although the project will remove approximately 68 mobile homes, the project will provide 123 units of affordable housing, for a net increase of low-income housing.

- p. **Will (or could) this project result in creation of or exposure to a potential health hazard?**

**Yes, Significant Unless Mitigated.** The site is located in the vicinity of an identified underground plume of groundwater with MtBE from an adjacent site. The applicant has already completed a Soil and Groundwater Investigation regarding this matter. The County Health Department has reviewed this document and noted that the responsible party for the adjacent site's contamination is also responsible for investigating the extent of the contamination and performing remediation to appropriate risk based clean up goals. The current or future property owner of 7880 El Camino Real is not being asked to perform any action in response to contamination at this time. To mitigate this potential impact, the following mitigation measure is proposed:

**Mitigation Measure 32:** The current or future property owner may be asked to provide reasonable access for the responsible party to comply with the request to investigate and remediate the contamination emanating from the adjacent site.

## 7. **AESTHETIC, CULTURAL AND HISTORIC**

- b. **Will (or could) this project obstruct scenic views from existing residential areas, public lands, public water body, or roads?**

## ANSWERS TO QUESTIONS

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**Yes, Significant Unless Mitigated.** The Town of Colma has provided written comments that note that the views of the project will be from Town streets, such as El Camino Real and F Street. The new buildings will indeed obstruct existing views from F Street and El Camino Real. However, these views are primarily of the BART maintenance yard, elevated BART tracks, and BART station, rather than scenic views. The visual impact of the project will be mitigated through the project's compliance with the Design Review district standards:

**Mitigation Measure 33:** The project shall comply with the County's adopted Design Review standards for the unincorporated Colma area.

- c. **Will (or could) this project involve the construction of buildings or structures in excess of three stories or 36 feet in height?**

**Yes, Not Significant.** The proposed structure complies with the maximum 65-foot height limit for the PC zoning district. Since structures of this height have been anticipated as part of the Area Plan, the height of the structure should not cause a significant impact. Furthermore, the visual impact of the project is mitigated through the project's compliance with the Design Review district standards.

- d. **Will (or could) this project directly or indirectly affect historical or archaeological resources on or near the site?**

**Yes, Significant Unless Mitigated.** There is no current information available that indicates that historical or archaeological resources are present on the project site. CalTrans has provided written comments that state that the project's environmental document must include documentation of a current archaeological record search from the Northwest Information Center (NIC) of the California Historical Resources Information System (CHRIS) if construction activities are proposed within State ROW. CalTrans requires the records search to ensure compliance with CEQA, Section 5024.5 of the California Public Resources Code, and Volume 2 of CalTrans' Environmental Handbook. Work subject to these requirements includes, but is not limited to: lane widening, channelization, auxiliary lanes, and/or modification of existing features such as slopes, drainage features, curbs, sidewalks and driveways within or adjacent to the State ROW. The applicant is not proposing work with the State ROW.

However, the Master EIR requires the following mitigation measure for developments within the Specific Plan Project Area:

**Mitigation Measure 34:** In the event that archaeological items are encountered during excavation, subsurface construction, or other land alteration activities, all work shall cease temporarily. A qualified archaeologist should determine the (1) significant of the

## ANSWERS TO QUESTIONS

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archaeological object(s), (2) whether additional measures should be taken to preserve or recover them, and (3) whether further investigation is necessary. Measures may include a site reconnaissance and mitigation plan.

**Mitigation Measure 35:** If the applicant proposes work within the State ROW, in addition to an encroachment permit from CalTrans, the following will be required: Documentation of a current archaeological record search from the Northwest Information Center (NIC) of the California Historical Resources Information System (CHRIS). The search must be no more than five years old. If warranted, a cultural resources study by a qualified, professional archaeologist must also be completed. These requirements, including applicable mitigation must be fulfilled before an encroachment permit can be issued for project-related work in State ROW.

- e. **Will (or could) this project visually intrude into an area having natural scenic qualities?**

**Yes, Significant Unless Mitigated.** The project will be located across F Street from Woodlawn Cemetery. Its other neighbors are a BART maintenance yard and elevated BART tracks, so the area is not especially scenic. The project will replace an existing mobile home park, and as such should be a visual improvement compared to the existing use on the site. Compliance with the Design Review guidelines will ensure that the project does not detract from the natural scenic qualities of the area:

**Mitigation Measure:** (See Mitigation Measure 33.)

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COUNTY OF SAN MATEO, PLANNING DIVISION

**NOTICE OF INTENT TO ADOPT  
NEGATIVE DECLARATION**

A notice, pursuant to the California Environmental Quality Act of 1970, as amended (Public Resources Code 21,000, et seq.), that the following project: *El Camino Transit Village*, when adopted and implemented, will not have a significant impact on the environment.

FILE NO.: PLN 2006-00365

APPLICANT/OWNER: Bridge House/Joseph Conti

ASSESSOR'S PARCEL NOS.: 008-141-060, 134-051-280

PROJECT LOCATION: 7880 El Camino Real, unincorporated Colma

PROJECT DESCRIPTION:

155-unit multi-family residential development (including 123 units of affordable housing and 32 townhome-style small apartment buildings), a day care center, and associated recreation and common areas.

The project includes a Minor Subdivision to subdivide the existing parcel into two lots: Lot 1 (86,571 sq. ft. for a 123-unit podium affordable rental housing development with 60-slot childcare center), Lot 2 (46,632 sq. ft. for a 32-unit for-sale condominium development). The condominium development constitutes a Major Subdivision. The project includes Design Review, a Grading Permit, and the removal of at least 5 Significant Trees (9 more trees may also qualify as significant). It also includes a Use Permit for the day care center.

FINDINGS AND BASIS FOR A NEGATIVE DECLARATION

The Planning Division has reviewed the initial study for the project and, based upon substantial evidence in the record, finds that:

1. The project will not adversely affect water or air quality or increase noise levels substantially.
2. The project will not have adverse impacts on the flora or fauna of the area.
3. The project will not degrade the aesthetic quality of the area.
4. The project will not have adverse impacts on traffic or land use.
5. In addition, the project will not:
  - a. Create impacts which have the potential to degrade the quality of the environment.



- b. Create impacts which achieve short-term to the disadvantage of long-term environmental goals.
- c. Create impacts for a project which are individually limited, but cumulatively considerable.
- d. Create environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

The County of San Mateo has, therefore, determined that the environmental impact of the project is insignificant.

MITIGATION MEASURES included in the project to avoid potentially significant effects:

**Mitigation Measure 1:** As part of the County's review of the building permit application(s) for this project, specific design and construction measures appropriate for the site given its specific soil characteristics and potential for exposure to ground shaking from earthquakes on the San Andres Fault, shall be required. At the Building Permit stage, a soil and foundation study, including an evaluation of liquefaction, seismic hazards, local settling, and groundwater levels, shall be provided to the County Geotechnical Section.

**Mitigation Measure 2:** Prior to the beginning of any earth moving or construction activities, the applicant shall submit to the Planning Division for review and approval, an erosion and drainage control plan which shows how the transport and discharge of soil and pollutants from the project site will be minimized. The goal is to prevent sediment and other pollutants from leaving the project site and to protect all exposed earth surfaces from erosive forces. Said plan shall adhere to the San Mateo County Wide Stormwater Pollution Prevention Program "General Construction and Site Supervision Guidelines," including:

- (1) Stabilizing all denuded areas and maintaining erosion control measures continuously between October 15 and April 15.
- (2) Removing spoils promptly, and avoiding stockpiling of fill materials when rain is forecast. If rain threatens, stockpiled soils and other materials shall be covered with a tarp or other waterproof material.
- (3) Storing, handling, and disposing of construction materials and wastes so as to avoid their entry to a local storm drain system or water body.
- (4) Avoiding cleaning, fueling or maintaining vehicles on-site, except in an area designated to contain and treat runoff.

The approved erosion and drainage control plan shall be implemented prior to the commencement of operations.

Erosion and sediment control during the course of this grading work shall be according to a plan prepared and signed by the Engineer of record, and approved by the Department of Public Works and the Planning Division. Revisions to the approved erosion and sediment control plan shall be prepared and signed by the Engineer.

It shall be the responsibility of the applicant's contractor to regularly inspect the erosion control measures and determine that they are functioning as designed and that proper maintenance is being performed. Deficiencies shall be immediately corrected.

Sediment and erosion control measures must be installed prior to beginning any site work and maintained throughout the term of the permit. Failure to install or maintain these measures will result in stoppage of construction until the corrections have been made and fees paid for staff enforcement time.

**Mitigation Measure 3:** The applicant shall submit a permanent stormwater management plan, which shall include a site plan and narrative of the types of permanent stormwater controls that will be installed on site to achieve compliance with the County's Drainage Policy and NPDES permit provisions. At a minimum, directly connected impervious areas shall be minimized, future downspouts shall be directed to landscaped areas and pervious materials shall be used for the access road, if possible, and for any future patio or walkway areas near a proposed residence. The permanent stormwater controls shall be in place throughout the life of the project.

The applicant shall have prepared, by a Registered Civil Engineer, a drainage analysis of the proposed subdivision and submit it to the Department of Public Works for review and approval. The drainage analysis shall consist of a written narrative and a plan that details the pre- and post-development runoff rates and certify compliance with the County's Drainage Policy and NPDES permit provisions. The flow of the stormwater onto, over, and off of the property being subdivided shall be detailed on the plan and shall include adjacent lands as appropriate to clearly depict the pattern of flow. The analysis shall detail the measures necessary to certify adequate drainage. Recommended measures shall be designed and included on the improvement plans and submitted to the Public Works Department for review and approval.

The applicant shall record documents that address future maintenance responsibilities of any private drainage and/or roadway facilities that may be constructed. Prior to recording these documents, they shall be submitted to the Public Works Department for review.

**Mitigation Measure 4:** At the Grading and Building Permit stages of the project, the applicant will be required to comply with FEMA regulations relating to flood zones as enforced by the County's Building and Public Works Departments.

**Mitigation Measure 5:** During the Grading and the Building Permit stages of the project, the applicant will be required to comply with the requirements of the County's Building, Public Works, and Environmental Health Departments relating to construction in an area with a high water table.

**Mitigation Measure 6:** The provisions of the Significant Tree Ordinance regarding replacement trees shall apply to this project.

**Mitigation Measure 7:** The provision of San Mateo County Grading Ordinance shall govern all grading on and adjacent to this site.

**Mitigation Measure 8:** No grading shall commence until the applicant has applied for and been issued a grading permit by the Planning Division of the County of San Mateo.

**Mitigation Measure 9:** All grading shall be according to approved plans that are prepared by, signed by, and dated by, a registered civil engineer. Revisions to the approved grading plan shall be prepared and signed by the engineer, and shall be submitted to the Department of Public Works and the Planning Division for concurrence “prior” to commencing any work pursuant to the proposed revision.

**Mitigation Measure 10:** The engineer who prepared the approved grading plan shall be responsible for inspection and certification of the grading as required by Section 8606.2 of the Grading Ordinance. The engineer’s responsibilities shall include those relating to noncompliance detailed in Section 8606.5 of the Grading Ordinance.

**Mitigation Measure 11:** No grading shall commence until a schedule of all grading operations has been submitted to and reviewed and approved by the Department of Public Works and the Planning Division. The submitted schedule shall include a schedule for winterizing the site. If the schedule of grading operations calls for the grading to be completed in one grading season, then the winterizing plan shall be considered a contingent plan to be implemented if work falls behind schedule. The applicant shall submit monthly updates of the schedule, if required, to the Department of Public Works and the Planning Division. All submitted schedules shall represent the work in detail and shall project the grading operations through completion.

**Mitigation Measure 12:** No grading shall be allowed during the winter season (October 15 to April 15) to avoid potential soil erosion unless approved, in writing, by the Community Development Director. The applicant shall submit a letter to the Planning Division, at least, two (2) weeks prior to commencement of grading stating the date when grading will begin.

However, should the applicant propose to grade under the “issued” grading permit in conjunction with the “issued” building permit, and after implementation of appropriate winterization measures, grading may be allowed between October 15 and April 15.

**Mitigation Measure 13:** Prior to the issuance of the grading permit, the applicant shall submit, to the Department of Public Works for review and approval, a plan for any off-site hauling operations. This plan shall include, but not be limited to, the following information: size of trucks, haul route, disposal site, dust and debris control measures, and time and frequency of haul trips. As part of the review of the submitted plan, the County may place such restrictions on the hauling operation, as it deems necessary.

**Mitigation Measure 14:** At the completion of work, the engineer who prepared the approved grading plan shall certify, in writing, that all grading, lot drainage, and drainage facilities have been completed in conformance with the approved plans, as conditioned, and the Grading Ordinance.

**Mitigation Measure 15:** At the completion of work, the engineer who prepared the approved grading plan shall submit a signed “as-graded” grading plan conforming to the requirements of Section 8606.6 of the Grading Ordinance.

**Mitigation Measure 16:** Pursuant to Section 8604.11 of the Grading Ordinance, a security in the amount of \$2,000.00 shall be deposited in a Department of Public Works’ Road Escrow Account prior to issuance of the grading permit. This deposit will be used to offset inspection costs incurred by the Department of Public Works due to the grading operations. Any unused balance of the

security will be released only upon the satisfactory completion of the work and acceptance of the work by the County of San Mateo.

**Mitigation Measure 17:** The applicant shall include the following dust control requirements in the plans to the Planning Division for review and approval prior to the issuance of both the grading permit and the building permit associated with this proposed project. The plan shall include, but not be limited to, the following control measures:

- (1) Water all active construction areas at least twice daily.
- (2) Water or cover stockpiles of debris, soil, sand or other materials that can be blown by the wind.
- (3) Cover all trucks hauling soil, sand and other loose materials or require all trucks to maintain at least 2 feet of freeboard.
- (4) Apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking and staging areas at construction sites. Also, hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- (5) Sweep daily (preferably with water sweepers) all paved access roads, parking and staging areas at construction sites.
- (6) Sweep adjacent public streets daily (preferably with water sweepers) if visible soil material is carried onto them.
- (7) Limit traffic speeds on unpaved roads within the project parcel to 15 mph.
- (8) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- (9) Replant vegetation in disturbed areas as quickly as possible.

The approved plan shall be implemented for the duration of any grading and construction activities that generate dust and other airborne particles.

**Mitigation Measure 18:** Prior to the issuance of a building permit for any new dwelling, the applicant must submit an acoustical analysis that recommends appropriate construction techniques to reduce interior single-even noise to 50 dBA in bedrooms and 55 dBA in other habitable rooms. Usable outdoor areas should be located where project noise levels are 60 dBA CNEL or lower. Plans submitted for a building permit must incorporate the recommendations of the report, which may include measures to further reduce noise exposure, e.g., construction of sound walls or earth berms.

**Mitigation Measure 19:** Noise levels produced by proposed construction activities shall not exceed the 80 dBA level at any one moment. Construction activities shall be limited to the hours from 7:00 a.m. to 6:00 p.m., Monday through Friday, and 9:00 a.m. to 5:00 p.m. on Saturday. Construction operations shall be prohibited on Sunday and any national holiday.

**Mitigation Measure 20:** The County Flood Control District requires that the storm runoff from developments that ultimately drain into the District's flood control channel not exceed the existing discharge rate prior to development. Drainage calculations showing existing and future discharge rates must be submitted for review and approval. If it is determined that the future discharge rate exceeds the existing rate, an on-site stormwater detention system that would release surface runoff at a rate comparable to the existing flow rate of the site must be designed and incorporated into the project.

A site drainage plan will be required that will demonstrate how roof drainage and site run off will be directed to an approved location. This system may require a detention system.

**Mitigation Measure 21:** The project proposes two stormwater treatment units to be installed prior to discharging into the existing 54" storm drain line on F Street. Maintenance of these treatment units and all aspects of the stormwater and trash management issues on the property in keeping with the provisions of the National Pollutant Discharge Elimination System (NPDES) permit shall be addressed by the applicant. The property owner will be required to execute and record an Operations and Maintenance Agreement with the County of San Mateo.

**Mitigation Measure 22:** The applicant shall install new sanitary sewers, pay any connection fees, and contribute appropriate shares of funds for upgrading interceptors and trunk sewers, as determined by the North San Mateo County Sanitation District.

If a sewer main extension or upgrade or hydrant is required, this work must be completed prior to issuance of the building permit or the applicant must submit a copy of an agreement and contract with the North San Mateo County Sanitation District that will ensure the work will be completed prior to finalizing the permit.

**Mitigation Measure 23:** An existing trunk sewer runs adjacent to the west side of the property. No permanent construction shall take place within the maintenance easement of this trunk sewer.

No trees shall be planted within the maintenance easement. Only shallow rooted plants (with root barriers) will be considered in this area.

All manhole frames and covers shall be raised to the new grade and a concrete surface block poured to hold the frames and covers in place.

Access shall not be restricted to the existing manholes during construction or after project completion.

The existing private sewer system shall be properly abandoned and the existing connection the District sewer shall be abandoned at the main.

New private sewer connections to the District sewer shall be constructed only new or existing manholes.

**Mitigation Measure 24:** Prior to issuance of a building permit, the project applicant should submit improvement plans detailing street and sidewalk improvements to be completed along F Street and El Camino Real (if necessary), consistent with preliminary plans. If necessary, encroachment

permits shall be obtained, and installation or bonding for improvements shall be completed to the satisfaction of the Town of Colma and CalTrans, respectively, prior to issuance of a building permit.

**Mitigation Measure 25:** The applicant shall apply for and be issued a Use Permit, which may include conditions of approval, for the proposed day care center.

**Mitigation Measure 26:** Any request for the provision of on-street parking will require review and approval by the Town of Colma.

**Mitigation Measure 27:** All water distribution improvements for new developments shall be sized to accommodate Area Plan built-out, as recommended by the California Water Service Company and the Daly City Water Master Plan. The applicant shall submit, to both the Public Works Department, and the Planning Division, written certification from the appropriate Water District stating that their requirements to provide water service connections to the proposed parcels of this subdivision have been met.

If a water main extension, upgrade or hydrant is required, this work must be completed prior to issuance of the building permit or the applicant must submit a copy of an agreement and contract with the water purveyor that will ensure the work will be completed prior to finalizing the permit.

**Mitigation Measure 28:** The applicant shall provide \$10,000 to the Colma Fire Department, which may be used to complete a services study. Upon request by the Colma Fire Department, the applicant may also include fire safety improvements in their buildings, such as extra storage areas for fire equipment and access improvements such as fire access roof hatches.

**Mitigation Measure 29: Access:** The roadway between the “small apartment buildings” shall be maintained as FIRE LANE – NO PARKING for its entire length and shall be delineated as such in accordance with provisions of the California Vehicle Code. At the north end of this roadway there shall be provided an approved turnaround. The roadway shall be capable of supporting a 65,000 lb. Emergency vehicle and provide a minimum of 13’ – 6” clear headroom. Provision shall be made to prevent the unauthorized parking of vehicles. There shall be no obstructions, either permanent or “removable” within the required Fire Apparatus turnaround. Final Design for this area shall be submitted to the Fire District for review and approval during the Building Permit plan review phase. Relocation of the indicated basketball court and hoop may be required.

**On-Site Hydrants:** There shall be provided a minimum of 2 on-site fire hydrants. These hydrants shall be capable of flowing a minimum of 1,500 gpm at 20 psi each. One hydrant shall be located along F Street in the vicinity of the driveway entrance to the podium building. The other shall be located at the northwest corner of the podium building. Exact locations will be determined upon receipt of Civil drawings for the project.

**Fire Protection Systems:** The podium building shall be protected throughout by a fire sprinkler system designed to MFPA 13 Standard (1999 Ed.). There shall be an FDC located in the vicinity of the driveway access to the parking area. The Fire District will allow use of CPVC piping within the residential units, as well as the exceptions for sprinkler omission in bathrooms and small closets, as found in NFPA 13-R. All piping within the attic areas shall be metallic. The attic area and all concealed spaces, as required by NFPA 13, 1999 Ed. shall be protected. Standpipes shall be provided at each stairwell and extend into the garage areas, regardless of floor termination of any

stairwells. One stairwell shall extend to the roof, as shall the standpipe. Standpipes shall be wet, or in combination with the fire sprinkler system. Further review/details will be provided at time of separate submittal for a permit.

The small apartment buildings shall be protected by an automatic fire-extinguishing system. Each separate building shall be provided with a system designed to NFPA 13, 1999 Edition. The Fire District will allow use of CPVC piping within the residential units, as well as the exceptions for sprinkler omission in bathrooms and small closets, as found in NFPA 13-R. All piping within the attic areas shall be metallic. The attic area and all concealed spaces, as required by NFPA 13, 1999 Ed. shall be protected. In the event individual dwelling units are offered for sale there shall be provisions written into any Homeowners Association-type agreement for the system to be considered as a "common" area and maintained by the Homeowners Association as such.

**Fire Alarm Systems** shall be provided in accordance with the provisions of the California Building Code. All systems shall be monitored off-site by a Central Station Monitoring Company. Monitoring of all buildings at the site shall be performed. Individual dwelling unit smoke detection within the designated "accessible or Adaptable Units" (only) shall report to the FACP as "supervisory or trouble" only and shall not initiate an Alarm condition, remainder of all units not identified as either Accessible or Adaptable shall have smoke detectors as required by the California Building Code. An Annunciator Panel shall be provided at the main entrance to the podium building, exact location to be determined at time of a separate submittal for permit. If there is provided an on-site manager's office, there shall also be located an Annunciator Panel within.

The "small apartment" buildings shall be provided with Central Station Monitoring. An Annunciator Panel shall be provided at an approved location.

**Elevators** provided shall meet the Gurney/Stretcher requirements of CBC Chapter 30.

**Fees:** All plans submitted for review by the Colma Fire Protection District will be assessed a Plan Review Fee, due and payable to CFPD prior to any reviews commencing. Applicant shall provide additional copies of plans directly to the District and will be notified of any fees due.

**Mitigation Measure 30:** Prior to issuance of the certificate of occupancy, the applicant shall demonstrate that a contract is in place for the removal of solid waste. Prior to the issuance of a certificate of occupancy for the condominiums, the applicant shall secure County review and approval of a homeowners association.

**Mitigation Measure 31:** The applicant shall comply with the provisions of the Relocation Plan and Conversion Impact Report for the Meadowbrook Mobile Home Park approved by the County Board of Supervisors.

**Mitigation Measure 32:** The current or future property owner may be asked to provide reasonable access for the responsible party to comply with the request to investigate and remediate the contamination emanating from the adjacent site.

**Mitigation Measure 33:** The project shall comply with the County's adopted Design Review standards for the unincorporated Colma area.

**Mitigation Measure 34:** In the event that archaeological items are encountered during excavation, subsurface construction, or other land alteration activities, all work shall cease temporarily. A

qualified archaeologist should determine the (1) significant of the archaeological object(s), (2) whether additional measures should be taken to preserve or recover them, and (3) whether further investigation is necessary. Measures may include a site reconnaissance and mitigation plan.

**Mitigation Measure 35:** If the applicant proposes work within the State ROW, in addition to an encroachment permit from CalTrans, the following will be required: Documentation of a current archaeological record search from the Northwest Information Center (NIC) of the California Historical Resources Information System (CHRIS). The search must be no more than five years old. If warranted, a cultural resources study by a qualified, professional archaeologist must also be completed. These requirements, including applicable mitigation must be fulfilled before an encroachment permit can be issued for project-related work in State ROW.

#### RESPONSIBLE AGENCY CONSULTATION

Town of Colma  
N. San Mateo County Sanitation District  
Cal Water  
Colma Fire Department

#### INITIAL STUDY

The San Mateo County Planning Division has reviewed the Environmental Evaluation of this project and has found that the probable environmental impacts are insignificant. A copy of the initial study is attached.

REVIEW PERIOD    October 6, 2006 to October 27, 2006

All comments regarding the correctness, completeness, or adequacy of this Negative Declaration must be received by the County Planning Division, 455 County Center, Second Floor, Redwood City, no later than 5:00 p.m., October 27, 2006.

#### CONTACT PERSON

Matt Seubert  
Project Planner, 650/363-1829

  
Matt Seubert, Project Planner

MAT:kcd - MATQ1134\_WKH.DOC





TOWN OF COLMA  
PLANNING DEPARTMENT

1190 El Camino Real • Colma, California 94014  
Phone: (650) 985-2590 • FAX: (650) 985-2578

November 22, 2006

Matt Seubert  
San Mateo County Planning Division  
455 County Center  
Mail Drop PLN122  
Redwood City, CA 94063

VIA FACSIMILE (hard copy to follow)

RE: BART Transit Village project – 7880 El Camino Real (PLN2006-00365)

Dear Mr. Seubert:

The Town of Colma submits this official appeal of the Planning Commission decision to approve PLN2006-0365 at 7880 El Camino Real in unincorporated San Mateo County.

The appeal is based on the following:

**CEQA review:** The Town of Colma did not receive a Notice of Intent, an Initial Study or draft Mitigated Negative Declaration on the project until after the required 30-day public review period had expired. Despite the Town's request in previous correspondence that the Town be included in the CEQA review as a Responsible Agency, the environmental documents were not received until found attached to the November 8, 2006 Planning Commission staff report. By the time the staff report was received, the public review period had expired.

**Required Environmental Document Submittal to State Clearinghouse:** The project, as proposed and conditioned, is required to obtain Caltrans approval. If any State agency approval is required, the environmental review documents must be submitted to the State Clearinghouse for a minimum of a 30-day review. A check of the CEQANet database on the [www.opr.ca.gov](http://www.opr.ca.gov) website does not find the associated documents. The Town respectfully requests that, based on the CEQA issues noted below that were not adequately reviewed in the Initial Study and Mitigated Negative Declaration and Planning Commission staff report, the CEQA document be submitted to the State Clearinghouse and recirculated for an additional 30 day public review period.

**Traffic:** The plans indicate that the Town's "F" Street right-of-way extends only to the centerline of the improved roadway, with the remaining north half right-of-way existing as a roadway easement. According to our records, the Town right-of-way extends to the back of the sidewalk abutting the project site.

Of grave concern to the Town of Colma is the absence of analysis of turning movements and reduction of travel lanes from two to one on F Street heading westbound. A striping plan proposing traffic patterns was not submitted to the Town. There are currently two left turn lanes from El Camino Real onto F Street when traveling northwest. However, there has been no thorough analysis of this proposal and no explanation to the Town of the impacts of such a proposal. The San Mateo City and County Council of Governments (C/CAG) must review proposals that significantly reduce the carrying capacity and lanes along El Camino Real. There is no written evidence in the staff report that C/CAG was given the opportunity to comment on this proposal.

The proposed day care "drop off" point is a concern, considering its close proximity to the intersection of F Street and ECR. As mentioned in the Planning Commission meeting on November 8, 2006, there has been little analysis or mitigation for the anticipated traffic associated with peak-hour dropoffs at the daycare center.

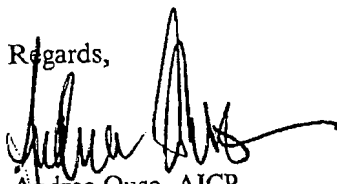
**Parking:** The 1:1 ratio of parking spaces to units is of great concern to the Town. Although the development is located within unincorporated San Mateo County, the overflow of parking will likely occur along Town rights-of-way. Any request for the provision of on-street parking will require review and approval by the Town. An agreement to allow overflow parking in the BART garage, and a pedestrian link between the development and the garage, would be essential to minimize on-street parking impacts on Town streets. However, since the Planning Commission meeting, further Town discussions with BART staff have found that provision of a pedestrian connection from the BART Transit Village to the BART garage is not feasible, due to costs associated with upgrading the access, security and physical constraints. This leaves few options for residents or visitors to the site if on-site parking is not available.

An existing development in unincorporated San Mateo County located at El Camino Real and Albert Teglia Boulevard, La Terrazza Apartments, includes units where the parking ratio is 1:1 and others where the ratio of parking spaces to units is 2:1. The La Terrazza development, built in 2002-2003, is closer to the entrance of the Colma BART station than the proposed development. The management has found that, due to the overwhelming demand for off-street parking by La Terrazza tenants, guest spaces have been assigned to tenants. This provides specific evidence that, even with a combination of 1:1 and 2:1, off-street parking is a premium and a 1:1 ratio will not be adequate on the BRIDGE housing site.

**Architectural design:** The building design is not consistent with the surrounding street context. Although the site is not located in the Town of Colma, the primary views of the site will be from rights-of-way and properties within Colma. Those traveling along El Camino Real and F Street, or visiting adjacent cemeteries, will be those with primary views of this site. It is important to remember the context in which the project is located: Architecturally speaking, the proposed building design appears more closely associated with developments in the South of Market area or in West Oakland, not an area heavily dominated by the classical style of Woodlawn Cemetery across F Street or the Spanish-Mediterranean styles found throughout Colma (and required for all new construction). The plans, as approved by the Planning Commission, include a minor effort to incorporate materials and colors that occur in random areas of Colma, such as "terra cotta color tile roof" and yellow stucco. However, these efforts pale in comparison to the overall post-modern hard lines and loft-style design so prominent in the proposed development. This design style, which became quite fashionable during the "dot-com" boom of the late 1990's, fails to incorporate the softer, more casual, more organic style of Colma's most historic buildings. The public's perception is that the project is located in Colma, and the design should reflect a closer adherence to the streetscape around it.

It is important to note that the Colma area, and the Peninsula in general, is not an area dominated by the modern, urban architecture that is found in San Francisco. It is an area more associated with classical forms and treatments. Your point that this development should make a strong statement is an important one; however, the strong statement should unite the populations in the area through similar design themes, not divide them through the development of divergent themes. The minor revisions made to the architectural design do not adequately solve this incongruity.

Regards,



Andrea Ouse, AICP  
City Planner

cc: Diane McGrath, City Manager  
Roger Peters, City Attorney  
Rick Mao, City Engineer



TOWN OF COLMA  
PLANNING DEPARTMENT

1190 El Camino Real • Colma, California 94014  
Phone: (650) 985-2590 • FAX: (650) 985-2578

**To:** Lisa Grote  
Matt Seubert

**Project:**

**Fax:** 650-363-4849

**Date:** November 22, 2006

**From:** Andrea Ouse

**Number of Pages:** 3  
(includes cover page)

**Regarding:**  
Planning Commission Appeal of PLN2006-0365 (Bridge Housing Project)

**Comments:**

Please see the attached application for appeal from the Town of Colma.

Regards,  
Andrea Ouse  
City Planner  
Town of Colma

## San Mateo County Environmental Services Agency

## Planning and Building Division

County Government Center • 455 County Center, 2nd Floor  
 Redwood City • CA • 94063 • Mail Drop PLN 122  
 Phone: 650 • 363 • 4161 Fax: 650 • 363 • 4849

## Application for Appeal

- ☐ To the Planning Commission  
☒ To the Board of Supervisors

## 1. Appellant Information

Name: Town of ColmaAddress: 91190 El Camino Real  
Colma, CAPhone, W: (650) 985-2590 xZip: 94014

## 2. Appeal Information

Permit Numbers involved: PLN/2006-0365

I have read and understood the attached information  
 regarding appeal process and alternatives.

☒ yes☐ no

I hereby appeal the decision of the:

- ☐ Staff or Planning Director  
☐ Zoning Hearing Officer  
☐ Design Review Committee  
☒ Planning Commission

Appellant's Signature:

Date:

made on Nov. 8 2006 to approve/deny  
 the above-listed permit applications.

Andrea Cruz City Planner  
Nov. 8, 2006

## 3. Basis for Appeal

Planning staff will prepare a report based on your appeal. In order to facilitate this, your precise objections are needed. For example: Do you wish the decision reversed? If so, why? Do you object to certain conditions of approval? If so, then which conditions and why?

Please see attached letter.

ATTACHMENT CC

**From:** Matthew Seubert  
**To:** Andrea Ouse  
**Date:** 9/29/2006 10:48 AM  
**Subject:** Re: Comments on BRIDGE Housing Proposal

Andrea,

I don't think that I have received your comments yet. I do have your comments from May 15 and have reviewed them as I drafted the Initial Study/Negative Declaration. If you do have additional comments, please get them to me today or Monday if possible, as I will be finalizing the IS/Neg. Dec. early next week. Thanks.

Matt Seubert  
Project Planner

>>> "Andrea Ouse" <[Andrea.Ouse@lsa-assoc.com](mailto:Andrea.Ouse@lsa-assoc.com)> 9/21/2006 12:56 PM >>>

Hi Matt -

The Town of Colma is coordinating comments on the project located at 7880 El Camino Real (PLN2006-00365). We will provide these comments at the beginning of next week.

Let me know if you have any questions.

Thanks,  
Andrea

Andrea J. Ouse, AICP  
City Planner  
Town of Colma  
1190 El Camino Real  
Colma, CA 94014

P: 650.985.2590  
F: 650.985-2578  
E: [andrea.ouse@colma.ca.gov](mailto:andrea.ouse@colma.ca.gov)



## MEMORANDUM

TO: Andrea Ouse, City Planner

FROM: Muneer Ahmed, Assistant Engineer *MAE*

DATE: October 17, 2006

SUBJECT: El Camino Transit Village Project – San Mateo County

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Following are our plan review comments for the El Camino Transit Village Project's informal plan submittal. We did not receive any formal project package to date.

1. The Project plans (Sheet C2.0) show encroachment of the sidewalk/walkway and parking onto the (shown) 30' easement for roadway and utility purposes on F St. It appears that the proposal is to eliminate/reduce the traffic lanes from the existing two (2) lanes to one (1) lane. There are two (2) left turn lanes from El Camino real onto F Street traveling NW. Please justify and comment.
2. The plans also show daycare drop-off very close to the El Camino Real and F Street intersection. Vehicles maneuvering in and out of this drop-off too close to the intersection might cause traffic problems. Please comment.
3. Provide a striping plan showing the proposed traffic patterns on F Street.

cc: Richard Mao, City Engineer

**RECEIVED**

DEC 05 2006

San Mateo County  
Planning Division



**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**

300 Lakeside Drive, P.O. Box 12688  
Oakland, CA 94604-2688  
(510) 464-6000

ATTACHMENT EE

RECEIVED

NOV 28 2006

Carole Ward Allen  
PRESIDENT

Lynette Sweet  
VICE PRESIDENT

Thomas E. Margro  
GENERAL MANAGER

November 17<sup>th</sup>, 2006

Ben Metcalf  
BRIDGE Housing Corporation  
345 Spear Street, Suite 700  
San Francisco, CA 94105

**DIRECTORS**

Gail Murray  
1ST DISTRICT

Joel Keller  
2ND DISTRICT

Bob Franklin  
3RD DISTRICT

Carole Ward Allen  
4TH DISTRICT

Zoyd Luca  
5TH DISTRICT

Thomas M. Blalock  
6TH DISTRICT

Lynette Sweet  
7TH DISTRICT

James Fang  
8TH DISTRICT

Tom Radulovich  
9TH DISTRICT

Dear Mr. Metcalf,

Please let this letter serve as confirmation that BRIDGE Housing Corporation is currently in negotiations to acquire an easement of approximately 10,000 SF over BART lands at the Colma BART station. This easement is located just west of the property at 7880 El Camino Real. It would provide for landscaping, utilities, and non-exclusive pedestrian access. In addition, BART is looking to BRIDGE for long-term maintenance of other BART landscaped areas immediately adjacent to its project site – such as the land in between Colma Creek and the BART ROW culvert.

BART staff supports BRIDGE's proposal on a conceptual level and expects to seek BART board approval for an easement and maintenance agreement in 2007.

Sincerely,

  
Bruno Pegues  
San Francisco Bay Area Rapid Transit

RECEIVED

NOV 30 2006

San Mateo County  
Planning Division

PLN6-365



**Housing Leadership Council  
of San Mateo County**

139 Mitchell Ave, Suite 108  
South San Francisco, CA 94080  
P: 650-872-4444 / F: 650-872-4411  
www.hlcsmc.org

ATTACHMENT FF

November 6, 2006

David Bomberger, Chair. Members, San Mateo County Planning Commission  
455 County Center, 2<sup>nd</sup> Floor  
Redwood City, CA 94063

Dear Chair Bomberger and Members of the Planning Commission:

I am writing on behalf of the Housing Leadership Council of San Mateo County to express our support of the proposal by BRIDGE Housing, Inc. for the El Camino Transit Village located at 7880 El Camino Real. As a diverse coalition of interests, the Housing Leadership Council seeks to support developments that satisfy a wide spectrum of requirements, including (but not limited to) affordability, design, and community engagement. We feel the proposed El Camino Transit Village meets these requirements, and are delighted to offer our endorsement of the plan.

Located within steps of a variety of transit options, and within walking distance from shops, grocery stores and other retail options, the proposed development is an excellent example of transit and community-oriented development. With three public schools within one mile, and a childcare facility proposed for inclusion, El Camino Transit Village will offer homes that are extremely well-suited to families with children. The developer will also support quality of life for the workers who build the development by paying prevailing wages. These factors, combined with an attractive design, provide for a final product that is an excellent addition to the neighborhood and the community at large.

Most importantly, El Camino Transit Village will help to make inroads into San Mateo County's lack of affordable housing, which remains significant. Despite recent reports of softening housing prices, San Mateo County remains one of the most expensive places to rent or buy a home in our state. With over 120 affordable rental units, many of which will be affordable to residents earning as little as 30 percent of the area median income, this development is a model solution to our housing crisis. It will provide real options for those who have been priced out of San Mateo County.

The Housing Leadership Council is a coalition of over 120 individuals and organizations working to create and preserve adequate, accessible, affordable housing in San Mateo County. Our goal is that everyone who lives, works, or grows up here can obtain suitable housing in the county if they choose. We have endorsed El Camino Transit Village because it helps to satisfy these goals, and we urge you and your fellow commissioners to approve it.

Sincerely,

Greg Richane  
Program Organizer





December 21, 2006

Ben Metcalf  
BRIDGE Housing Corporation  
345 Spear Street, Suite 700  
San Francisco, CA 94105

City Council

Frossanna "Fro" Vallergera  
Mayor

C. R. "Larry" Formalejo  
Vice Mayor

Helen Fiscaro  
Council Member

Joseph Silva  
Council Member

Joanne F. del Rosario  
Council Member

City Officials

Diane McGrath  
City Manager

Laura Allen  
Assistant City Manager

Robert L. Lotti  
Chief of Police

Rae P. Gonzalez  
City Treasurer

Roger Peters  
City Attorney

Richard Mao  
City Engineer

Andrea Ouse  
City Planner

Brian Dossey  
Director of Recreation  
Services

RE: BRIDGE Proposed Development at 7880 El Camino Real

Dear Ben:

It was nice to see you again on December 5<sup>th</sup>. Thank you for following up on our request to see the Mabuhay project. The use of the natural material warms up this project very well and the interior spaces seem open and inviting. As we discussed during the meeting, Colma is concerned about several aspects of the proposed project: architectural style, density, public safety, traffic circulation, and parking impacts.

I feel that the architectural style chosen for your proposed project adjacent to Colma, while an effectively designed project, will not complement its surroundings. It would fit beautifully in the South of Market neighborhood. There is nothing of this size in this architectural style that can be found in Colma or that is encouraged in the Design Guidelines. I am surprised that BRIDGE, which usually fits into its communities so well, is proposing to come into the Colma community so boldly out of place.

I hope that we can convince BRIDGE to reconsider the design of the project. We would like the design to be consistent with the Spanish Mediterranean motif.

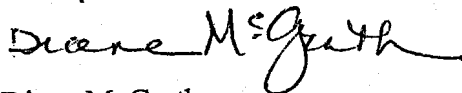
I also hope that BRIDGE will consider the significant impacts on Colma of the low parking-to-unit ratio. The overflow of parking will likely occur along Town rights-of-way. The optimum from the Town's perspective is that BRIDGE arrange for overflow parking in the BART garage and provide a pedestrian link between the development and the garage to minimize on-street parking impacts on Town streets. It is my understanding that this was in the original proposal, but that such an agreement with BART is not actually feasible. If true, BRIDGE has recognized the potential impacts. What method do you propose to mitigate the impact and avoid the overflow of parking degrading Town streets?

The proposed development at 7880 El Camino Real is primarily surrounded by the Town of Colma and therefore the Town's Police Department will likely be first responders for police and other emergencies. When it was a trailer park the Colma Police Department responded numerous times for mutual aid because we were the closest police unit to the scene. Most of the calls Colma responded to were related to an ongoing emergency or criminal activity. The new complex will have 4 times the number of residents as the trailer park, and the Town believes will require more service from the Colma Police Department for police emergencies and for calls related to quality of life issues, (parking, noise complaints, etc). When our officers are taking care of your residents and property, they are not available to take care of Colma's residents, businesses, and guests. The Town also has some concerns about a day care facility with sixty children. Traffic at peak drop off and pick up hours will have a significant effect on El Camino Real and F Street, both of which fall under the Colma Police Department jurisdiction.

The conceptual plans and the traffic study do not provide a justification for or address the impacts of the proposed lane reduction and parking drop-off on F street so close to the El Camino Real intersection. This drop-off location will likely create a traffic hazard considering the nature of use of the proposed facility. Also, please keep in mind that the proposed lane reduction on F Street needs to be evaluated with the existing intersection alignment of El Camino Real and F Street.

Please let me know if there anything we can do to further clarify the Town's position for you. We look forward to a long and congenial relationship with the BRIDGE project. I know that it will be a well designed and well run facility, in the BRIDGE tradition.

Sincerely,



Diane McGrath  
City Manager

cc: Andrea Ouse, City Planner  
Rick Mao, City Engineer  
Robert Lotti, Chief of Police  
Town of Colma Mayor and City Council  
Bill Chiang of San Mateo County Supervisor Adrienne Tissier's office  
Lisa Grote, San Mateo County Planning Director  
Matt Seubert, San Mateo County Project Planner  
Tom Earley, BRIDGE Development Director  
Janet Stone, San Mateo County Department of Housing

SAN MATEO COUNTY  
PLANNING DIVISION

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