

## CYPRESS POINT PROJECT INTRODUCTION AND PROJECT DESCRIPTION

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### 1. INTRODUCTION

#### 1.1 CHANGES SINCE LAST VERSION

This version of the Introduction and Project Description report provides updates to the April 2019 version in order to include changes to the project made by MidPen in response to comments from community members. These changes include:

- Increasing the minimum setback of buildings from the west property line to 20 feet;
- Reducing the maximum height of all buildings to 28 feet;
- Re-routing the pedestrian path providing access to Sierra Street.

Other minor changes to the text have been made to correct errors, improve readability, and ensure consistency among reports. None of these changes resulted in any changes to impact conclusions or mitigation measures.

#### 1.2 OVERVIEW

The Cypress Point Family Community project (Cypress Point, proposed project) is an affordable housing development sponsored by MidPen Housing Corporation (MidPen) and designed to provide affordable housing in the San Mateo Midcoast region. The intention of the project sponsors and San Mateo County is to improve the jobs/housing balance and jobs/housing fit by providing preference for those who live or work on the San Mateo Coast. The project is located on a parcel in the Coastal Zone of San Mateo County within the unincorporated community of Moss Beach. MidPen is seeking several actions from two separate agencies.

Initially, San Mateo County, on behalf of MidPen, will act as the applicant to the California Coastal Commission (Commission) in requesting an amendment to the San Mateo County Local Coastal Program (LCP) to accommodate the land uses requested in the proposed project application. The requested approvals include:

- Amend the LCP Implementation Plan and existing Planned Unit Development (PUD) for the site to reduce the number of units from 148 to 71;
- Amend LCP Land Use Plan and San Mateo County's General Plan to change the site's zoning designation from Medium-High Density Residential to Medium Density Residential; and
- Amend section 3.15(d) of the LCP to allow for 100% of units, apart from a resident manager's unit, to serve low- or moderate-income households.

MidPen will later act as the applicant and request the following action from the San Mateo County Planning and Building Department:

- A Coastal Development Permit (CDP).

## **1.3 PROJECT PARTICIPANTS AND OTHER APPROVALS**

### **1.3.1 PROJECT SPONSOR**

MidPen, headquartered in Foster City, is a non-profit organization dedicated to providing affordable housing in the Bay Area. It has developed or rehabilitated over 100 properties, including 29 properties in San Mateo County. MidPen's mission is to provide safe, affordable housing of high quality to those in need; establish stability and opportunity in the lives of residents; and foster diverse communities that allow people from all ethnic, social and economic backgrounds to live in dignity, harmony and mutual respect. Through its affiliate organizations, MidPen Resident Services Corporation and MidPen Property Management, MidPen owns and manages all new developments and provides on-site resident services and programs to help residents advance. MidPen has been providing housing to residents of the Bay Area for more than 45 years.

The point of contact for MidPen is:

Andrew Bielak  
MidPen Housing  
303 Vintage Park Drive, Suite 250  
Foster City, CA 94404  
abelak@midpen-housing.org  
(650) 235-7675

### **1.3.2 DECISION-MAKING AGENCY**

This environmental document has been prepared to provide environmental information needed by the Coastal Commission to complete its CEQA-equivalent certified regulatory program for the proposed San Mateo County LCP Amendment. San Mateo County has analyzed the full range of environmental conditions so that other agencies can rely upon it for CEQA compliance as well, under CCR Title 14, Section 15253.

The point of contact for the Coastal Commission is:

Erik Martinez  
California Coastal Commission  
North Central Coast District  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105  
(415) 904-5200  
[Erik.Martinez@coastal.ca.gov](mailto:Erik.Martinez@coastal.ca.gov)

### 1.3.3 PROJECT APPLICANT

The San Mateo County Planning and Building Department is acting as the applicant for the LCP Amendment before the Coastal Commission. In the future, it is anticipated that the County will be the agency decision maker for the granting of a CDP for the Cypress Point project. A separate document will be prepared for that action, in compliance with CEQA. The San Mateo County Board of Supervisors' may be asked to approve the environmental document for the CDP, to adopt the Mitigation Monitoring and Reporting Program prepared for the project, and to approve the CDP.

The point of contact for the San Mateo County Planning and Building Department is:

Mike Schaller  
County of San Mateo  
Planning and Building Department  
455 County Center, Redwood City, CA 94063  
[mschaller@smcgov.org](mailto:mschaller@smcgov.org)

### 1.4 CEQA COMPLIANCE

Because the proposed project will require discretionary approvals by the Commission, the Commission must comply with the California Environmental Quality Act (CEQA) of 1970 (as amended) prior to making a decision on approval of the LCP amendment. Section 15251 of the CEQA Guidelines (CCR Title 14, Section 15000 et. seq) provides a special environmental compliance process for regulatory programs of state agencies that have been certified by the Secretary for Resources (CCR Title 14, Section 15250), including subsection (c) which lists "The regulatory program of the California Coastal Commission and the regional coastal commissions dealing with the consideration and granting of coastal development permits under the California Coastal Act of 1976, Division 20 (commencing with Section 30000) of the Public Resources Code."

Consistent with Section 15084(c) of the State CEQA Guidelines, this documentation is intended to provide environmental information for consideration by the Coastal Commission to complete its CEQA-equivalent certified regulatory program for the proposed San Mateo County LCP Amendment required for development of the proposed project.

As described in Section 15121(a) and 15362 of the CEQA Guidelines, an EIR is an informational document that will inform public agency decision makers and the general public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to a project. An EIR functional equivalent focuses the discussion on potential effects of the proposed project on the environment to permit the lead agency to determine what effects are or may be significant. Pursuant to CEQA, feasible mitigation measures are identified, when applicable, that could reduce significant impacts to less-than-significant levels.

This documentation has been prepared for the consideration of the County and Coastal Commission, with the goal of providing information consistent with the requirements of Section 15151 of the CEQA Guidelines, which defines the standards for EIR adequacy as follows:

An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR would summarize the main points of disagreement among the experts. The courts have looked not for perfection; but for adequacy, completeness, and a good faith effort at full disclosure.

## **1.5 BACKGROUND INFORMATION**

### **1.5.1 PROJECT LOCATION**

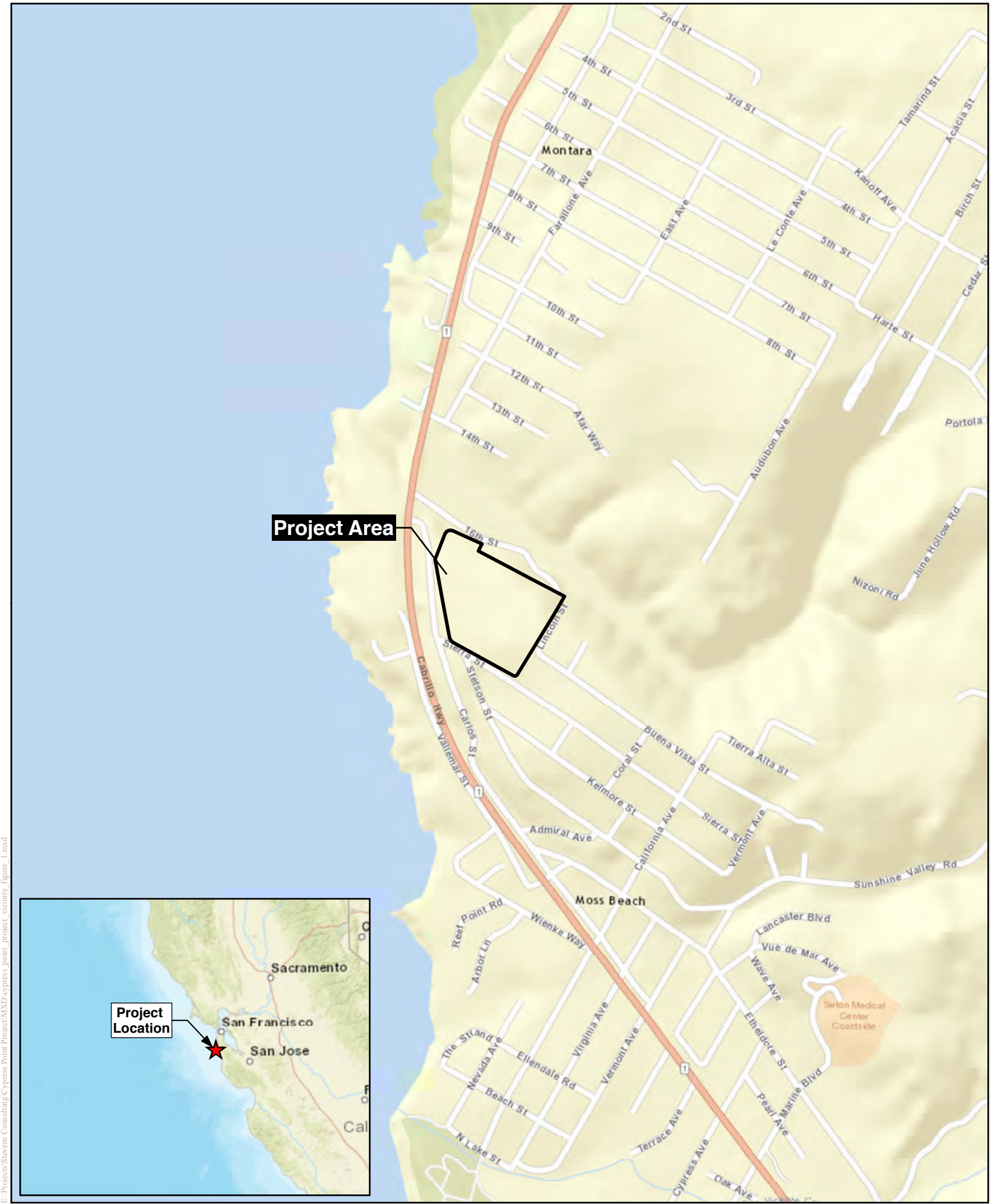
The proposed project is located on a 10.875-acre parcel adjacent to the northeast corner of Carlos Street and Sierra Street in the unincorporated community of Moss Beach, San Mateo County, California (see Figures 1 and 2). The property is bounded by vacant land to the southwest (towards State Route 1), residential properties along 16th Street to the northwest (in the community of Montara), and residential properties along Carlos, Sierra, and Lincoln Streets on the other two sides. Individual houses along Stetson Street and Buena Vista Street also border the property. The parcel is designated as Assessors' Parcel Number 037-022-070.

### **1.5.2 BACKGROUND ON PROJECT SITE**

During the World War II era, the property was occupied by the Point Montara Artillery Training Station. Numerous concrete slab-on-grade building foundations and foundation retaining walls, located in the central portion of the parcel, are the only remnants of the station. In some areas, these foundations are covered by thick vegetation consisting of trees and shrubs and are covered with graffiti. Heavy vegetation also covers the majority of the property outside the areas of the building foundations. Unpaved internal roadways extend northwest-southeast across the north and central portions of the property.

The Montara Elementary School District acquired the site in 1948 and used one of the buildings for the Farallon View Elementary School. That school was burned as part of a fire training exercise when the District constructed a new school on a different site (San Mateo County Planning and Building Department 1986).

Two water tanks owned by the Montara Water and Sanitary District also occupy the site, but are not part of the development.



Base Map Source: ESRI, 2017  
 Map Date: July 2020

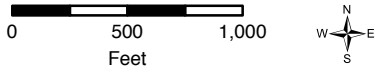


Figure 1  
**Project Location**  
 San Mateo County, CA

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Aerial Source: NAIP (2016)  
Map Date: July 2020

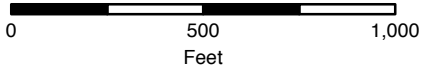


Figure 2  
**Project Vicinity**  
San Mateo County, CA

## 1.5.3 EXISTING LAND USE DESIGNATIONS

**General Plan Designation:** Medium-High Density Residential  
**Zoning:** PUD-124/CD  
**LCP Designation:** Medium-High Density Residential and Affordable Housing

The General Plan designation of Medium-High Density Residential allows for development at densities of between 8.8 to 17.4 housing units per acre. The zoning designation of PUD-124/CD traces back to 1986, and was assigned to a proposed Planned Unit Development (PUD) on the site called Farrallon Heights. This zoning allows for a total of 148 units on the site, with a density of 13.6 units per acre. The site is designated as Medium-High Density Residential in the San Mateo County LCP, which allows for development at densities from 8.1 to 16.0 units per acre. The site is defined as infill in the LCP, and designated as a priority development site for affordable housing in the San Mateo County Local Coastal Program Policies document (San Mateo County Planning and Building Department 2013). The site is also designated as an affordable housing opportunity site under the San Mateo County Housing Element. (San Mateo County Planning and Building Department 2015)

## 1.6 PUBLIC INVOLVEMENT

### 1.6.1 OPPORTUNITIES FOR PUBLIC COMMENT

The public has had many opportunities to comment on the proposed project, and to influence the details of its development plan, as described in the following sections.

#### **Pre-Application Public Outreach**

During the project's conceptual stage, MidPen Housing conducted voluntary outreach to better understand the community's concerns prior to submitting a pre-application. MidPen held three community open houses in 2016, on March 16, July 11, and August 18. Information about the open houses was widely distributed and publicized in multiple local newspapers. More than 100 community members attended each open house. MidPen recorded all comments, which include translating comments submitted in Spanish, and provided responses on a project website and email list (MidPen 2018). In addition to the community open houses, MidPen created an email address specifically for communications regarding the project, shared project staff's direct contact information, offered additional outreach through small group meetings or one-on-one meetings, and maintained a project website with information available in both English and Spanish.

The County of San Mateo sponsored a public workshop on September 20, 2017 from 6 pm to 8 pm at the El Granada Elementary School in El Granada, California Per Section 6415.4 of the County of San Mateo Zoning Regulations, the purpose of the public workshop was to allow community members and public agency representatives the opportunity to provide project input prior to the preparation of final development plans. The County of San Mateo and MidPen Housing arranged for a lead facilitator and four co-facilitators/recorders from the

Peninsula Conflict Resolution Center, several with the skills to translate between English and Spanish. The team asked if Spanish translation was needed as attendees entered the room, and the lead facilitator reiterated the availability of Spanish translation during the workshop. Members of the public also had an opportunity to provide public input on the project on September 27, 2017 at a meeting of the Midcoast Community Council (an elected advisory body representation the region where the project is located).

## **San Mateo County Planning Commission**

The San Mateo County Planning Commission held hearings on January 22, 2020 (in person) and June 10, 2020 (via Zoom). The Planning Commission provided time during both of these hearings to receive public comment, and numerous individuals and groups provided comments. Written comments were also accepted before and during the hearing.

## **San Mateo County Board of Supervisors**

The San Mateo County Board of Supervisors held a public hearing (via Zoom) on July 21, 2020 to determine whether to forward the proposed LCP amendments to the California Coastal Commission. During this hearing, the Board of Supervisors provided time for the public to comment on the action being considered, and numerous individuals and groups provided comments. Written comments were also accepted before and during the hearing.

MidPen has prepared a memo *Summary of Public Outreach Measures* (MidPen 2020) which describes all of the measures undertaken to solicit and obtain public input about the proposed project and the environmental review documents being prepared.

## **Summary of Comments Received**

This section summarizes the concerns expressed in person and in writing from the public which are related to environmental resources. A summary of the measure taken to provide the public and affected agencies and districts maximum opportunity to participate in the LCP or LRDP amendment process, pursuant to Section 13515 and Public Resources Code Section 30503, is available in a separate document prepared by the County of San Mateo and submitted to the Coastal Commission in August 2020.

The principle issues raised in public comments can be summarized as follows:

- The scale of the project is too big for the neighborhood.
- What mitigation measures will be put in place to address traffic during the construction of the project?
- The traffic analysis should include the commute corridor beyond choke points on SR 92 and in Pacifica.
- The SR 1 Safety and Mobility Study was based on data before the tunnel was opened and doesn't include the proposed project.
- The traffic study doesn't provide sufficient analysis of the crossing of SR 1 at Carlos Street.



- The traffic study needs to evaluate the impacts of other developments and traffic improvements planned by the County.
- What is the impact of the proposed project on neighborhood streets and Farallone View Elementary school?
- The traffic study needs to evaluate the impact of line-of-site concerns at the SR 1/Carlos Street intersection.
- How will project traffic affect narrow residential streets?
- How will signalization or installation of a roundabout at the SR 1/Carlos Street intersection affect safety?
- Reducing travel speeds on SR 1 would improve the safety of the SR 1/Carlos Street intersection.
- Soil sampling should be done on the project site due to the prior use as a military installation.
- Will the proposed project contribute to sewage overflow problems on the Midcoast?
- What will be the effect of the proposed project on neighborhood parking?
- Effects on storm drainage should be evaluated.
- Improvements to the pedestrian crossing of SR 1 at 16<sup>th</sup> Street intersection are needed, particularly to allow safe access to the bus stop.
- The volume of water required for the proposed project should be evaluated.
- The effects of the proposed project on water quality should be evaluated.
- The effects of the proposed project on the population of Moss Beach should be evaluated.
- The effects of the proposed project on public transit need to be analyzed.
- The proposed project should include a robust Transportation Demand Management Program to reduce vehicle miles traveled.

## Response to Public Comments

In response to comments provided by the public during this process, MidPen has modified the proposed project in the following ways:

- Reduced the number of units from 80 to 71;
- Increased the number of on-site parking spaces;
- Increased the setback of buildings from Carlos Street to a minimum of 20 feet;
- Reduced the maximum height of buildings;
- Increased the number of units subject to local preference for residents from 50% to 75%.

San Mateo County and MidPen have prepared a series of technical studies, other environmental analysis documentation (including an evaluation of a range of alternatives and cumulative impacts) to be provided to the California Coastal Commission as part of the

application to amend the LCP land use designation for the project parcel. Public comments associated with impacts of the project on the environment are addressed in those documents.

## 2. PROJECT DESCRIPTION

### 2.1 PROJECT OBJECTIVES

In proposing the Cypress Point project, MidPen is attempting to provide affordable housing on the coastal portion of San Mateo County that:

1. Provide a significant number of low-income affordable housing units in a vibrant, safe, well-designed community that respects the coastal character of the region.
2. Provide affordable housing in the region at cost effective densities that are competitive for financing.
3. Address housing needs of households, families and workers in the Midcoast and surrounding region;
4. Provide housing for a diverse range of low-income workers and families.
5. Improve the jobs/housing balance<sup>1</sup> and jobs/housing fit<sup>2</sup> in the region by providing affordable dwelling units near coastal jobs.
6. Provide informal recreational opportunities for residents in the region and the general public by providing access to a trail on undeveloped portions of the site.
7. Be consistent with the character of the surrounding neighborhood by adhering to the existing development guidelines to the extent feasible.

As part of the resident selection process, the project applicant proposes to include a preference for individuals who live and/or work in the region for 75% of the units. This preference structure increases chances for individuals who meet these criteria to live in this development, although it does not restrict individuals who do not live and/work in the area from being accepted. Based on most recent available data from the U.S. Census Bureau (2015), there are 11,258 jobs located in coastal region (Princeton, Miramar, El Granada, Montara, and Moss Beach) and the neighboring coastal cities of Pacifica and Half Moon Bay. Among these jobs, 7,181 (63.8%) are held by individuals commuting from outside this area. A total of 2,621 of these jobs require commutes between 10 and 24 miles, and 2,501 additional jobs require commutes of 25 miles or more.

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<sup>1</sup> The jobs/housing balance measures the extent to which a geographic area contains a relative balance between the number of houses available and the number of jobs; a balance between jobs and housing allows more people to live within the community and reduces the number of vehicle trips to/from outside the area.

<sup>2</sup> The jobs/housing fit measures the extent to which the distribution of housing prices match the income distribution of workers, and thus whether workers in an area can find housing they can afford near to their jobs.

## 2.2 PROJECT FEATURES

MidPen proposes to develop a 10.875-acre vacant parcel (Assessors' Parcel Number 037-022-070) located to the northeast of the intersection of Carlos Street and Sierra Street in Moss Beach, an unincorporated community within San Mateo County, California (see Figures 1 and 2).

The total area to be developed includes approximately 235,000 square feet. The density of the proposed Carlos Street Housing Development is 6.5 units per acre, below the maximum density allowed by the current General Plan designation, zoning, and LCP designation. MidPen is requesting that the General Plan and LCP zoning be changed from Medium-High Density Residential to Medium Density Residential. A General Plan designation of Medium Density Residential allows for development at densities of 6.1 to 8.7 housing units per acre in. In the LCP, it allows for development at densities of 6.1 to 8.0 housing units per acre in the LCP.

MidPen has also clustered the development so as to retain the forested open space on the northern portion of the site. To the extent feasible, MidPen will retain the vegetation adjacent to Carlos Street and Sierra Street along the perimeter of the site or add vegetation to shelter the site visually from neighbors. Altogether, MidPen proposes to leave approximately 64% of the site as public or private open space.

Based on feedback from public hearings, the development plan provides that no buildings will be closer than 20-feet from the Carlos Street property line, and all buildings constructed on the project parcel are limited to 28 feet in height, measured as the vertical distance from any point on the finished grade to the topmost point of the building directly above.

As discussed above, because this project is intended to contribute to improving the jobs-housing balance and jobs-housing fit in coastal San Mateo County, preference for housing will be given to people who currently live or work in the region.

Residents will also have the opportunity to take advantage of multiple services including after-school programs for children, adult education and training, and connections to a variety of social services providers in the area.

### 2.2.1 LIVING SPACES

MidPen proposes the development of 71 affordable housing units on this lot, consisting of approximately 18 two-story buildings holding 2-16 units each and a community building (see Figure 3). The project would provide a mixture of 1, 2, and 3-bedroom units, including a combination of two-story townhouses and ADA-accessible 1-story flats. All of the units, except for the manager's apartment, will be affordable to households earning up to 80% of the Area Median Income. It is expected that the Cypress Point project will provide housing for approximately 213 people, including adults and children.

## 2.2.2 OTHER SITE AMENITIES

In addition to the housing units, the development will include an approximately 3,200 square foot community building, that will include the general office, the manager's office, a community room, kitchen, computer room, laundry, and maintenance and storage areas (see Figure 3). The project plan also includes several outdoor amenities, including:

- Landscaping (see more below);
- A community garden;
- A children's play area;
- An upper and a lower green;
- BBQ areas; and
- A public walking trail through a portion of the site.

## 2.2.3 LANDSCAPING

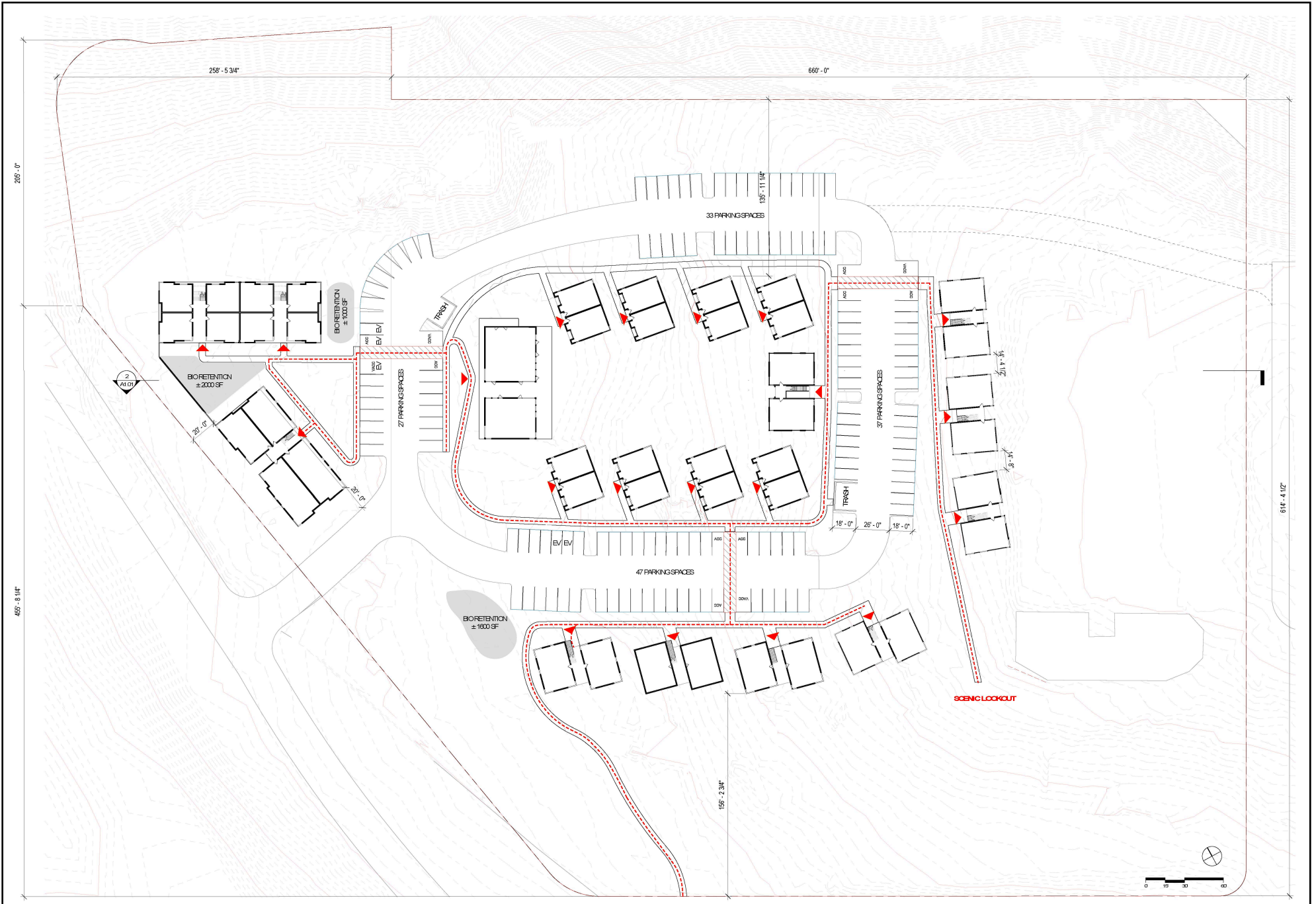
The landscape design for the Cypress Point affordable housing development will draw from coastal inspiration and incorporate several outdoor recreation and social areas, pedestrian and vehicular access, site-wide planting, and irrigation. The conceptual landscape plan for the proposed project is shown in Figure 4.

Specific landscape elements will include screening and bioretention basins, accessible and non-accessible pathways, emergency vehicular access (EVA), fencing, trails through the perimeter of the site, and a community garden. In addition, the central outdoor space adjacent to the community building will include two play structures and open grassy terraces with flowering trees and planting. An accessible path will meander through and connect the terraces stepping up the hillside. Boulders and low walls will retain grade throughout the central open space as needed. The accessible path will terminate into a trellis-covered area with barbecue equipment, picnic tables, and benches. Other outdoor areas will include a half basketball court, paved overlook with trellis and seating, planting, and boulders to retain grade near the EVA. The development entry will be highlighted with permeable concrete pavers and a double row of large-scale trees. Planting within the development area will be detailed and will consist of large and small scale trees shrubs, grasses, and ground cover. Outside of the development area, planting will be minimized and will include trees and shrubs for screening, as well as seeding to restore areas impacted by construction activities.

All existing trees to be retained on the project site will be fenced during construction and provided with temporary irrigation. In order to ensure the efficient use of water, the landscaping elements to be added to the site will be irrigated with a permanent automated irrigation system and include all parts compatible with a remote- or satellite-controlled system. Vegetation will be selected which is low maintenance, water conserving, native to the project area, or adaptive to thrive under local conditions.

## **2.2.4 PARKING AND CIRCULATION**

Access to and from the project site will be provided by a single driveway on Carlos Street (see Figure 4). A second access route, which would be restricted to emergency vehicles only, connects with Lincoln Street. Current plans provide for 142 parking spaces on site, forming a ring around the central core of apartment buildings. Accessible walkways provide internal pedestrian access to the site, and soft trails are provided around most of the perimeter of the site for recreational use by both residents and the general public.



Source = MidPen Housing Corporation and Pyatok Architects, July 2020



Figure 3  
**Cypress Point Proposed Site Plan**  
 San Mateo County, CA



Source = Midpen Housing Corporation and Joni L. Janecki & Associates, July 2020



Figure 4  
**Cypress Point Proposed Landscape Plan**  
 San Mateo County, CA

## 2.2.5 GRADING AND DRAINAGE

The project parcel is moderately-sloped towards the west. Grading will be used to create a gentler slope for the middle of the site, allowing for accessible paths. The developed area at the middle of the site will have an average 8% grade, and the berm at the top of the hill (along the former drill field) will be extended to resolve the new grades at the center with the existing grades at the perimeter. Although final calculations have not been completed, it is anticipated that cut and fill will not be able to be balanced on site, and that the importation of a maximum of 7,000 cubic yards of material will be required.

The site is will be graded to minimize stormwater runoff, per the San Mateo County's Municipal Regional Stormwater NPDES Permit (California Regional Water Quality Control Board-San Francisco Bay Region 2015) and the C.3 Stormwater Technical Guidance document (San Mateo Countywide Water Pollution Prevention Program 2016). This will be accomplished by, among other actions, the inclusion of bio-retention areas, preliminarily estimated at 6,500 square feet.

## 2.2.6 UTILITIES

The project parcel includes easements for facilities operated by the Montara Water and Sanitary District, including two water storage tanks in the southeastern portion of the site, a booster pump system, and distribution facilities with a fenced-in parcel of land adjacent to and west of the intersection of Lincoln Street and Buena Vista Street near the eastern boundary of the property. In addition, there is an easement for PG&E facilities under unpaved roads. At this point, no offsite utility improvements are anticipated to be needed.

## 2.2.7 WASTE MANAGEMENT AND RECYCLING

Recology of the Coast would be the waste services provider for the project parcel. State law requires that multi-family developments provide waste, recycling, and organics collection. Three waste enclosures are proposed for Cypress Point, to ensure that each unit has nearby access to drop off their waste. These enclosures will provide bins for solid waste, recycling, and organic waste collection. The looped driveway allows garbage trucks to enter the site, circle around to all three enclosures, and exit the site via the same primary driveway.

## 2.2.8 LIGHTING

County ordinance requires that "all exterior and interior lighting shall be designed and located so that direct light and glare are confined to the premises." The paved parking lots and pathways on the site will be well-lit as required by code for safety. The project will use Dark Sky Friendly lighting, with shields to emit no light above the ground plane, and with warm-toned LED sources. Lighting levels will provide safety for residents while minimizing glare to neighboring parcels.

## 2.2.9 FENCING AND GATES

To prevent unwanted vehicular traffic on the emergency vehicle easement, gates will be erected just off Lincoln Street, blocking access to the site as well as the water district's access



drive. These gates will be able to be unlocked by the fire department or by the water district, but not by local residents or others. A low fence will run along Lincoln Street between the two site driveways, disallowing any use of the flat land at the top of the hill as an informal parking lot. The fence will have narrow gaps to allow pedestrian access to the open space for recreational use, but will discourage any private vehicles from attempting to access or egress the site via Lincoln Street.

## 2.3 PROJECT CONSTRUCTION

The project will be built in one phase and is expected to take approximately 18 months to construct. The components of construction would include:

- Site demolition
- Site preparation
- Site grading and excavation
- Trenching
- Interior architectural finishing
- Paving.

The equipment expected to be used during project construction includes:

- Concrete/industrial saws
- Excavators
- Rubber-tired dozers
- Tractors
- Loaders
- Backhoes
- Graders
- Cranes
- Forklifts
- Generator sets
- Welders
- Air compressors
- Aerial lifts
- Cement and mortar mixers
- Pavers
- Paving equipment
- Rollers.

## 2.4 ENVIRONMENTAL COMMITMENTS

MidPen has agreed to the following environmental commitments as part of the proposed project, to minimize the environmental effects of this development. In developing the Cypress Point project, MidPen will:

- Limit construction to periods allowed under Section 4.88.360 of the San Mateo County Code of Ordinances: between 7:00 a.m. and 6:00 p.m. on weekdays and 9:00 a.m. and 5:00 p.m. on Saturdays. No construction shall be allowed at any time on Sundays, or on Thanksgiving or Christmas
- Make best efforts to use of at least 10 percent local building materials;
- Recycle or reuse at least 50 percent of construction waste or demolition materials;
- Use administrative controls, such as notifying neighbors of scheduled construction activities and scheduling construction activities with the highest potential to produce perceptible vibration during hours with the least potential to affect nearby businesses, so perceptible vibration can be kept to a minimum.
- Preserve a portion of the site as undeveloped land.
- Remove all invasive pampas grass (*Cortaderia selloana*) from the project site.
- The project shall be developed in accordance with the minimum requirements of one of the following programs: Leadership in Energy & Environmental Design; Green Communities; Passive Housing; Living Building Challenge; National Green Building Standard, or the GreenPoint Rated program. The following are features that may be included:
  - ❖ Natural cross-ventilation of every unit with windows 3 sides of most units (2-3 BR), and 2 sides of 1 BR units;
  - ❖ Cool roofs with low reflectance for reduced heat-island effect;
  - ❖ High-efficacy lighting fixtures throughout; “Night-sky” compliant site lighting;
  - ❖ Drought-tolerant landscaping with native species and minimized and efficient irrigation;
  - ❖ Passive on-site storm water management
  - ❖ PV ready roofs
  - ❖ No air conditioning
  - ❖ Shared laundry facilities
  - ❖ Secure bike parking facilities to encourage less vehicle use
  - ❖ Install toilets using less than 1.6 gallons per flush
  - ❖ Install showerheads providing maximum flows of 2.5 gallons per minute or less
  - ❖ Install self-closing faucets in non-residential lavatories
  - ❖ Install high-efficiency washing machines with a water factor of 5 or less
- A Construction Management Plan shall be developed prior to the issuance of a grading permit and shall be implemented upon the commencement of grading to

minimize the potential for construction related environmental releases and to address the discovery of presently unknown soil contamination (e.g., stained or odorous soil) or subsurface structures (e.g., underground storage tanks). The plan shall be prepared by a qualified environmental professional registered in California. The plan shall identify specific measures to take to protect worker and public health and safety, and shall specify measures to identify, manage, and/or remediate wastes, including, but not limited to, the following accident prevention measures:

- ❖ **Summary of known site history and site concentrations.** Appropriate work practices necessary to effectively comply with the applicable environmental laws and regulations, including, without limitation, hazardous substance management, handling, storage, disposal, and emergency response. These work practices include the following: an on-site hazardous material spill kit shall be provided for small spills; and all construction waste, including trash and litter, garbage, other solid waste, petroleum products, and other potentially hazardous materials, shall be removed to an appropriate waste facility permitted or otherwise authorized to treat, store, or dispose of such materials.
- ❖ **Contamination evaluation and management procedures.** Protocols to be implemented if potential environmental contamination or subsurface structures are identified through physical observations (soil staining, odors, or buried material) will be developed prior to beginning grading activities. Such protocols may include: temporary cessation of construction activity and evaluation in the vicinity of the discovered potential environmental contamination or subsurface structure; limiting access to the potential contaminated area or subsurface structure to properly trained personnel; notification and reporting, including internal management and local agencies (fire department, San Mateo County Department of Health Services, Environmental Health Services, etc.), as needed; a worker health and safety plan for excavation of contaminated soil; characterization and management of excavated soils in accordance with CCR Title 14 and Title 22; and certification of completion of response actions, as needed.
- In order to minimize the potential for fire hazard, MidPen will include language in all contracts for construction of the proposed project to require basic housekeeping procedures including: the maintenance of mechanical equipment in good operating condition; careful storage of flammable materials in appropriate containers; and the immediate and complete cleanup of spills of flammable materials when they occur.
- Prior to issuance of grading permits, the applicant shall also submit a traffic control plan to the County Department of Public Works for review and approval. The plan will describe procedures for ensuring continuous access for emergency vehicles during any required road closures, and measures to alert neighbors to all road closures. All staging during construction shall occur onsite.

## 3. REFERENCES

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