

**COUNTY OF SAN MATEO
PLANNING AND BUILDING DEPARTMENT**

DATE: February 26, 2020

TO: Planning Commission

FROM: Planning Staff

SUBJECT: EXECUTIVE SUMMARY: Consideration of a revised schedule of grading operations and haul routes for the Ascension Heights Subdivision. The project is located in the unincorporated San Mateo Highlands area of San Mateo County.

County File Number: PLN 2002-00517 (Bel Aire Heights LLC)

PROPOSAL

Per the Board of Supervisor's decision letter dated February 16, 2016, the applicant is submitting a revised schedule of grading operations including the details of the off-site haul routes to be considered for approval by the Planning Commission prior to issuance of a grading permit "hard card" that allows grading operations to commence (Condition No. 14).

RECOMMENDATION

Staff recommends approval of the schedule of grading operations, including proposed haul routes.

SUMMARY

The project site, consisting of a total of approximately 13.25 acres (gross), is located in the unincorporated area of San Mateo County known as the San Mateo Highlands. The subject site is vacant and bordered to the west by Bel Aire Road, Ascension Drive to the south, existing single-family development to the north and west.

The permit requires that the schedule of grading include details of the off-site haul operations, including gravel import site(s), size of trucks, haul route(s), time and frequency of haul trips, dust and debris control measures, and traffic and safety control measures. The applicant has submitted materials to satisfy this condition and obtain Planning Commission approval. On September 25, 2019, the Planning Commission reviewed a proposed grading schedule and haul routes for the Bel Aire Heights Subdivision. The Planning Commission voted to continue the item, requesting that the applicant return to a later meeting with additional information about the proposal,

including specific dates, and addressing the other comments of the public and the Planning Commissioners.

The Planning Commission and members of the public raised many concerns about the proposal and requested modifications. In response to comments, the applicant has: omitted any grading activities during the wet season (October 1 through April 30); provided information regarding slope stability along Rainbow Drive and an evaluation of the potential to construct the new entry drive at the beginning of the project; relocated Dusky Footed Woodrat nests; and provided specific dates for the grading activities.

The staff believes that the applicant has responded to the concerns raised at the September 25, 2019 Planning Commission meeting, and staff recommends that the Planning Commission approve the proposed grading schedule and haul routes.

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RECOMMENDATION

Staff recommends approval of the schedule of grading operations, including proposed haul routes.

BACKGROUND

Report Prepared By: Joe LaClair, Planning Manager

Applicant/Owner: Bel Aire Heights LLC

Location: Six contiguous parcels (APNs 041-111-130, -160, -270, -280, -320 and -360), consisting of a total of approximately 13.25 acres (gross), located in the unincorporated area of San Mateo County known as the San Mateo Highlands. The subject site is bordered to the west by Bel Aire Road, Ascension Drive to the south, existing single-family development to the north and west.

APNs: 041-111-130, 041-111-160, 041-111-270, 041-111-280, 041-111-320 and 041-111 360

Existing Zoning: R-1/S-8 (Single-Family Residential/7,500 sq. ft. minimum lot size)

General Plan Designation: Medium Low Density Residential (2.4 – 6.0 dwelling units/acre)

Environmental Evaluation: A Final Environmental Impact Report (FEIR) was published on December 12, 2014 and certified by the Board of Supervisors February 9, 2016. The FEIR discusses impacts and mitigations specific to grading and construction activities listed within the schedule of grading, and those mitigation measures are incorporated in the proposed plan.

Setting: The subject site is located at the northeast corner of the intersection of Bel Aire Road and Ascension Drive. It is situated on a hillside with average slopes of 40 percent. The site is surrounded by single-family dwellings, including the Baywood Park neighborhood to the northeast, the Enchanted Hills neighborhood to the southeast and southwest, and the Starlite Heights neighborhood to the northwest. The College of San Mateo campus is located less than 1/4-mile northeast of the site via Parrott Drive. At the center of the site is an existing potable water tank on a separate 22,500 sq. ft. parcel owned and operated by the California Water Service Company with several cellular communications facilities established on the parcel.

The site was graded over 40 years ago, by excavating the sides of the hill for the construction of Ascension Drive and Bel Aire Road during the grading for the Enchanted Hills subdivision. Eight-foot-wide benches were created along Ascension Drive at 30-foot elevational intervals. Surface runoff from these benches has eroded the slope over the years, most significantly in the southwest corner adjacent to the intersection of Ascension Drive and Bel Aire Road. The site is characterized by grassland, small brush, and trees such as oak, pine and eucalyptus.

Chronology:

<u>Date</u>	<u>Action</u>
August 28, 2002	- Application submitted for proposed 25-lots.
December 9, 2009	- Planning Commission denied the proposed subdivision.
June 29, 2010	- Board of Supervisors considered an appeal by the applicant and remanded the project back to the Planning Commission for consideration of a revised project.
January 28, 2015	- Planning Commission considered the revised subdivision project and certification of the FEIR and continued the hearing to hear additional public testimony.
October 14, 2015	- Planning Commission approved the project.
October 28, 2015	- Applications of appeal received.

- February 9, 2016 - Board of Supervisors approved the project.
- March 2016 - Petition for judicial review of approval filed.
- May 2018 - Court of Appeal decision upholding County approval.
- December 12, 2018 - Planning Commission initial review of landscaping plan.
- February 25, 2019 - Planning Commission final review and approval of landscaping plan.
- September 25, 2019 - Planning Commission review of proposed schedule of grading operations and haul routes; Planning Commission continued the item to a future date.

DISCUSSION

A. BACKGROUND

The approved project is a modification of the original 25-lot subdivision application that was denied by the Planning Commission in 2009. Based on feedback from the Planning Commission at that time, the applicant revised the design to reduce the size of the subdivision to 19 lots. The Planning Commission reviewed and considered the revised project at three Planning Commission hearings in 2015 and approved the project on October 14, 2015. An appeal to the Board of Supervisors was received on October 28, 2015 from community members. On February 9, 2016, the Board of Supervisors upheld the decision of the Planning Commission’s approval subject to 51 conditions of approval. One of the Board of Supervisors’ conditions of approval required that the Planning Commission review and consider approval of a schedule of grading operations – a task that is typically performed by the Departments of Public Works and Planning and Building for projects with approved grading permits.

The permit requires that the schedule of grading include details of the off-site haul operations, including gravel import site(s), size of trucks, haul route(s), time and frequency of haul trips, dust and debris control measures, and traffic and safety control measures. The applicant has submitted materials to satisfy this condition and obtain Planning Commission approval. Prior to issuance of a grading permit “hard card” that allows the applicant to commence grading operations, the applicant will need to submit and obtain approval of detailed grading, erosion control, and utility plans from the Building Official and the Department of Public Works.

B. PRIOR PLANNING COMMISSION REVIEW OF GRADING SCHEDULE AND HAUL ROUTES

On September 25, 2019, the Planning Commission reviewed a proposed grading schedule and haul routes for the Ascension Heights Subdivision. The Planning Commission and members of the public raised many concerns about the proposal and requested modifications, which are summarized in Table 1:

Table 1 September 25, 2019 Planning Commission Meeting Comments and Responses	
Comments	Responses
Commissioners and the public expressed concerns about allowing wet weather grading on such a steep site and whether partially completed grading could be adequately protected in the event of a severe storm, which is more likely due to climate change, and because the neighborhood is landslide prone.	The applicant has revised the proposed schedule to avoid wet-weather grading.
A double-load sized truck on Rainbow Drive could cause landslides and Rainbow Drive is very narrow and may require closing one side to parking for safe driving when trucks are present.	Only empty trucks will use Rainbow Drive, and only until the new driveway is available for access to the site. Rainbow Drive landslide occurred in the 1980s or 1990s. The retaining wall installed after the slide is monitored annually for displacement, and thus far there has not been substantial movement
The blind corner at Rainbow and Lakeshore Drive is dangerous for large trucks.	Construction-related grading traffic is limited to the hours of 9:00 a.m. to 3:00 p.m. The Department of Public Works believes the street widths are adequate to handle the traffic, given the hours of operation.
How are Spare the Air days handled?	Spare the Air days are a voluntary program administered by the Bay Area Air Quality Management District, except for the prohibition on wood burning during Winter Spare the Air days (November to February). The permit and EIR mitigation measures do not include limitations related to Spare the Air days.
Tree protection zones for grading and construction may be inadequate and certain zones delineated do not meet applicable standards; pruning may harm trees that grow onto the project site from neighboring properties; and tree removal should occur during the winter to avoid nesting season.	The tree protection installed is the maximum feasible protection, given the constraints of the project site, and the location of neighbor's trees adjacent to the property line. Pruning of these trees will be done consistent with the International Society of Arborist standards, and supervised by the project arborist. Tree removal was completed by February 1, 2020.

Table 1 September 25, 2019 Planning Commission Meeting Comments and Responses	
Comments	Responses
Dusky Footed Woodrat a protected species is present on the site; a biologist should assess the site to determine how to protect these animals.	The applicant hired Sequoia Environmental to document the location of Dusky Footed Woodrat nests on the project site, and to prepare and implement a relocation plan, consistent with the California Department of Fish and Wildlife standards. Sequoia prepared and implemented the plan, relocating the nests to a forested portion of the site at the southwest that will not be developed or disturbed.
The schedule should include specific dates.	The revised schedule includes specific dates.
Cal Water line project in Parrot Drive could conflict with the use of Parrot as a haul route for this project	The Cal Water Project on Parrot Drive will be coordinated with this project through the Department of Public Works to avoid conflicts.
Direct the applicant to grade the new driveway first to enable use of smaller trucks and avoid the use of Rainbow Drive.	Grading the new entry first is infeasible, because Cal Water requires that access to their tank be maintained, which requires preservation of the existing road through most of Phase 1. Installation of the new Cal Water line must be completed before the new access can be graded, preventing early removal of the existing access road. Also, starting the driveway first would require installation of a temporary concrete retaining wall approximately 10-12 feet in height to avoid undermining the access road for Cal Water, and a neighboring swimming pool.

At the September 25, 2019 meeting, the Planning Commission voted to continue the item, requesting that the applicant return to a later meeting with additional information about the proposal, including specific dates, and addressing the other comments of the public and the Planning Commissioners.

C. REVISED SCHEDULE OF GRADING ACTIVITIES

As required by the condition of approval, the schedule of grading activities (Attachment B) contains details as to the timing of the multiple grading elements, equipment used, haul-routes, and dust, debris and traffic control measures.

1. Schedule

As summarized in page EX-2 of Attachment B, the grading activities will be done in two phases. Phase 1 consists of land clearing, mass grading and construction of the road base of the new access road. The relocation of wood rat nests, tree protection and tree removal components of Phase 1 are complete. Phase 2 involves the completion of the mass grading, erosional

area repairs, fine grading, and installation of utilities and other subdivision infrastructure.

a. Phase 1 Ascension Heights Grading Operations (approximately 70 days):

- (1) Clear and grub site, and setup (18 days)
- (2) Grading cut for lots 6, 7, 11 and 12 (30 days)
- (3) Relocate 8-inch water main and demolish existing 8-inch main (20 days)
- (4) Remove asphalt paving and complete Phase 1 grading, including new access road (30 days)

b. Phase 2 Ascension Heights Grading and Underground Operations (245 days):

- (1) Approximately 15% of the mass grading will be performed during Phase 2, including underground operations (30 days)
- (2) All water mains and services, sanitary sewer, storm drains and detention, manholes and joint utility installations (100 days)
- (3) Grading and installation of curb and gutters, storm drain inlets base rock subgrades, base rock and paving (105 days)
- (4) Erosion repairs (10 days)

A site traffic control plan will be implemented to manage traffic when trucks enter and exit site throughout Phase 1 and Phase 2.

Although the schedule proposes dates for individual grading events, the exact start of grading is dependent on when the applicant has satisfied all conditions subject to the issuance of a grading permit "hard card." Grading activities are subject to Condition No. 10, which specifies that no grading may occur during the winter season (October 1 and April 30) unless approved by the Community Development Director. In the event that grading activities are not completed by October 1, 2020, as proposed by the schedule, a wet-water grading exemption will be required, and a revised schedule will need to be approved by the Planning Commission.

c. Grading Operations Sequencing

In response to Commissioner and public comments, staff explored with the applicant the potential to grade the new entry early in Phase 1 to reduce the use of neighborhood streets for haul routes. Options considered for addressing the Commission's directive included grading the new road and trying to maintain the existing road; re-grading the existing road, or relocating the access southwest toward Ascension Drive on Bel Aire Road.

The principal constraints for grading the new entry early in Phase 1 include: (1) the need to maintain an uninterrupted access road from Bel Aire Drive to the Cal Water property and an access slope that is no greater than 20%; (2) the Cal Water line from the Cal Water property to Parrott Drive must be relocated before removing the access road in order to meet the commitment that Cal Water's lines must be full of water at all times during construction; (3) the geometry of the current access road prevents right hand turns for equipment from Bel Aire into the site; and (4) the existing topography of the banks along Bel Aire Road do not facilitate creating a new access that is accessible by the grading equipment and trucks while meeting the restrictions of the access road slope requested by Cal Water.

The water line relocation must be done early in Phase 1 to meet agreements with Cal Water to allow removal of the existing line, and facilitate the eventual elimination of the existing access road and replacement with the new access road. The steepness of the site where the new access road would join Bel Aire Road requires a substantial cut. The access cannot be relocated southwest on Bel Aire Road toward Ascension Drive and connect directly to the existing access as the grade is also too steep and the roads would not meet at the same elevation. Doing this cut early would then require interruption of access to the site until the road is complete. Widening the entrance to the north, at the current location, is not feasible as it would extend into the neighboring property and impact the existing trees and pool. Widening to the south is also not possible. As previously-mentioned the slope of the existing banks along Bel Aire are too steep to build an entrance that meets the requirements for an access turn. The staff believes this approach is infeasible. The applicant therefore proposes to first relocate the middle section of the existing access road and cut the new entrance further down Bel Aire Road, where a temporary wall (less than 6 feet in height) can be constructed to maintain access. This cut and wall have been reviewed and approved by the project geotechnical engineer and found to be safe for construction until the new road is completed.

Once the temporary access road has been installed and the water lines relocated, the new driveway entrance can be graded. This construction is estimated to be completed within 2 months from the start of grading and will then allow haul trucks to enter the site by taking a right-hand turn from Bel Aire Road.

d. Equipment for Grading Operations:

- (1) 1 ea. 97,000 lb. Doosan Excavator
- (2) 1 ea. 67,000 lb. Doosan Excavator
- (3) John Deere 310 Backhoe
- (4) 1 ea. Caterpillar D-5 Dozer
- (5) 1 ea. 4-yard Doosan Loader
- (6) 1 ea. Mustang Skid Steer Loader
- (7) 2 ea. Bombag 84" Drum Vibratory Roller
- (8) 2 ea. on-site semi bottom dump trucks
- (9) 15 ea. on-site/off-site semi end dump trucks hauling dirt to Ravenswood Pond SF2, Menlo Park
- (10) 1 ea. 4,000-gallon water truck to run all day for dust control
- (11) 1 ea. Caterpillar 23-yard off-road truck while grading Lots 6, 7, 11 and 12 ONLY. This machine will be used incidental to the other grading equipment listed
- (12) Street sweeper to be used to keep streets clean as needed.
- (13) Asbestos removal equipment as required to meet standards (separate document)

e. Conditions of Approval and Mitigation Measure 4.2-1a Require:

- (1) Construction equipment idling time to limited to a maximum of 5 minutes and turned off when not in use; clear signage shall be displayed at the project access point.

- (2) All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications and shall be checked by a certified visible emissions evaluator.
- (3) Excavation and grading activities to be suspended when winds (instantaneous gusts) exceed 25 miles per hour.
- (4) A publicly visible sign shall be posted with the telephone number and person to contact regarding dust complaints. A response and corrective action shall occur within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

f. Conditions of Approval Mitigation Measure 4.2-1b:

- (1) All heavy-duty construction equipment shall be equipped with diesel particulate matter filters.
- (2) Only low Reactive Organic Gas (ROG) coatings shall be utilized.
- (3) Use only Tier 2 or better heavy-duty construction equipment.

2. Haul Routes

The applicant is proposing arrival of haul trucks for both Phases I and II via Polhemus Road and Ascension Drive (see page EX-4 on Attachment B). Phase I haul trucks will approach the site from Ascension Road by left turns onto Rainbow Drive, right on Lakeshore Drive, and turning right on Bel Aire Road. This is to allow trucks to access the site through the existing road making a left turn coming down Bel Aire Road as they will not be able to negotiate the acute angle right turn turning from Bel Aire Road. During Phase II, the new site entrance constructed in Phase 1 will allow haul trucks to perform a right turn coming uphill on Bel Aire Road. Therefore, for Phase 2 haul truck arrivals will switch to continuing up Ascension Drive and making a left on Bel Aire Road to enter the site from the right. All haul trucks exiting the site for both Phases 1 and 2 will utilize an uphill route via Bel Aire Road, Laurie Lane, right on Parrot Drive, left on CSM Drive, and left on Perimeter Road to utilize Hillsdale Boulevard to reach Highway 92 (see page EX-7 on Attachment B). Haul trucks will be timed 10 to 15 minutes apart from 9:00 a.m. to 3:00 p.m.

Staff determined that there are limited options to arrive and depart the subject site, and that the proposed approach is acceptable in order to conduct off haul operations in a safe and effective manner.

a. Ascension Heights truck route for off-site hauling operations Phase 1:

Truck route entering site:

- (1) Exit dump site at Ravenswood Ponds in Menlo Park
- (2) Enter Highway (Hwy) 84 West
- (3) Enter Hwy 101 off Marsh Road
- (4) Get onto Hwy 92 West off 101 North
- (5) Off Hwy 92 take Ralston Avenue exit
- (6) Ralston Avenue turns to Polhemus Road
- (7) Turn right on Ascension Drive
- (8) Turn left on Rainbow Drive
- (9) Turn right on Lakeshore Drive
- (10) Turn right on Bel Aire Road
- (11) Enter site through existing entrance at 1452 Bel Aire Road

Truck route exiting site: Disposal Site Location – Ravenswood Pond SF2, Menlo Park

- (1) Right on Bel Aire Road through existing entrance at 1452 Bel Aire Road
- (2) Right on Laurie Lane
- (3) Right on Parrott Drive
- (4) Left on CSM Drive
- (5) Veer right on Perimeter Road
- (6) Perimeter Road turns to West Hillsdale Boulevard
- (7) Enter Hwy 92 East from West Hillsdale Boulevard
- (8) Off Hwy 92 East take 101 South

- (9) Off Hwy 101 South take Marsh Road/Hwy 84 East
- (10) Right at Ravenswood Ponds in Menlo Park

b. Sand and gravel resource location - Stevens Creek Quarry
12100 Stevens Canyon Road:

Transfer trucks entering the site with sand and gravel deliveries from Stevens Creek Quarry, Cupertino during Phase 1:

- (1) Leave Stevens Creek Quarry and turn left on Stevens Canyon Road
- (2) Stevens Canyon Road turns into South Foothill Boulevard at McClellan Road intersection, then turns to North Foothill Boulevard at Salem Avenue intersection, then turns into Foothill Boulevard at Vista Knoll Boulevard intersection
- (3) Enter I-280 North from Foothill Boulevard
- 4) Exit I-280 onto Hwy 92 East
- (5) Off Hwy 92-E exit West on Ralston Avenue
- (6) Ralston turns into Polhemus Road
- (7) Right on to Ascension Drive
- (8) Left onto Rainbow Drive
- (9) Right onto Lakeshore Drive
- (10) Right onto Bel Aire Road
- (11) Left into site through existing entrance at 1452 Bel Aire Road

Transfer trucks heading from the site in route to Stevens Creek Quarry for sand and gravel - Phase 1:

- (1) Right on Bel Aire Road from site via existing entrance at 1452 Bel Aire Road
- (2) Right Laurie Lane
- (3) Right on Parrott Drive

- (4) Left on CSM Drive
- (5) Veer right on Perimeter Road
- (6) Perimeter Road turns into West Hillsdale Boulevard
- (7) Enter Hwy 92 West from West Hillsdale Boulevard
- (8) Veer left onto 280 South toward San Jose
- (9) Take foothill Expressway exit at border of Los Altos and Cupertino
- (10) Get onto Foothill Boulevard from exit
- (11) Foothill Boulevard turns into Stevens Canyon Road
- (12) Enter Stevens Creek Quarry at 12100 Stevens Canyon Road

c. Debris, grub and roots disposal location – Zanker Recycling 675 Los Esteros Road, San Jose, CA:

Highside trucks heading from the site in route to Zanker Recycling to dispose of grub, debris and roots during Phase 1:

- (1) Right on Bel Aire Road from site via existing entrance at 1452 Bel Aire Road
- (2) Right Laurie Lane
- (3) Right on Parrott Drive
- (4) Left on CSM Drive
- (5) Veer right on Perimeter Road
- (6) Perimeter Road turns into West Hillsdale Boulevard
- (7) Enter Hwy 92 East from West Hillsdale Boulevard
- (8) Enter Hwy 101 South off 92 East
- (9) Take 101 South to CA 237 East
- (10) Take Zanker Road off 237 East

- (11) Zanker turns into Los Esteros Road
- (12) Enter Zanker Landfill at 675 Los Esteros Road

Highside trucks heading from Zanker Recycling to the site:

- (1) Leave Zanker Recycling at 675 Los Esteros Road
- (2) Los Esteros Road turns into Zanker Road
- (3) Off Zanker Road enter 237 West
- (4) Off 237 West take 101 North
- (5) Off 101 North take Hwy 92 West
- (6) Off Hwy 92 West take Ralston Avenue
- (7) Ralston Avenue turns to Polhemus Road
- (8) Turn right on Ascension Drive
- (9) Turn left on Rainbow Drive
- (10) Turn right on Lakeshore Drive
- (11) Turn right on Bel Aire Road
- (12) Enter site through existing entrance at 1452 Bel Aire Road

d. Ascension Heights truck route for off-site hauling operations Phase 2:

Truck route entering site empty for loading dirt:

- (1) Exit dump site at Ravenswood Ponds in Menlo Park
- (2) Enter Hwy 84 West
- (3) Enter Hwy 101 off Marsh Road
- (4) Take Hwy 92 West off 101
- (5) Off Hwy 92 exit West on Ralston Avenue
- (6) Ralston turns into Polhemus Road

- (7) Turn right onto Ascension Drive
- (8) Left on Bel Aire Road then turn right at new Ascension Heights main entrance

Truck route exiting site full hauling dirt Phase 2:

- (1) Right on Bel Aire Road from new Ascension Heights main entrance/exit
- (2) Right Laurie Lane
- (3) Right on Parrott Drive
- (4) Left on CSM Drive
- (5) Right on Perimeter Road
- (6) Perimeter Road turns into West Hillsdale Boulevard
- (7) Enter Hwy 92 East from West Hillsdale Boulevard
- (8) Off Hwy 92 East take 101 Southbound
- (9) Off Hwy 101 South take Marsh Road/Hwy 84 East
- (10) Right at Ravenswood Ponds in Menlo Park

Disposal Site Location – Ravenswood Pond SF2, Menlo Park

- e. Sand and gravel resource location - Stevens Creek Quarry
12100 Stevens Canyon Road:

Transfer trucks entering the site with sand and gravel deliveries from Stevens Creek Quarry, Cupertino. Phase 2:

- (1) Leave Stevens Creek Quarry and turn left on Stevens Canyon Road
- (2) Stevens Canyon Road turns into South Foothill Boulevard at McClellan Road intersection, then turns to North Foothill Boulevard at Salem Avenue intersection, then turns into Foothill Boulevard at Vista Knoll Boulevard intersection
- (3) Enter I-280 North from Foothill Boulevard

- (4) Exit I-280 onto Hwy 92 East
- (5) Off Hwy 92 East exit West on Ralston Avenue
- (6) Ralston turns into Polhemus Road
- (7) Right on to Ascension Drive
- (8) Left onto Bel Aire Road
- (9) Right into site through at new Ascension Heights main entrance

Transfer trucks heading from the site in route to Stevens Creek Quarry for sand and gravel - Phase 2

- (1) Right on Bel Aire Road from site at new Ascension Heights main entrance
- (2) Right Laurie Lane
- (3) Right on Parrott Drive
- (4) Left on CSM Drive
- (5) Veer right on Perimeter Road
- (6) Perimeter Road turns into West Hillsdale Boulevard
- (7) Enter Hwy 92 West from West Hillsdale Boulevard
- (8) Veer left onto 280 South toward San Jose
- (9) Take foothill Expressway exit at border of Los Altos and Cupertino
- (10) Get onto Foothill Boulevard from exit
- (11) Foothill Boulevard turns into Stevens Canyon Road
- (12) Enter Stevens Creek Quarry at 12100 Stevens Canyon Road

f. Haul-off Equipment: Size of Trucks:

As illustrated on page EX-1 on Attachment B, the applicant is proposing to utilize trucks capable of transporting 20-cubic yard roll off containers. Equipment shall be equipped with diesel particulate

matter filters, only low Reactive Organic Gas (ROG) coatings and only Tier 2 or better trucks shall be used. A list of the equipment to be utilized includes:

- (1) 18 Wheel semi end dump trucks exporting dirt
- (2) 18 Wheel semi bottom dump trucks exporting dirt
- (3) 10 Wheel water truck on-site/then off-site when filling up at Bel Aire Road fire hydrant
- (4) 18 Wheel transfer trucks delivering sand and gravel

g. Dust, Debris and Traffic Control Measure:

As listed on page EX-3 on Attachment B, the applicant will be implementing the following measures:

- (1) Stabilized construction entrance from Bel Aire Road
- (2) All loads leaving site tarped
- (3) Site dust control will utilize a 4,000 gallon water truck running throughout the workday
- (4) Trucks will be timed 10 to 15 minutes apart running periodically through the work day
- (5) Street leaving site will be swept off daily or as many times as needed to keep the streets clean from dust or dirt
- (6) Two flagmen will be utilized for traffic control in front of the site entrance off Bel Aire Road for trucks entering and existing the site with signage
- (7) Site Work hours 7:00 a.m. to 6:00 p.m. Monday through Friday
- (8) Haul hours 9:00 a.m. to 3:00 p.m. Monday through Friday

These measures are consistent with the County's Construction Best Management Practices (BMPs) as well as the Board of Supervisors' adopted conditions of approval and mitigation measures.

ATTACHMENTS

- A. Recommended Finding
- B. Grading Schedule and Haul Route Details (Schedule, Phase 1 Haul Route: Ex 4-6; Phase 2 Haul Route EX 7 and 8; and Equipment Descriptions)

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County of San Mateo
Planning and Building Department

RECOMMENDED FINDING

Permit or Project File Number: PLN 2002-00517 Hearing Date: February 26, 2020

Prepared By: Joe LaClair, Planning Manager For Adoption By: Planning Commission

RECOMMENDED FINDING













The proposed schedule of grading operations and haul routes conform with the adopted conditions of the subdivision approval.

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COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT

ATTACHMENT B

ID		Task Name	Duration	Start	Finish
1		PHASE I PHASE 1 WORK ALREADY COMPLETED	164 days	Tue 11/26/19	Fri 7/10/20
2		Relocating wood rat nests	18 days	Tue 11/26/19	Thu 12/19/19
3		Install tree protection	16 days	Mon 12/16/19	Mon 1/6/20
4		Removal of trees	31 days	Thu 12/19/19	Thu 1/30/20
5		Grub Site PHASE 1 WORK TO BE COMPLETED	15 days	Mon 4/13/20	Fri 5/1/20
6		Setup	3 days	Mon 4/27/20	Wed 4/29/20
7		Temp facility	5 days	Mon 4/27/20	Fri 5/1/20
8		Phase 1 grading cut out lots 6,7,11,12	30 days	Mon 5/4/20	Fri 6/12/20
9		Relocate 8" water main	20 days	Mon 5/18/20	Fri 6/12/20
10		Demo existing 8" water line	5 days	Mon 6/15/20	Fri 6/19/20
11		Demo on site AC paving	3 days	Mon 6/15/20	Wed 6/17/20
12		Complete phase 1 grading FIGURE 1 - REVISED CONSTRUCTION SCHEDULE (PHASE 1)	20 days	Mon 6/15/20	Fri 7/10/20

14		PHASE II	PHASE 2 WORK TO BE COMPLETED	73 days	Mon 6/22/20	Wed 9/30/20
15		Remainder of mass grading		30 days	Mon 6/22/20	Fri 7/31/20
16		Grading Remediation of Scarping Areas		20 days	Mon 6/29/20	Fri 7/24/20
17		Cut curb gutters		10 days	Mon 7/27/20	Fri 8/7/20
18		Install S.D onsite		35 days	Mon 7/27/20	Fri 9/11/20
19		Install S.S onsite		35 days	Mon 7/27/20	Fri 9/11/20
20		Install 8" & 12" onsite water main		35 days	Mon 7/27/20	Fri 9/11/20
21		Install water services		10 days	Mon 8/31/20	Fri 9/11/20
22		Install sewer manholes		10 days	Mon 8/31/20	Fri 9/11/20
23		Install storm detension & bb detention		20 days	Mon 8/31/20	Fri 9/25/20
24		Install storm drain curb inlets		15 days	Thu 9/10/20	Wed 9/30/20
25		Install onsite joint trench		25 days	Thu 8/27/20	Wed 9/30/20
26		Install onsite 12" water main		10 days	Mon 8/31/20	Fri 9/11/20
27		Install sewer line & man holes offsite		10 days	Mon 8/31/20	Fri 9/11/20
28		Baserock subdivison		15 days	Thu 9/10/20	Wed 9/30/20

FIGURE 2 - REVISED CONSTRUCTION SCHEDULE (PHASE 2)



PHASE 1 WORK ALREADY COMPLETED

PHASE 1 WORK TO BE COMPLETED

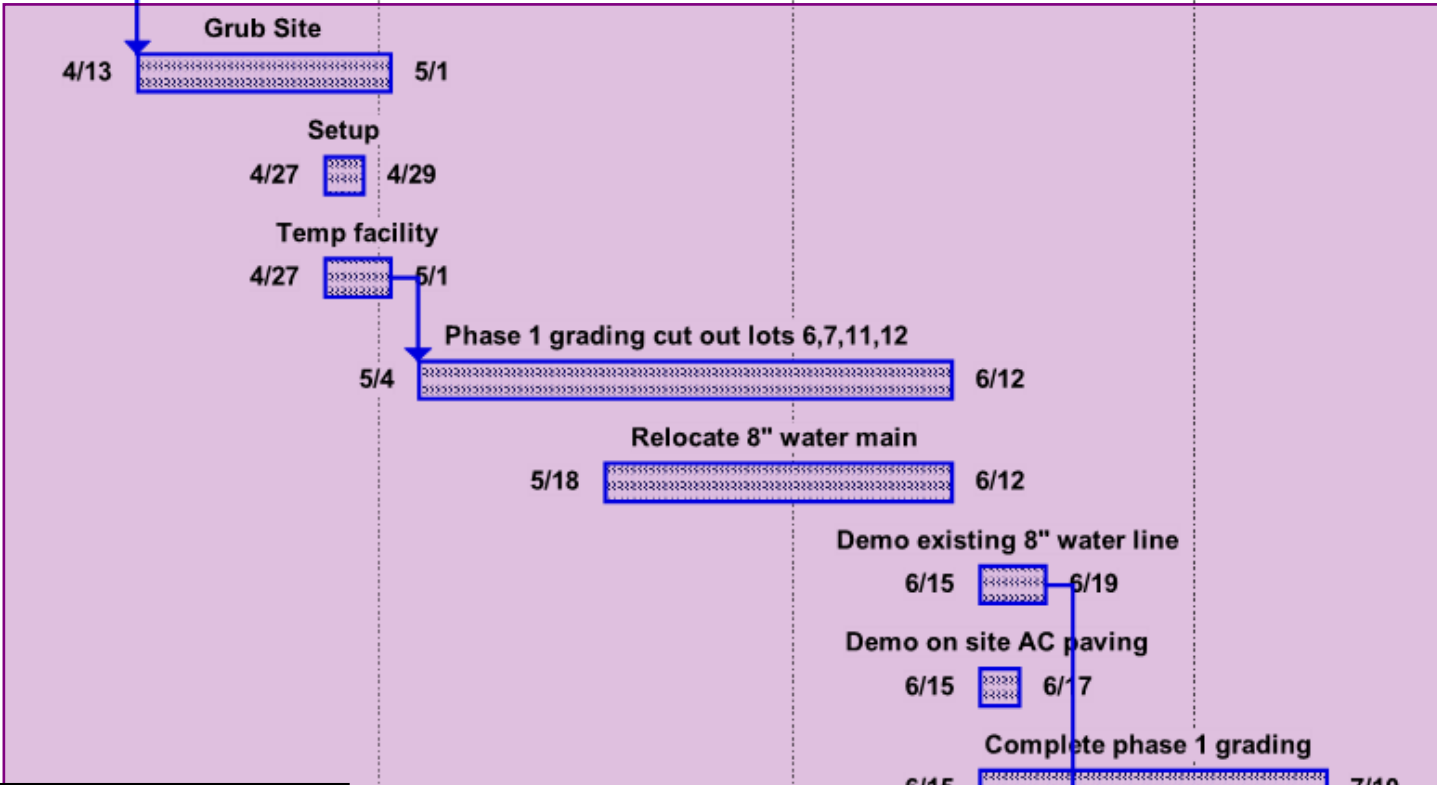


FIGURE 3 - REVISED CONSTRUCTION SCHEDULE (PHASE 1)

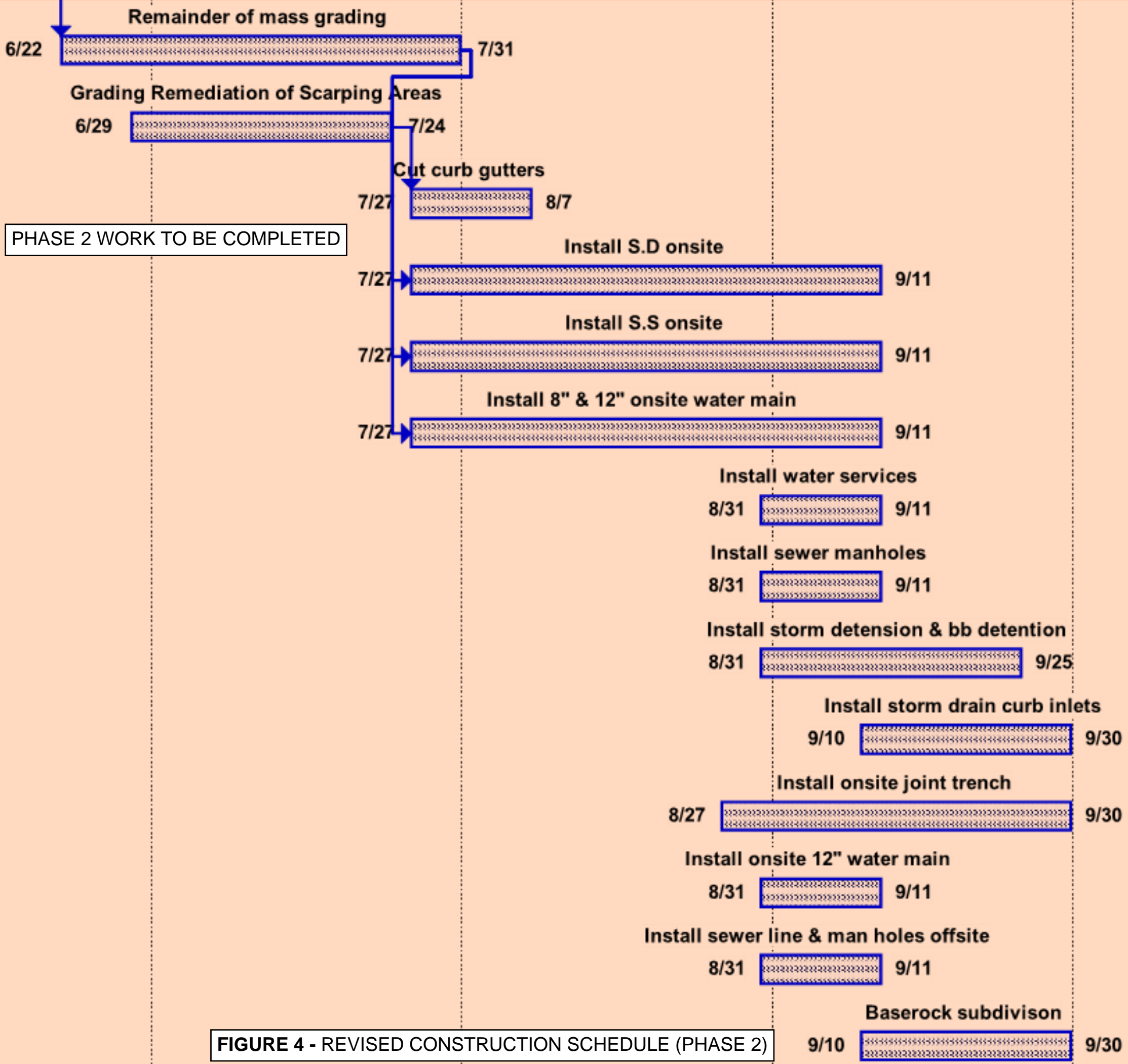
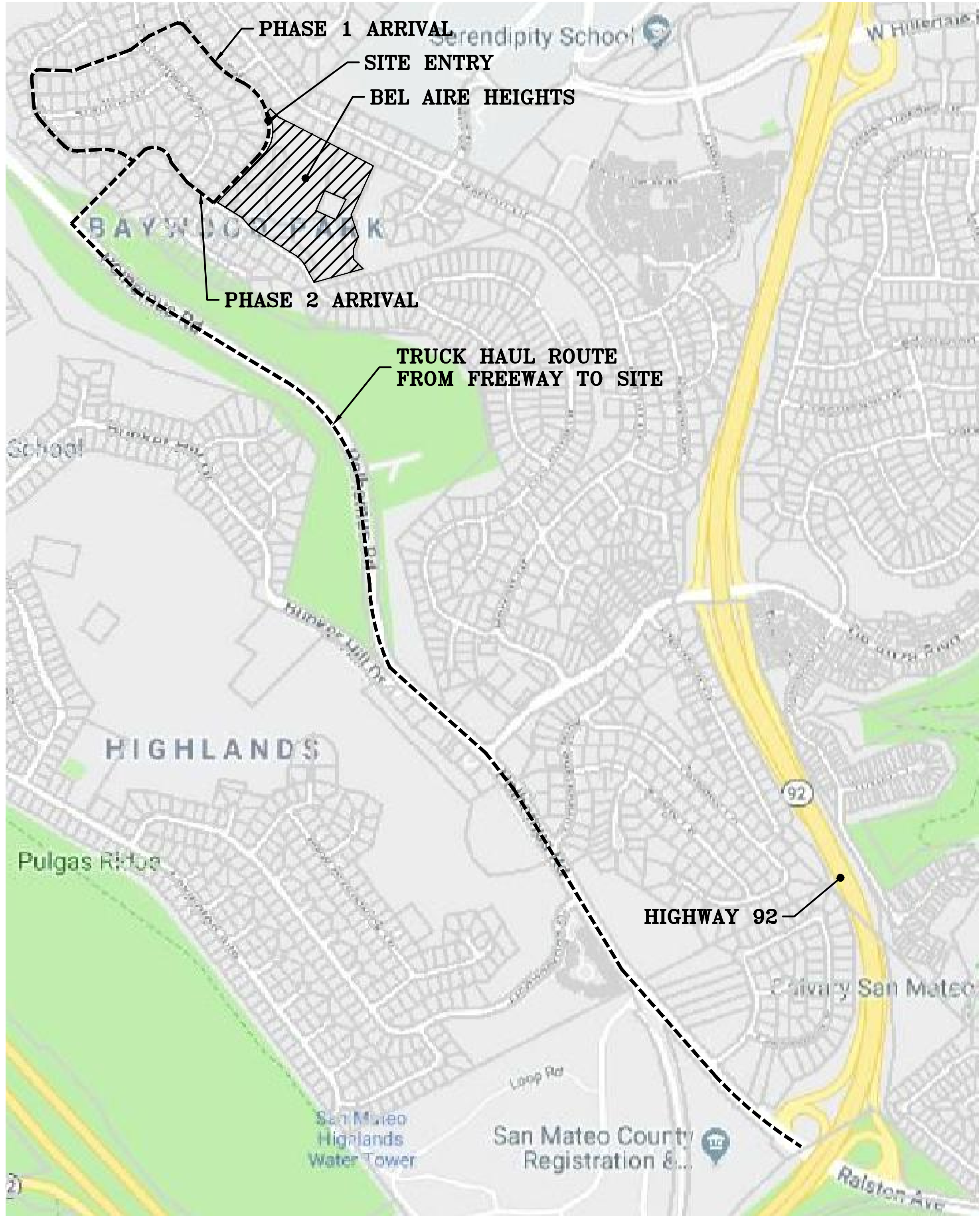


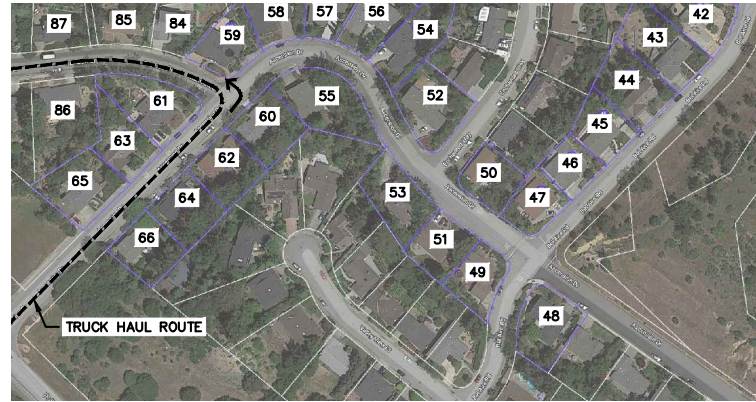
FIGURE 4 - REVISED CONSTRUCTION SCHEDULE (PHASE 2)

RESIDENTIAL PARCELS ALONG HAUL ROUTE

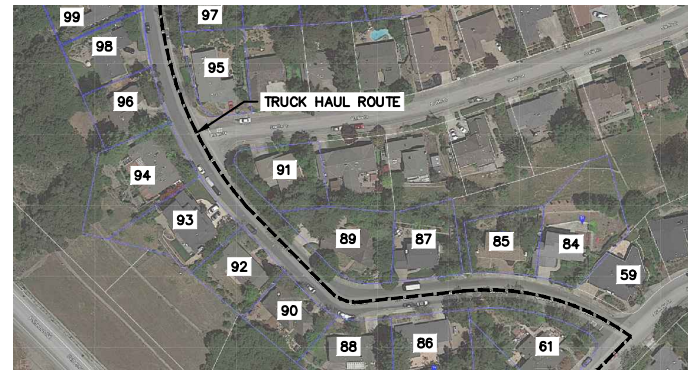


APN	SITE ADDRESS	APN	SITE ADDRESS
28.	038-162-040	1438	PARROTT DR
30.	038-162-020	1426	PARROTT DR
36.	038-152-080	1399	BEL AIRE RD
37.	038-155-020	1414	BEL AIRE RD
38.	038-155-010	1426	BEL AIRE RD
39.	041-222-010	1432	BEL AIRE RD
40.	041-222-020	1438	BEL AIRE RD
41.	041-222-030	1444	BEL AIRE RD
42.	041-222-040	1450	BEL AIRE RD
43.	041-222-050	1465	BEL AIRE RD
44.	041-222-060	1462	BEL AIRE RD
45.	041-222-070	1468	BEL AIRE RD
46.	041-222-080	1474	BEL AIRE RD
47.	041-222-090	1480	BEL AIRE RD
48.	041-231-010	1500	ASCENSION DR
49.	041-231-380	1498	ASCENSION DR
50.	041-222-100	1459	ENCHANTED WY
51.	041-231-370	1492	ASCENSION DR
52.	041-223-030	1485	ASCENSION DR
53.	041-231-360	1486	ASCENSION DR
54.	041-223-040	1479	ASCENSION DR
55.	041-231-340	1474	ASCENSION DR
56.	041-223-110	1475	ASCENSION DR
57.	041-223-150	1471	ASCENSION DR
58.	041-223-160	1469	ASCENSION DR
59.	041-223-130	1443	RAINBOW DR
60.	041-231-330	1468	ASCENSION DR
61.	041-232-010	1461	ASCENSION DR
62.	041-231-320	1462	ASCENSION DR
63.	041-232-020	1455	ASCENSION DR
64.	041-231-310	1456	ASCENSION DR
65.	041-232-030	1449	ASCENSION DR
66.	041-231-300	1450	ASCENSION DR
76.	107-790-010	2151	DE ANZA BLVD 1
	107-790-020	2161	DE ANZA BLVD 2
	107-790-030	2153	DE ANZA BLVD 3
	107-790-040	2155	DE ANZA BLVD 4
	107-790-050	2155	DE ANZA BLVD 5
	107-790-060	2155	DE ANZA BLVD 6
	107-790-070	2155	DE ANZA BLVD 7
	107-790-080	2155	DE ANZA BLVD 8
	107-790-090	2155	DE ANZA BLVD 9
	107-790-100	2155	DE ANZA BLVD 10
77.	NOT USED		
78.	041-200-110	2048	TIMBERLANE WY
79.	041-200-200	2060	TIMBERLANE WY
80.	041-101-140	800	POLHEMUS RD
81.	041-200-210	2062	TIMBERLANE WY
82.	041-200-090	2096	TIMBERLANE WY
83.	041-212-550	2095	TIMBERLANE DR
84.	041-223-180	1439	RAINBOW DR
85.	041-223-170	1435	RAINBOW DR
86.	038-171-190	1428	RAINBOW DR
87.	038-174-010	1427	RAINBOW DR
88.	038-171-180	1424	RAINBOW DR
89.	038-174-020	1417	RAINBOW DR
90.	038-171-170	1418	RAINBOW DR
91.	038-174-030	179	STARLITE DR
92.	038-171-160	1412	RAINBOW DR
93.	038-171-210	1406	RAINBOW DR
94.	038-171-200	1390	RAINBOW DR
95.	038-173-110	188	STARLITE DR
96.	038-171-130	1384	RAINBOW DR
97.	038-173-120	183	LAKESHORE DR
98.	038-171-120	1378	RAINBOW DR
99.	038-171-110	1372	RAINBOW DR
100.	038-171-100	1366	RAINBOW DR
101.	038-172-060	1347	RAINBOW DR
102.	038-173-130	179	LAKESHORE DR
103.	038-172-050	172	LAKESHORE DR
104.	038-173-140	171	LAKESHORE DR
105.	038-172-040	164	LAKESHORE DR
106.	038-173-150	163	LAKESHORE DR
107.	038-172-030	156	LAKESHORE DR
108.	038-173-160	155	LAKESHORE DR
109.	038-172-020	148	LAKESHORE DR
110.	038-173-170	147	LAKESHORE DR
111.	038-172-010	140	LAKESHORE DR
112.	038-173-180	139	LAKESHORE DR
113.	038-154-040	132	LAKESHORE DR
114.	038-173-190	131	LAKESHORE DR
115.	038-140-030	124	LAKESHORE DR
116.	038-173-200	123	LAKESHORE DR
117.	038-153-040	1371	ENCHANTED WY
118.	038-155-080	1383	ENCHANTED WY
119.	038-153-030	1350	BEL AIRE RD
120.	038-152-130	1351	BEL AIRE RD
121.	038-152-120	1359	BEL AIRE RD
122.	038-152-110	1367	BEL AIRE RD
123.	038-155-070	1358	BEL AIRE RD
124.	038-155-060	1366	BEL AIRE RD
125.	038-152-100	1375	BEL AIRE RD
126.	038-155-050	1374	BEL AIRE RD
127.	038-152-090	1383	BEL AIRE RD
128.	038-155-040	1392	BEL AIRE RD
129.	038-155-030	1398	BEL AIRE RD

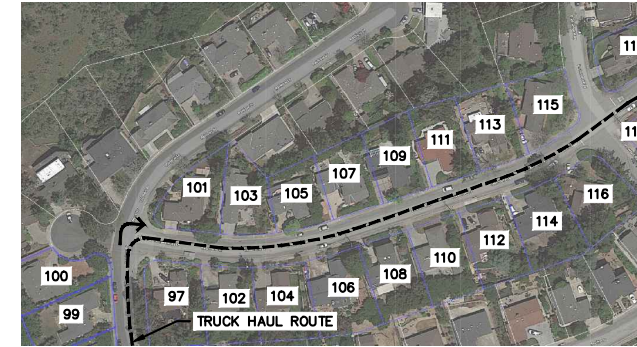
FIGURE 5 - TRUCK HAUL ROUTE TO SITE - OVERALL



1
EX-5 TURN LEFT ON RAINBOW DRIVE



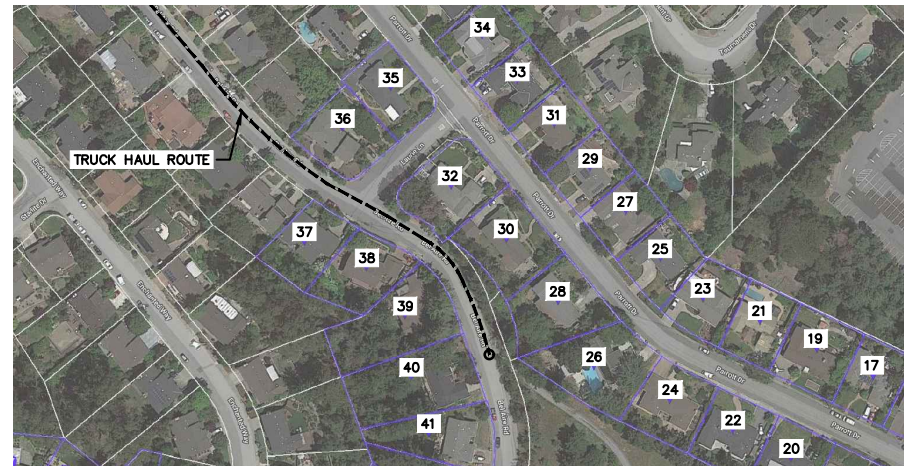
2
EX-5 CONTINUE NORTHWEST ON RAINBOW DRIVE



3
EX-5 TURN RIGHT ON LAKESHORE DRIVE



4
EX-5 TURN RIGHT ON BEL AIRE RD

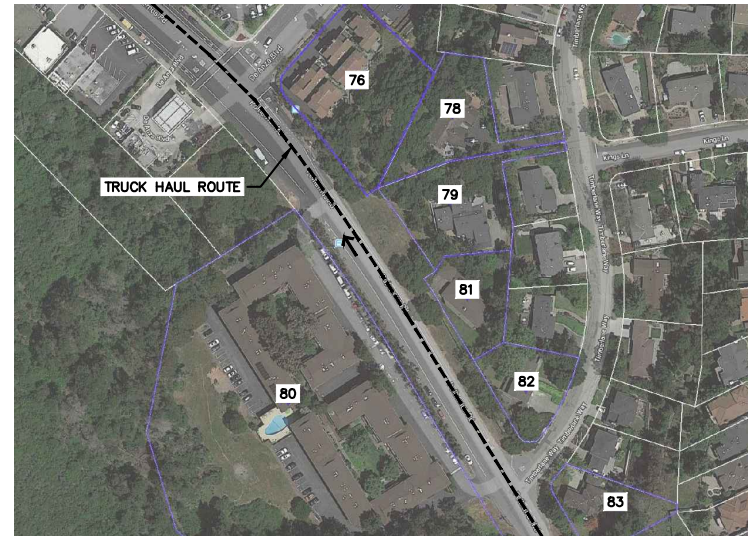


6
EX-5 CONTINUE ON BEL AIRE ROAD
SITE WILL BE ON THE LEFT-HAND SIDE

FIGURE 6 - TRUCK HAUL ROUTE PHASE 1 DIRECTIONS



1
EX-6 EXIT HIGHWAY 92 WEST AT RALSTON AVENUE
TURN RIGHT ONTO POLHEMUS ROAD



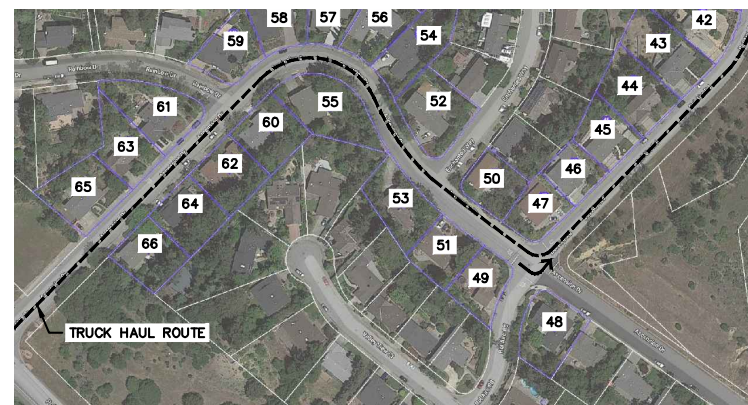
2
EX-6 CONTINUE NORTHWEST ON POLHEMUS ROAD



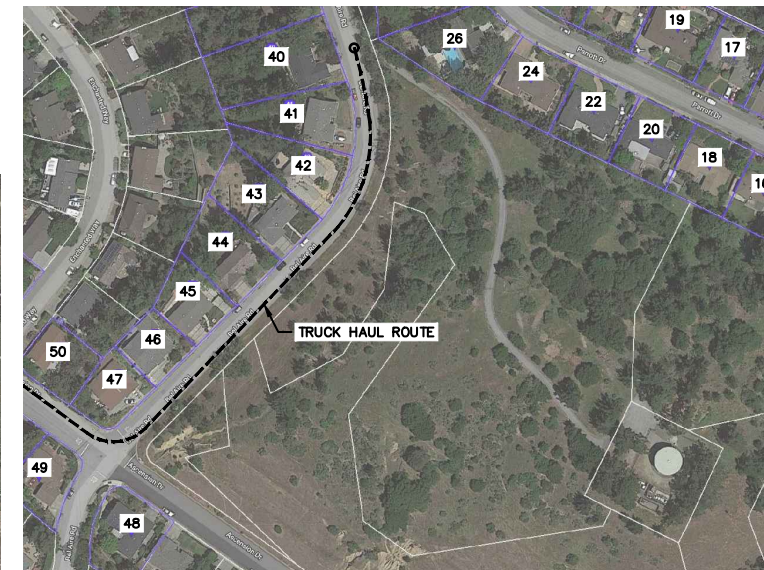
3
EX-6 CONTINUE NORTHWEST ON POLHEMUS ROAD



4
EX-6 TURN RIGHT ON ASCENSION DRIVE

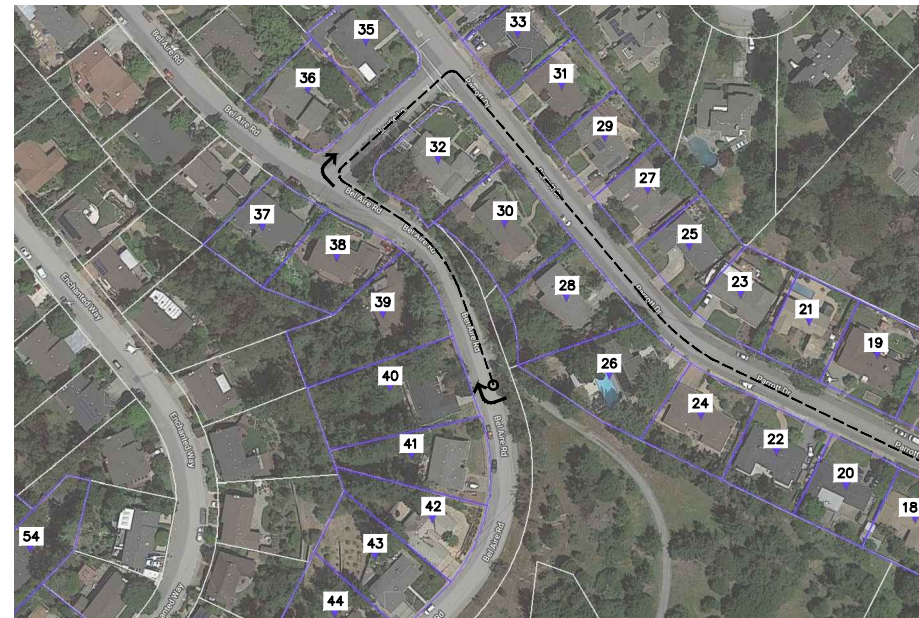


5
EX-6 TURN LEFT ON BEL AIRE ROAD

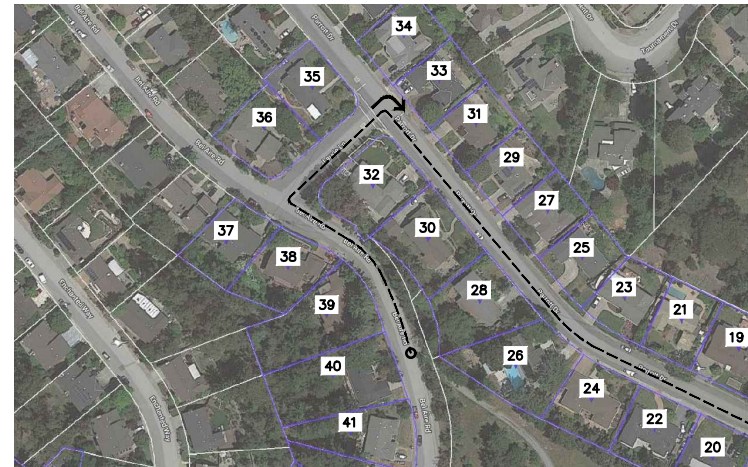


6
EX-6 CONTINUE ON BEL AIRE ROAD
SITE WILL BE ON THE RIGHT-HAND SIDE

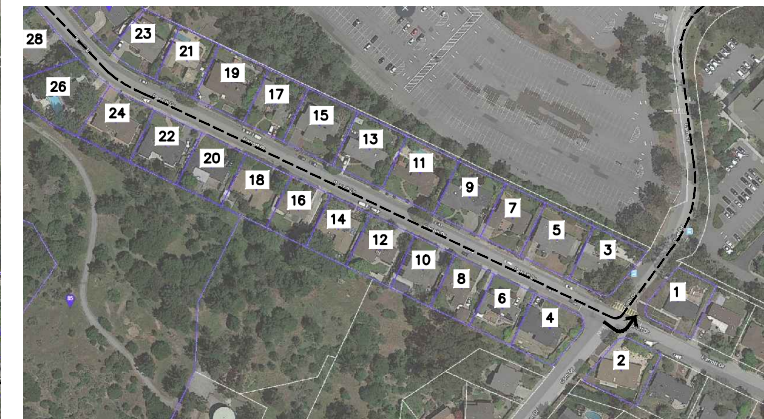
FIGURE 7 - TRUCK HAUL ROUTE PHASE 2 DIRECTIONS



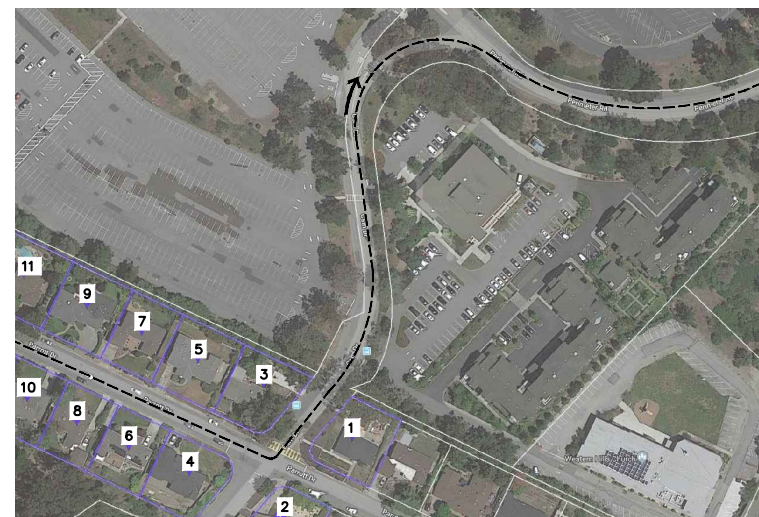
1 EXIT SITE HEADING NORTHWEST ON BEL AIRE ROAD
EX-8 TURN RIGHT ON LAURIE LANE



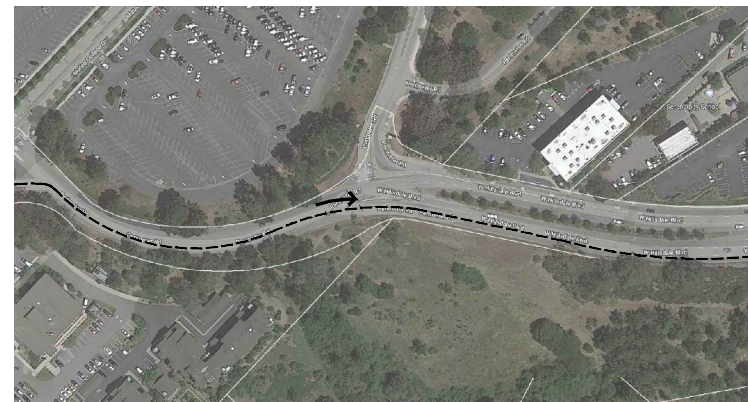
2 TURN RIGHT ON PARROTT DRIVE
EX-8



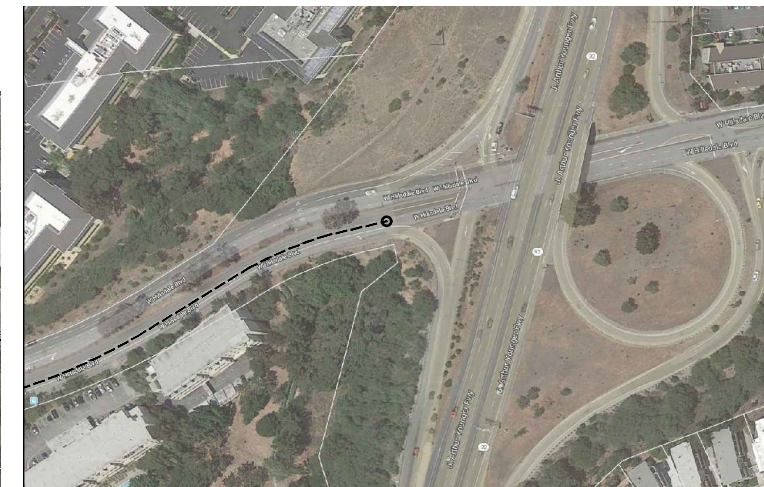
3 TURN LEFT ON CSM DRIVE
EX-8



4 TURN RIGHT ON PERIMETER DRIVE
EX-8



5 TURN RIGHT ON WEST HILSDALE BOULEVARD
EX-8



6 ENTER HIGHWAY 92 EAST AT RALSTON AVENUE
EX-8

FIGURE 9 - TRUCK HAUL ROUTE FROM SITE DIRECTIONS

FIGURE 10 - HAUL TRUCK INFORMATION



20 Yard Roll-Off Containers/Boxes

SPECIFICATION

- Capacity: 20CY
- Height: 6'
- Width: 8'6"
- Length: 17'6"
- Tare Weight: 5380lbs
- Equipped with polyethylene lid with ratcheting binders to safely lock in place
- Interior hooks walls of bin for easy liner installation
- Compatible with standard roll-off frame truck
- Fork lift compatible bin with pocket under bin
- Fork lift pockets under bin
- Horizontal swinging, fully gasketed, watertight rear door with no crossbar to trap debris when dumping
- Minimum fluid temperature is to no less than -40F
- Minimum pH value to be stored in "coated" Tank is 3
- Maximum pH value to be stored in "coated" Tank is 12
- Outlet: One (1) 6"x90 degree outlet at bottom rear head with 6" hydraulic actuated Clearflow valve, NPT flange and 3/4" male camlock fitting with valve
- Placard mounts on all sides of bin

Rocket Launcher or Roll off Truck available for delivery
Bin liners available upon request



NORTHERN CALIFORNIA

402 Hartz Avenue, Building C
Danville, CA 94526
p: 925-229-2900 | f: 925-553-2616

SOUTHERN CALIFORNIA

3272 Greyhawk Ct.
Carlsbad, CA 92010
p: 760-642-2712 | f: 707-317-0076



Roll Off Truck Peterbilt Tandem Axle

SPECIFICATION

Vehicle Summary:

- 2010 Peterbilt 388; C15 Caterpillar Engine 475HP Diesel Fuel Type; Transmission FRO18210C 10 Spd; Engine Brake; Air Trac Suspension; 3.90 Ratio; Aluminum Wheels; 274" Wheel Base; Tandem Axle; 40,000 lbs Rear Axle Weight; 14,600 lbs Front Axle Weight; Spartan 30 ton Roll Off Body.

CARB Engine Idling Compliance:

- PACCAR PX-6, PX-8 and MX, Cummins ISL, ISM and ISX diesel engines will include the required factory installed sticker on the drivers door to identify them as meeting the NOx idling standard



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