

Att 7 - Additional Public Comments

Written public comments received during the public review period for the Draft Environmental Impact Report (DEIR) are included in the Final Environmental Impact Report (FEIR) along with the response to comments, refer to above attachment.

Written public comments received after the public review period are included here as part of the Agenda Report.

UFES System Mitigations – Questions & Requests with City Responses

Bay Meadows & Fiesta Gardens

Document availability

Request that the responses to public comments, the Final EIR, and a list of city commitments (e.g., proposed conditions of approval) be made available at least two weeks prior to any hearing on the UFES project, to give neighborhoods adequate time for review.

City Response: The responses to public comments and the Final EIR were made available to the public more than two weeks prior to the upcoming September 24 Planning Commission meeting where the approval of the UFES project will be requested. Additional commitments that were previously made in presentations at the May Community Meeting and the August Planning Commission Meeting, that complement the measures identified in the Final EIR, have been included into the project's proposed conditions of approval.

Dewatering methods

1. Request that the City conduct dewatering in accordance with the conditions established in the Palo Alto dewatering ordinance, which sets acceptable cautionary limits and requires specific permit conditions for dewatering.

City Response: While the City of San Mateo does not have its own dewatering ordinance, the project's proposed approach ensures that the contractor take measures to reduce the effects of dewatering, similar to the goal of the Palo Alto dewatering ordinance. The project's approach to minimize dewatering effects is based on geotechnical and hydrogeological data gathered over the past two years. The UFES project is also using both groundwater exclusionary techniques (e.g. secant pile walls, slurry walls, and deep cement soil mixing shoring methods) and controlled groundwater drawdown dewatering, which are described in detail in the Final EIR and will be included in the project's construction contract requirements. In addition, the contractor will be required to submit a dewatering plan for review and approval by the City.

The Palo Alto ordinance sets a maximum rate of groundwater discharge of 30 gallons per minute (gpm) for residential sites. While there is no set maximum discharge rate for the UFES project, the rate is expected to be well under 30 gpm. In addition, other controls will be implemented to ensure the cone of influence of the dewatering will not extend beyond the project site limits.

For the UFES project, dewatering will occur through the summer and winter months. A permit from the State will regulate the discharge of this water to the City's stormwater system and is not expected to have an impact on the system as the quantity of water will be small in comparison to the flows in the drainage system. Regardless, if the drainage system is at capacity, the contractor will be required to find alternative means of disposal of groundwater, such as temporary storage in tanks.

Pipeline installation trenching:

Question: Could they tunnel under the Event Center to eliminate the traffic disruptions and construction immediately next to homes?

City Response: *Tunneling of the diversion pipelines was considered and not selected for this project due to the greater risk and cost compared to traditional open cut methods that are used routinely on pipeline projects. In comparison to open trench construction, tunneling methods typically require larger excavations for sending/receiving pits and larger work areas along pipeline alignments; these excavated pits typically remain open until pipe segments are fully installed. Therefore, a tunneling approach would result in the closure of roadway sections on Saratoga and Delaware for a longer duration compared to the open trench construction. In addition, the tunneling equipment has a risk of malfunctioning and getting stuck during construction, leading to delays and more excavation required to remove/repair the equipment. The City is currently installing pipelines in other locations using open trench methods; these projects are on schedule. Open trench is a proven and reliable method for the installation of the pipeline.*

1. No open trench cuts due to safety concerns.

City Response: *The Contractor will be required to submit a safety plan (for review and approval by the City), plus establish a designated project safety representative. The safety plan will address all construction activities, including open cut trenching. In addition, the contractor will be required to submit a Traffic Control Plan to the City for review and approval by Traffic Division staff. Staff will ensure that the traffic control plans provide safe access for pedestrians and bicyclists, as well as motor vehicles, per the California Manual of Uniform Traffic Control Devices.*

2. Utilize alternative pipeline construction method as discussed in 4.2 in the geotechnical study of the report - trenchless (microtunneling) pipeline installation.

City Response: *See response above.*

3. Request quick and efficient pipeline installation methods to keep residences and waterways safe.

City Response: *Open cut trench pipeline installation is a proven, reliable and expedient method. As the contractor moves along the alignment during the pipeline installation process, the trench is backfilled so there is never a long stretch left open. Also, because the pipeline is installed in segments, the process does not require a significant amount of dewatering.*

4. Take all measures to limit traffic interruption on both Delaware and Saratoga and noise on Saratoga Dr. (right next to homes)

City Response: *The City is requiring pipeline construction activities on Delaware and Saratoga to not occur at the same time. Instead, the contractor will be required to complete work on one street before starting pipe installations on the other street. This requirement will reduce impacts to commuters. Also, most construction traffic will be routed along Delaware, as stated in the Final Environmental Impact Report.*

Construction noise/safety:

1. Please confirm in writing that the City will use the lower impact pre-drilling construction method described by engineers in May 21 Community Meeting.

City Response: *The City will be requiring drilled micropiling for the installation of the UFES foundation piles. No impact driven piles will be used for the UFES foundation piles.*

2. Please define effective noise and vibration mitigation through best practices, sound barriers, and alternative construction methods – what specifically would be done? Define minimization measures clearly, and account specifically for noise/vibration reduction from expected baseline.

City Response: *The City has focused on identifying alternative construction methods in order to reduce construction noise and vibration impacts. Specifically, the City is requiring micropiling for the UFES foundation pile system and is limiting shoring installation methods to those that do not involve hammering or driving.*

The City will establish a telephone hot line for use by the public to report any significant undesirable noise conditions associated with construction. This hotline will be answered by a live person and will be available on a 24-hour basis. Throughout the construction, all noise complaints will be documented, investigated, evaluated, and resolved.

The City will install noise monitors at the fence lines between the site and Fiesta Garden and Bay Meadows homes during construction. The City will continuously assess the noise levels and ensure that the City's standard allowance at the UFES site property boundaries is maintained. The City will implement Final EIR Mitigation Measure 12-1a to undertake additional best practices as necessary, based on the noise monitoring data. If noise levels continually exceed 90 dBA at the property plane, the City will require the contractor to move noisy equipment away from sensitive areas, install "quiet" packages on noisy equipment, erect temporary barriers, or similar best practices consistent with Mitigation Measure 12-1a.

The City will also install vibration monitors along these same fence lines to ensure that established thresholds and construction industry standards are met.

3. Are the three shoring methods really equivalent from neighborhood perspective? Need to pick methods with neighborhood interest in mind – do not think it is appropriate to defer this decision to a contractor.

City Response: *All three of the chosen shoring methods are very similar with respect to the noise and vibration levels and a technical and engineering standpoint. The operation of the method selected will be further controlled to minimize these levels and the City will work with the neighborhood to address concerns during the construction period. The approach of allowing contractors to choose from a number of construction method options (that are specified by the design engineer) has been applied to capital improvement projects by the City and neighboring cities. The project will see benefits by allowing contractors to choose one of the three methods that best suits their approach and experience, can be completed more quickly, and installed at a lower cost.*

4. Install noise and vibration monitors at three locations on 28th Ave, and three locations on Saratoga Blvd. to assure compliance with expected maximum 70db noise impact reported at May 21, community meeting. Provide monthly reports of compliance to Community.

City Response: Noise and vibration monitors are planned to be installed at the fence line of the project, one each in between the project site and the Fiesta Gardens neighborhood and one each in between the project site and the Bay Meadows neighborhood. By locating the monitors at the fence line of the construction site, the City will be able to identify activities that trigger any exceedances at the UFES site property boundary before nearby homes are impacted. This approach is conservative and allows for the construction activities at the site to be monitored closely. In addition, monitors placed farther away from the project site would have dissipated results, could pick up noise and vibration from other sources in the area, and provide inaccurate readings.

5. Install robust and effective vehicle tire washing to ensure no tracking of dirt/debris out of site. Not only is dirt/debris unsightly and water polluting – it also can make the heavily used bike lanes along the haul route (e.g., Saratoga, Delaware) hazardous.

City Response: The City will require the contractor to implement dust control mitigation measures at the construction site and prevent public roadways from accumulating soils as a result of moving materials to and from the site. The Basic Construction Mitigation Measures recommended by the Bay Area Air Quality Management District (Air District) include using wet power vacuum street sweepers at least once per day to remove any mud or dirt that is tracked onto the road. If these measures are deemed ineffective, the contractor will be required to implement additional measures such as tire washing.

6. Protect safety of users sidewalks and bike traffic on all construction transportation routes (e.g., with physical barriers) – but do not cut off pedestrian and bike circulation.

City Response: The contractor will be required to submit a traffic control plan to the City for review and approval by Traffic Division staff. Staff will ensure that the traffic control plans provide safe routing of pedestrians and bicyclists.

7. Requested Construction hours consideration for residents

- a. No deliveries or construction equipment movement outside of city approved and posted construction hours. This includes prohibiting trucks arriving early and lining up on Saratoga (or any other area near the construction site); prohibiting back up beeps outside of construction hours (and ideally for the entire job at all hours); and prohibiting night garbage pickup.

City Response: Allowable construction hours, which include deliveries, will be Monday to Friday, 7 am to 7pm. Construction work is not planned for weekends or outside the weekday hours of 7am to 7pm. Exemptions (such as a concrete pour) may be needed, but only with City approval.

The primary access route for construction traffic to access the holding structure site would be through the San Mateo County Event Center site, using a new gate installed off Delaware Street close to the southwest corner. During large events (such as the San Mateo County Fair), a secondary construction route would utilize Saratoga Drive. The

Contractor will be required to submit a traffic control plan to the City for review and approval by Traffic Division staff that identifies usage of public roadways.

The contractor must comply with Cal-OSHA site safety requirements, including those that govern the use and type of back-up alarms.

b. Monday-Friday construction only

***City Response:** Allowable construction hours will be Monday to Friday, 7 am to 7pm. However, there may be occasions when weekend work may be requested by the contractor based on the construction activities. This will require prior review and approval by the City. Advance notice will be provided to the nearby residents if weekend work is needed.*

c. Provide noise mitigation for 24-hour dewatering pumps and any generators, such as noise proof housings. (The Franklin-Templeton dewatering pumps created very annoying whining - and that was short-term compared to this).

***City Response:** During dewatering operations, the generators for the dewatering pumps will have sound enclosures to minimize noise. The actual pumps will be buried very deep and will therefore not generate much noise.*

Noise/Vibration emergency response system:

1. Provide BNMA (and surrounding neighborhoods) a Primary Contact

***City Response:** The City's primary contact has yet to be determined but will be provided to the neighborhood group liaisons prior to construction.*

2. Set up monthly electronic and snail mail neighborhood updates on construction status.

***City Response:** Construction updates will be posted on the Clean Water Program website and emailed updates will be sent to subscribers of the Clean Water Program email list. Regular mail construction updates are not anticipated to be utilized as this method is not as effective given that mailers are often overlooked by residents. A project sign will be posted at the site with contact information to allow people to find out more about the project and will include instructions on how to be added to an electronic updates email list.*

3. Assure 24-hour live phone response hotline and ability to text complaints (not just call). Develop a Service level agreement – ensure that person receiving calls/txts has management control over project and can provide timely response (minutes, not hours)

***City Response:** Residents will have access to a live phone hotline on a 24-hour basis. Construction related concerns will be required to be addressed by the contractor in a timely manner. The City is evaluating available options to distribute and receive SMS text messages.*

4. Provide both Emails and texts for any special notices

***City Responses:** See last two previous responses.*

5. Clearly communicate pre-construction inspection program and damage response protocol. Provide timely damage follow-up when it does occur. Assure Budget in place to compensate for property damage.

City Response: Pre-, during-, and post-construction inspections of the homes near the project site will be conducted and require a Right of Entry Agreement from the property owner. The agreement will also outline the scope of the inspection program. The City will address and investigate all claims as they arise and work with the property owner towards a resolution.

Traffic noise/safety:

1. Suggest alternative entry through Delaware street entrance of Event Center parking lot away from public entrance and avoiding Saratoga Dr.

City Response: The City is in the process of acquiring a temporary construction easement through the Event Center to establish a primary access gate on Delaware Street. During large events (such as the San Mateo County Fair), entry to the site will be on Saratoga Dr.

2. If Delaware construction entrance not feasible, reroute construction entrance to primary existing Saratoga entrance to make it as far as possible from park and homes.

City Response: See previous response.

3. In either case, implement times of day limits to construction traffic so as not to compete with rush hours and/or Tech bus ingress/egress.

City Response: As part of the review and approval of the project's Traffic Control Plan, construction activities are evaluated based on their impact to traffic. For example, applying work hour limitations for the construction of the pipeline will be evaluated since it directly impacts the roads and public right of way. Conversely, allowable work hours (as previously stated) are anticipated to be maintained for the construction of the underground holding structure on the Event Center site, especially with the use of routing construction traffic through the temporary construction easement.

4. Provide safe walking route for commute bus riders from Bay Meadows.

City Response: The contractor will be required to submit a Traffic Control Plan to the City for review and approval by Traffic Division staff. Staff will ensure that the traffic control plans provide safe access for pedestrians and bicyclists, as well as motor vehicles, per the California Manual of Uniform Traffic Control Devices.

5. Any queue of haul and concrete trucks should be on Event Center site, not on Saratoga

City Response: The City's acquisition of a temporary construction easement through the Event Center will be used for the queuing of trucks.

Traffic management:

1. City staff develop Traffic Management Plan with robust community engagement.

City Response: As part of the project's Traffic Management Plan review effort, the City will identify other construction projects in the area to assess the conditions and proactively manage the traffic in the area. The measures

implemented will address the community's concerns regarding vehicle, pedestrian, and bicycle routing and safety in and around the UFES project work areas. The management of traffic and any traffic control plans implemented by the contractor will comply with the California Manual of Uniform Traffic Control Devices. Once the Traffic Control Plan is submitted by the contractor, the City will hold an informational community meeting to share the approach and answer questions.

2. Need to protect pedestrian & biking safety for families – especially along Saratoga
City Response: See previous response.
3. Pedestrian Rerouting like they did on Delaware N. of E. 28th recently is completely unsafe and unacceptable. It includes an unsafe nighttime crossing of Delaware and no provisions for bicycles, putting them in a dangerous situation. Bicycle plans must provide safe through-passage on both Saratoga and Delaware, as these are heavily traveled routes.
City Response: See previous response.
4. Confirm all planned road closures are feasible. Ensure they do not conflict with other area construction, Caltrain station access and bus service.
City Response: See previous response.
5. Notification in advance of closures (signage, mailers, emails see above).
City Response: Advanced notification of closures will be included as a requirement of the project's Traffic Control Plan. In addition, electronic message boards will be strategically placed notifying road users of any upcoming closures. Notifications will also be posted on the CleanWaterProgramSanMateo.org website and distributed to subscribers of the Clean Water Program email list (plus the future SMS text messaging distribution list).

Air Quality Monitoring:

1. Install Air quality monitors at five locations on 28th Ave/Bay Meadows Park, and three locations on Saratoga Blvd. to assure compliance with California Ambient Air Quality Standards set by State Air Resources Board. Provide monthly reports of compliance to Community.
City Response: The contractor will be required to comply with the Bay Area Air Quality Management District's regulations, which are enforceable for the entire duration of the project, including non-working hours. The construction manager will monitor the performance of the contractor's dust control measures on a daily basis, monitor air quality, and require modifications if nuisance dust is observed at any time during the project. Residents will also have access to a 24-hour live phone hotline that will allow the contractor to respond to any concerns during the off-hours in a timely manner.
2. Robust dust control – define and dust monitoring and mitigation plan. Ensure addresses gusty wind conditions at the site in late afternoon and evening. Other construction at this location has robustly demonstrated that normal twice-daily watering would be insufficient due to the wind.

City Response: See previous response.

Bay Meadows Park Protections:

1. Build permanent stone wall before UFES construction, extend to include entire construction site. (This provides a community benefit by improving the unsightly park/Event Center parking lot interface).

City Response: To control dust and to screen the site, a dust screen on the existing chain link fence around the area will be installed. This is preferable to the construction of a wall at the beginning of the project site as a wall would limit the work area accessible to the contractor (i.e. wall footings extend horizontally below ground)). In addition, the wall would likely get damaged through the construction period. The site will be restored and a permanent wall will be installed, along with the landscaping, at the end of the project.

2. Establish construction hours to provide maximum park usability, recognizing that construction noise and dust will render the park virtually unusable during construction hours.

City Response: The project will be required to meet the City's noise ordinance and BAAQMD dust control requirements at the project fence line, so the park will be suitable for use at all times.

From: Richard Neve <richneve@gmail.com>
Sent: Monday, August 26, 2019 6:55 PM
To: Planning Commission
Subject: Re: UFES System Mitigations – Questions & Requests

With attachment.

best
Rich

> On Aug 26, 2019, at 6:40 PM, Richard Neve <RICHNEVE@GMAIL.COM> wrote:

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> Dear Planning Commissioners,

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> Please find attached a list of questions and requests from the residents of Bay Meadows and Fiesta Gardens. I am sending this on behalf of Kelly Moran who is busy with a family matter at this time.

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> As you may already appreciate, the residents living near the construction site have significant concerns over safety and quality of life over the duration of the project, and this letter outlines those concerns in detail. Many of these concerns were aired at the last public meeting and in subsequent meetings with city representatives. We greatly appreciate the efforts already underway to change aspects of the project to mitigate those concerns and the time city staff have spent with us discussing these issues.

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> Both the Bay Meadows and Fiesta Gardens neighborhoods endorse these requests. These requests are also supported by Officers of SMUHA (Anna Kuhre, Mike Nash, Cynthia Newton and Richard Neve).

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> We hope these requests will help shape and improve the UFES project design to help protect the residents most likely to be impacted during the construction.

>

> best regards
> Rich Neve

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