

## Responses to Comments on the Draft IS-MND

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This section includes comments received during the circulation of the San Lorenzo Valley Water District (SLVWD) Redwood Park Tank Project (Project) Draft Initial Study-Mitigated Negative Declaration (IS-MND). The Draft IS-MND was initially circulated for a 30-day public review period that began on July 31, 2020. Due to the CZU Lightning Complex Fires, SLVWD opted to extend the public review period. The extended public review period ended on October 2, 2020.

SLVWD received 17 comment letters on the Draft IS-MND. The commenters and the page number on which each commenter's letter appear are listed below.

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The comment letters and responses follow. The comment letters have been numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response 1.1, for example, indicates that the response is for the first issue raised in comment Letter 1).

A number of commenters expressed concern about construction-related road closures and inquired about traffic controls. The following Master Traffic Response provides details about SLVWD's standard approach to traffic control plans and is referenced in individual responses to comments.

## Master Traffic Response

The following text has been added to Section 17, *Transportation*, of the Draft IS-MND to clarify construction traffic controls.

Construction of the proposed project would occur during the working hours of 8:00 a.m. to 5:00 p.m. Monday through Friday. Residents, emergency services (e.g., medical, fire, police), and other services (e.g., mail delivery, garbage and recycling pickup) would have coordinated access to Country Club Drive and surrounding streets throughout the construction period.

No roadblocks are proposed during construction of the water tank. Temporary roadblocks are proposed during pipeline construction, which would take approximately two weeks to complete. Road access would not be blocked for the entire two-week duration of construction. Per standard SLVWD practice for projects in roadways, outside the active construction hours of 8:00 a.m. to 5:00 p.m., steel roadway plates would cover open pipeline trenches, and vehicle access would be restored. In addition, during the 8:00 a.m. to 5:00 p.m. daily construction hours, the portion of the roadway under construction would be re-opened for traffic for increments of 10 minutes once every 45 minutes to one hour. In emergency access or evacuation scenarios, steel plates placed alongside active trenches would quickly be used to restore vehicle access in the roadway.

Local residents and service providers (including emergency personnel, postal service, garbage, and recycling) would be contacted before roadway construction begins to schedule services around daily roadway openings and establish communication protocols with SLVWD for accommodating unscheduled access needs. In addition, if local residents have a special request for timed access (e.g., a scheduled time they need to leave or return to their home, scheduled construction at their home, etc.), they can contact SLVWD to accommodate road access at the scheduled time.

In addition, as noted in Section 17, “per the SLVWD construction contractor specifications, contractors would be responsible for basic traffic control measures to ensure the safety of vehicle traffic and material delivery, including providing flag persons at affected roadway segments and/or intersections and traffic control signage.”

## Letter 1

**COMMENTER:** Matt Johnston, Environmental Coordinator, County of Santa Cruz

**DATE:** August 4, 2020

### Response 1.1

The commenter states the hours of operation appear to be based off of the Santa Clarita Municipal Code, which does not apply in Santa Cruz County. The commenter agrees with the statement in the Draft IS-MND that Government Code Section 50391 exempts the project from local building and zoning ordinances, but states the CEQA document should still analyze consistency with the noise ordinance for the purposes of determining the significance of project impacts.

The hours of construction for the proposed project as characterized under *Project Design Features* on page 11 have been revised to reflect the County's requirements and SLVWD's construction plan as follows:

In addition, the following construction noise control measures have been incorporated into the project as Project Design Features:

- **Construction Hours Limits.** Construction shall be limited to Monday through Friday from 8:00 a.m. to 6:00 p.m., and Saturday from 9:00 a.m. to 6:00 p.m. No noise-generating work shall occur on Saturdays, Sundays, or federal holidays.

The discussion of the project's construction noise impacts in Section 13, *Noise*, has also been revised to reflect the County's requirements as follows:

Section 13.15.040 of the Santa Cruz County Code exempts construction activities that occur between the hours of 8:00 a.m. to 5:00 p.m. on weekdays from compliance with the County's noise limits. Per SCMC Section 11.44.080, noise generated by construction activities is exempt from compliance with the noise level limits contained in SCMC Section 11.44.040 if they occur between the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturday. However, for purposes of analyzing impacts from this project, the FTA *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) criteria will be used. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction. For residential uses, the daytime noise threshold is 80 dBA  $L_{eq}$  for an 8-hour period (FTA 2018).

The Draft IS-MND analyzes consistency with the noise ordinance for the purposes of determining the significance of the project's operational noise impacts. The following text in Section 13, *Noise*, has been revised to clarify that the County's noise level limits are utilized as the thresholds of significance for the noise impact analysis:

Pursuant to Section 50391 of the California Code of Regulations, building and zoning ordinances do not apply to the "location or construction of facilities for the production, generation, storage, treatment, or transmission of water, wastewater, or electrical energy by a local agency." The proposed project involves the storage and transmission of potable water supplies, and is therefore exempt from local building and zoning ordinances, including the Santa Cruz County Noise Ordinance. Nevertheless, SLVWD as the lead agency has chosen to use the noise level limits in the Santa Cruz County Noise Ordinance as the

thresholds of significance for the purposes of evaluating the project's operational impacts under CEQA in accordance with CEQA Guidelines Section 15064.7(c). The analysis in this IS-MND quantifies the project's anticipated noise levels and compares them to the noise standards in the Santa Cruz County Noise Ordinance for informational purposes.

## Response 1.2

The commenter expresses concern that staging areas are not identified specifically in the Draft IS-MND analysis, and that no staging areas are readily available in the project vicinity.

In response to this comment, the following text has been added to the Project Description of the Draft IS-MND to clarify construction staging areas:

Construction staging of smaller equipment and materials would occur primarily within the boundaries of the project site. Larger equipment (e.g., water tank) may be temporarily staged at the large, flat, previously graded turnout off State Route (SR) 9 across from Highlands County Park at 8500 CA-9 in Ben Lomond. Construction staging would not involve ground disturbance. In addition, temporarily staged equipment would not occupy the entire turnout area. No lane closures of SR 9 would be required.

In addition, minor revisions have been made throughout the Draft IS-MND to address this off-site construction staging area.

### Aesthetics (Pages 15-16):

As is shown in **Error! Reference source not found.**, Site Photographs, the project is generally screened from view by existing topographical and elevation changes as well as tree cover. Due to intervening topography, the project site is not visible from SR 9. Larger equipment may be temporarily staged at the large, flat, previously graded turnout off SR 9 across from Highlands County Park. This temporary staging area would be visible from SR 9, a designated scenic road. However, the proposed project would not substantially damage scenic resources within a state scenic highway. The turnout is previously disturbed and graded, has been used as a construction staging area for other local SLVWD projects, and does not contain scenic resources such as trees, rock outcroppings, or historic buildings. Upon completion of construction, temporarily staged equipment would be removed and the turnout would return to pre-construction conditions.

### Aesthetics (Page 16):

Due to the steep terrain in the area and existing tree cover, the majority of the project site is blocked from public view. In addition, water storage facilities are part of the water system infrastructure and aesthetic landscape in the San Lorenzo Valley. SLVWD plans to paint the tank in a muted color that blends with the surrounding forest colors, which would further reduce the visual prominence of the structure. As previously discussed, the temporary construction staging area off SR 9 is previously disturbed and has been used as a staging area for other local projects. Thus, the proposed project would not result in a substantial degradation to the visual quality of the site or surrounding, and this impact would be less than significant.

### Biological Resources (Page 28):

The impact analysis presented in this section is based on field reconnaissance survey of the project site conducted on May 26, 2020, and review of background information including pertinent primary literature and review of natural resource occurrence databases, resource agency special status species lists, and the Tree Resource Analysis/Construction Impact Assessment/Tree Protection Plan prepared for the project (James P. Allen and Associates 2020, Appendix A). Occurrence records from the California Department of Fish and Wildlife (CDFW; 2020) California Natural Diversity Database (9-quad search area), the California Native Plant Society (2020) Inventory of Rare and Endangered Plants, and the United States Fish and Wildlife Service (USFWS; 2020) Information for Planning and Consultation (USFWS 2020) were reviewed to identify sensitive species known to occur in the region (Appendix B). The off-site construction staging area does not contain sensitive biological habitat or other biological resources due to its location and the previously disturbed, graded nature of the highway turnout; this analysis therefore focuses on the project site itself.

#### **Cultural Resources (Page 35):**

This section is based on information provided in the Phase I cultural resources memorandum for the project (Rincon Consultants, Inc. 2020; Appendix C). The significance of cultural resources and impacts to those resources is determined by whether or not those resources can increase collective knowledge of the past. The primary determining factors are site content and degree of preservation. This analysis focuses on areas of ground disturbance. Because no ground disturbance is proposed within the off-site staging area, the analysis focuses on the project site itself.

#### **Hazards and Hazardous Materials (Page 51):**

Neither the The-project site nor the off-site staging area are is-not located within 0.25 mile of an existing or proposed school. The closest school is St. Andrews Preschool, located approximately 0.5 mile to the northeast of the project site. No impact would occur.

#### **Hazards and Hazardous Materials (Page 51):**

There are no known hazardous materials sites located on the project site or off-site staging area, or within 0.5 mile from the project site or off-site staging area. No impact would occur.

#### **Transportation (Page 80):**

Larger equipment (e.g., water tank) may be temporarily staged at the large, flat, previously graded turnout off SR 9 across from Highlands County Park at 8500 CA-9 in Ben Lomond. Temporarily staged equipment would not occupy the entire turnout area, and would therefore not preclude its use for vehicle passing. No lane closures would be required.

As noted on page 11 of the Draft IS-MND, per the Project Design Features, “the contractor shall select equipment staging areas and stationary noise-generating construction equipment locations as far as practicable from sensitive receivers.” Any off-site construction staging of larger equipment would be temporary. SLVWD has used this area for construction staging activities in other recent tank projects. Due to the size, nature, and location of the previously graded turnout site, no further analysis is required. The above edits have been made to the Draft IS-MND for the purpose of providing clarifying and/or amplifying information about the proposed construction staging areas. As such, pursuant to Section 15073.5 of the CEQA Guidelines, recirculation of the Draft IS-MND is not required.

### **Response 1.3**

The commenter expresses concern that cultural resources are not analyzed for off-site staging areas.

See Response 1.2.

### **Response 1.4**

The commenter states the Draft IS-MND cites an incorrect year for the most recent California Building Code, and says construction of the water tank should meet current code standards.

In response to this comment, page 40 of the Draft IS-MND has been revised to clarify current California Building Code adherence as follows:

However, the geotechnical investigation concluded that structures designed in accordance with the most current California Building Code (~~2013 California Building Code~~) should perform adequately during strong seismic shaking (Haro, Kasunich, and Associates, Inc. 2019). The proposed project would adhere to current California Building Code standards.

### **Response 1.5**

The commenter states the erosion control mitigation recommendations in the geotechnical report do not address site-specific measures required for construction staging areas.

As stated in Section 7, *Geology and Soils*, Mitigation Measure GEO-1 requires implementation of the recommendations identified in the geotechnical investigation prepared for the project by Haro, Kasunich, and Associates, Inc. (Appendix D of the Draft IS-MND), which include the following erosion controls:

- All grading and soil disturbance shall be kept to a minimum.
- No eroded soil shall be allowed to leave the site.
- All bare soil should be seeded and mulched immediately after grading with barley, rye, grass and crimson clover and covered with straw.
- Prior to the rainy season bare soil on cut or fill slopes shall be well vegetated or protected from erosion by installation of ground cover or properly installed erosion control blankets

The recommended erosion control measures in the geotechnical investigation apply to all aspects of the proposed project, including construction staging areas. As discussed in Section 10, *Hydrology and Water Quality*, the project would adhere to Chapter 16.22 (Erosion Control Ordinance) of the Santa Cruz County Municipal Code, requiring erosion and sediment controls and mechanisms for enforcement, as well as Section 01560 Part 1.08 of the SLVWD construction contractor specifications, requiring erosion control measures. With implementation of Mitigation Measure GEO-1, potential impacts related to soil erosion would be less than significant. No revision to the Draft IS-MND is required.

### **Response 1.6**

The commenter states that the requirements of hours of construction set forth in Chapter 13.15 of the Santa Cruz County Code should be incorporated into the IS-MND. The commenter requests the

removal of an incorrect statement regarding construction hours from the noise analysis. The commenter states that baseline noise levels should be based on ambient noise monitoring data.

The following language related to Chapter 13.15 of the Santa Cruz County Code has been added to Section 13, *Noise*, of the IS-MND:

However, Section 8.30.010(C)(5) of the Santa Cruz County Code also states that the necessity of the noise shall be considered when determining if a violation of the noise ordinance exists and specifically lists permitted construction activities as an example of necessary noise. In addition, Section 13.15.040 of the Santa Cruz County Code exempts noise sources normally and reasonably associated with construction, repair, remodeling, or grading from compliance with the noise planning requirements of Chapter 13.15 provided that a permit has been obtained from the County and such activities take place between 8:00 a.m. and 5:00 p.m. on weekdays with no construction on Saturdays, Sundays, or federal holidays unless advance authorization has been granted by the Building Official.

As discussed under Response 1.1, the following revisions, which include the commenter's requested deletion, have been made to Section 13, *Noise*, of the IS-MND:

Section 13.15.040 of the Santa Cruz County Code exempts construction activities that occur between the hours of 8:00 a.m. to 5:00 p.m. on weekdays from compliance with the County's noise limits. Per SCMC Section 11.44.080, noise generated by construction activities is exempt from compliance with the noise level limits contained in SCMC Section 11.44.040 if they occur between the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturday. However, for purposes of analyzing impacts from this project, the FTA *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) criteria will be used. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction. For residential uses, the daytime noise threshold is 80 dBA  $L_{eq}$  for an 8-hour period (FTA 2018).

Because of the current restrictions and behavioral modifications associated with the ongoing COVID-19 pandemic at the time of the writing of the IS-MND, vehicle traffic on area roadways (the primary source of noise in the project area) is less than under normal circumstances. As such, on-site noise measurements would not be representative of typical baseline ambient noise level conditions and would likely underestimate ambient noise levels. Therefore, ambient noise levels were approximated using typical noise levels for quiet rural and suburban areas (similar to those adjacent to the project site), which range from 25 to 50 dBA.<sup>1</sup> To provide a conservative estimate of project impacts, the noise analysis in Section 13, *Noise*, assumes that existing ambient noise levels are 25 dBA, which is the lowest end of this range. By assuming a low ambient noise level, the project has greater potential to result in a significant increase in noise levels. However, as discussed in Section 13, *Noise*, of the IS-MND, project operation would not be perceptible as compared to ambient noise levels at 150 feet, even when assuming this conservatively low baseline ambient noise level. No revisions to the IS-MND are warranted in response to this comment.

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<sup>1</sup> California Department of Transportation. 2020. Technical Noise Supplement to the Traffic Noise Analysis Protocol. (CT-HWANP-RT-13-069.25.2). April 2020. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>

## Response 1.7

The commenter expresses concern that construction-related road closures would cause local traffic impacts due to narrow roadways and limited off-road accessible space. The commenter states construction equipment and personnel would be expected to use the limited passing areas in the neighborhood to park. In addition, the commenter states the emergency service access analysis in the Draft IS-MND is inadequate. Specifically, the commenter states there are no alternative access routes to the roadways above the project site, and traffic awaiting the opening of a temporary closure would block emergency service vehicles from passing due to aforementioned narrow roadways and limited passing space.

See Response 1.2 for a clarification of construction staging areas. See Master Traffic Response for a clarification of traffic controls which would be implemented as part of the project. As noted therein, residents, emergency services, and other services would have coordinated access to Country Club Drive and surrounding streets throughout the construction period. In emergency access or evacuation scenarios, steel plates placed alongside active trenches would quickly be used to restore vehicle access in the roadway. All local service providers (including emergency personnel) would be contacted before roadway construction begins to establish communication protocols with SLVWD for accommodating emergency access needs. As noted in Section 17, *Transportation*, of the Draft IS-MND, “per the SLVWD construction contractor specifications, contractors would be responsible for basic traffic control measures to ensure the safety of vehicle traffic and material delivery, including providing flag persons at affected roadway segments and/or intersections and traffic control signage.” These traffic safety measures would minimize risks associated with traffic backups limiting access for emergency services. The traffic controls listed in the Master Traffic Response have been added to Section 17, *Transportation*, of the Draft IS-MND to clarify planned construction traffic controls.

In addition, the following edit has been made on page 79 of the Draft IS-MND to provide further clarification on emergency access:

As discussed in Section 9, *Hazards and Hazardous Materials*, construction of the proposed project may require a temporary road closure on the 400 LF segment of Country Club Drive between Dundee Avenue and Scenic Way to accommodate trenching and pipeline installation activities. ~~However, emergency responders would still be able to access this road and the surrounding roadways via Dundee Avenue and Scenic Way.~~ However, as discussed under item a, emergency services (e.g., medical, fire, police) would have coordinated access to Country Club Drive and surrounding streets throughout the construction period. In emergency access or evacuation scenarios, steel plates placed alongside active trenches would quickly be used to restore vehicle access in the roadway. Local residents and service providers (including emergency personnel) would be contacted before roadway construction begins to schedule services around daily roadway openings and establish communication protocols with SLVWD for accommodating unscheduled access needs. In addition, per the SLVWD’s construction contractor specifications, contractors would be responsible for basic traffic control measures to ensure the safety of vehicle traffic and material delivery, including providing flag persons at affected roadway segments and/or intersections and traffic control signage.

The above added text was also added to Section 9, *Hazards and Hazardous Materials*.



## **Response 1.8**

The commenter acknowledges the importance of the proposed project for water conservation, security, and infrastructure improvements. The commenter reiterates their concerns about traffic and staging, and suggests alternative construction methods such as “jack and bore” pipeline construction or an alternative route should be considered up Dundee and down the top of Scenic.

The proposed pipeline alignment and open cut construction method along Country Club Drive meet the engineering objectives of the proposed project. As determined in the Draft IS-MND, the proposed project would not have significant, unmitigable adverse environmental impacts, which under CEQA would require consideration of alternatives to the proposed project. In addition, jack and bore pipeline construction and alternative routes would also introduce temporary traffic impacts in the vicinity of the project site. No revision to the Draft IS-MND is required in response to this comment. However, the commenter’s suggestion will be provided to the decision makers for consideration during deliberations on the project.

## Letter 2

**COMMENTER:** Matt Johnston, Environmental Coordinator, County of Santa Cruz

**DATE:** July 31, 2020

### **Response 2**

The commenter lives in the vicinity of the project site and works for the County of Santa Cruz. The commenter's formal comment letter is submitted as Letter 1 in this package. In this email, the commenter summarizes their preliminary concerns related to traffic and noise. See Responses 1.1 through 1.8.

## Letter 3

**COMMENTER:** Mike Alperin, local resident

**DATE:** September 18, 2020

### Response 3.1

The commenter expresses neighborhood opposition to the proposed project due to concerns about endangerment of residents, destruction of a pristine area, and lowered property values.

The commenter's opposition to the project is noted. Please see Response 3.3 for a discussion of the commenter's concerns related to endangerment of residents. The proposed project would be constructed on a currently undeveloped site. However, the project would preserve as much of the site as practicable and would revegetate upon completion of construction. As noted in Section 4, *Biological Resources*, of the Draft IS-MND:

Forty-six existing trees on the project site would be preserved and protected. The proposed project would require the removal of five trees: one small, suppressed coast redwood and four tanbark oak trees. Dead trees, branches, and secondary trunks would also be removed from the existing grove to improve grove health. However, the project would also involve post-construction revegetation of the site with five fruit and nut trees and three blackberry bushes.

As determined by the Draft IS-MND, the proposed project would not have significant, unmitigable environmental impacts to the project area. The commenter's note about lowered property values does not address the analyses or conclusions of the Draft IS-MND. However, the commenter's concern is noted.

### Response 3.2

The commenter suggests SLVWD consider alternate locations for the proposed water tank infrastructure. Suggested locations include the existing tank at upper Hartman or the pad near it. The commenter acknowledges that these suggested alternate locations may not be large enough to support the proposed tank, but claims they would eliminate earthquake dangers and lower the impact of pump noise and maintenance traffic.

The Ben Lomond Fire District and the County of Santa Cruz assessed fire flow needs for the neighborhood and determined a 125,000-gallon water tank is needed in the vicinity of the project site. A letter from the Ben Lomond Fire District has been added to the Draft IS-MND as Appendix G. This tank size is considered to be a standard tank size for fire flow requirements in the county.

The proposed project site was chosen by SLVWD for the following reasons:

- The site is located near existing tie-in infrastructure and is large enough to accommodate the needed 125,000-gallon water tank;
- The site is situated at the correct elevation for water delivery throughout the neighborhood;
- The slope at the site is relatively flat, and the geotechnical investigation determined it would be feasible to construct the proposed project thereon; and

- As compared to other potential sites in the area, the proposed site would require fewer trees be removed to accommodate the proposed infrastructure.

As discussed in Section 13, *Noise*, and Section 17, *Transportation*, noise and transportation impacts associated with the proposed project would be less than significant. As noted in Section 7, *Geology and Soils*, of the Draft IS-MND, the project area would be subject to seismic shaking. However, as concluded by the geotechnical investigation, the proposed project structures would be designed in accordance with the most current California Building Code and should perform adequately during strong seismic shaking. No revisions are required to the Draft IS-MND.

### **Response 3.3**

The commenter expresses concern about road closures during pipeline and water tank construction, and potential impacts to emergency evacuation and mail service.

Please see the Master Traffic Response. As noted therein, residents, emergency services (e.g., medical, fire, police), and other services (e.g., mail delivery, garbage and recycling pickup) would have coordinated access to Country Club Drive and surrounding streets throughout the construction period. Road access would not be blocked for the entire two-week duration of construction. Per standard SLVWD practice for projects in roadways, outside the active construction hours of 8:00 a.m. to 5:00 p.m., steel roadway plates would cover open pipeline trenches, and vehicle access would be restored. In addition, during the 8:00 a.m. to 5:00 p.m. daily construction hours, the portion of the roadway under construction would be re-opened for traffic for increments of 10 minutes once every 45 minutes to one hour. In emergency access or evacuation scenarios, steel plates placed alongside active trenches would quickly be used to restore vehicle access in the roadway. No revisions are required to the Draft IS-MND.

## Letter 4

**COMMENTER:** Eric Duarte, local resident

**DATE:** October 1, 2020

### **Response 4.1**

The commenter expresses opposition to the proposed project due to health and safety concerns regarding road closures and piping material. The commenter states they assume SLVWD is well-intentioned and seeking to maintain the health and safety of its customers.

The purpose of the proposed project is to provide new water storage infrastructure to support the North Service Area. The proposed water tank would provide water storage for required fire flow, which would protect the health and safety of residents in the service area. Please see Response 4.4 and Response 4.5 for a discussion of specific safety concerns.

### **Response 4.2**

The commenter states they do not like the idea of increased noise from the proposed pumps, but they understand the need for upgraded water infrastructure to replace the existing leaking redwood tanks.

As discussed in Section 13, *Noise*, of the Draft IS-MND, at a distance of 100 feet from the project site property line, project-related noise would not be discernible above daytime or nighttime ambient noise levels. In addition, the proposed project's water pump station would be "designed to minimize noise, including soundproof air venting and concrete masonry block building material." The pumps housed inside the pump station would operate up to three hours per day as needed to replenish water in the tank. Operational noise impacts would be less than significant. No revisions to the Draft IS-MND are required in response to this comment.

### **Response 4.3**

The commenter expresses concern about traffic impacts related to emergency access.

Please see Response 4.4, below.

### **Response 4.4**

The commenter expresses concern that construction equipment, vehicles, personnel, and materials will inhibit swift emergency evacuation for local residents. The commenter states Country Club Drive and Scenic Way should remain open 24 hours a day, 7 days a week, year-round for wildfire evacuation. In addition, the commenter requests that neighborhood roads remain clear of construction vehicles and equipment outside of the normal construction hours. Lastly, the commenter requests clarification on the hours of traffic control and expected delays during construction hours.

Please see Master Traffic Response. As noted therein, construction of the proposed project would occur during the working hours of 8:00 a.m. to 5:00 p.m. Monday through Friday. Residents, emergency services (e.g., medical, fire, police), and other services (e.g., mail delivery, garbage and recycling pickup) would have coordinated access to Country Club Drive and surrounding streets

throughout the construction period Per standard SLVWD practice for projects in roadways, outside the active construction hours of 8:00 a.m. to 5:00 p.m., steel roadway plates would cover open pipeline trenches, and vehicle access would be restored. In addition, during the 8:00 a.m. to 5:00 p.m. daily construction hours, the portion of the roadway under construction would be re-opened for traffic for increments of 10 minutes once every 45 minutes to one hour. In emergency access or evacuation scenarios, steel plates placed alongside active trenches would quickly be used to restore vehicle access in the roadway. No further revisions are required to the Draft IS-MND in response to this comment.

#### **Response 4.5**

The commenter also expresses concern over the use of HDPE piping, given the history of water contamination during the CZU Fire and other California wildfires. The commenter requests SLVWD consider alternative materials.

The proposed pipeline would be installed entirely underground, approximately three feet below the ground surface, where it would be protected from burning or melting in wildfire conditions. No revisions are required to the Draft IS-MND in response to this comment.

## Letter 5

**COMMENTER:** Jeanne Hofvendahl, local resident

**DATE:** September 21, 2020

### Response 5

The commenter expresses neighborhood support for the proposed project. The commenter requests the road not be completely closed during the construction period so residents can access their homes. The commenter also recommends the tank be placed on the interior of the project site and the perimeter trees remain in place.

The commenter's support of the project is noted. Please see Master Traffic Response. As noted therein, residents would have coordinated access to Country Club Drive and surrounding streets throughout the construction period. Road access would not be blocked for the entire two-week duration of pipeline construction. Per standard SLVWD practice for projects in roadways, outside the active construction hours of 8:00 a.m. to 5:00 p.m., steel roadway plates would cover open pipeline trenches, and vehicle access would be restored. In addition, during the 8:00 a.m. to 5:00 p.m. daily construction hours, the portion of the roadway under construction would be re-opened for traffic for increments of 10 minutes once every 45 minutes to one hour.

As discussed in the Draft IS-MND, the proposed project would preserve as much of the project site as practicable and would revegetate upon completion of construction. The water tank would be constructed in the interior of the project site, and would be surrounded by existing trees to remain in place. As noted in Section 4, *Biological Resources*, of the Draft IS-MND:

Forty-six existing trees on the project site would be preserved and protected. The proposed project would require the removal of five trees: one small, suppressed coast redwood and four tanbark oak trees. Dead trees, branches, and secondary trunks would also be removed from the existing grove to improve grove health. However, the project would also involve post-construction revegetation of the site with five fruit and nut trees and three blackberry bushes.

Maps showing the locations of the trees to be removed, trees to remain in place, and revegetation areas can be found in the Tree Resource Assessment/Construction Impact Assessment/Tree Protection Plan (Appendix A of the Draft IS-MND). As shown therein, the trees proposed to be removed are not located on the perimeter of the site. Additionally, the revegetated fruit and nut trees are proposed to be planted on the eastern perimeter of the project site.

No revisions are required to the Draft IS-MND in response to this comment.

## Letter 6

**COMMENTER:** Jeff Liebermann, local resident

**DATE:** October 1, 2020

### Response 6.1

The commenter requests details about traffic controls, specifically whether the road would be closed for the entire duration of the pipeline construction period.

Please see Master Traffic Response. As noted therein, residents, emergency services, and other services would have coordinated access to Country Club Drive and surrounding streets throughout the construction period. Temporary roadblocks are proposed during pipeline construction, which would take approximately two weeks to complete. Road access would not be blocked for the entire two-week duration of construction. Per standard SLVWD practice for projects in roadways, outside the active construction hours of 8:00 a.m. to 5:00 p.m., steel roadway plates would cover open pipeline trenches, and vehicle access would be restored. In addition, during the 8:00 a.m. to 5:00 p.m. daily construction hours, the portion of the roadway under construction would be re-opened for traffic for increments of 10 minutes once every 45 minutes to one hour. In emergency access or evacuation scenarios, steel plates placed alongside active trenches would quickly be used to restore vehicle access in the roadway.

Local residents and service providers (including emergency personnel, postal service, garbage, and recycling) would be contacted before roadway construction begins to schedule services around daily roadway openings and establish communication protocols with SLVWD for accommodating unscheduled access needs. In addition, if local residents have a special request for timed access (e.g., a scheduled time they need to leave or return to their home, scheduled construction at their home, etc.), they can contact SLVWD to accommodate road access at the scheduled time. These traffic control details have been added to the Draft IS-MND. No further revisions are required to the Draft IS-MND in response to this comment.

### Response 6.2

The commenter suggests an alternate route for the proposed water pipeline along Dundee Avenue. The commenter acknowledges this alignment would require bulldozing, but cites benefits including reduced traffic impacts and the repair of existing leaking pipes under Jackson Avenue.

The proposed pipeline alignment along Country Club Drive meets the engineering objectives of the proposed project and would not require bulldozing or tree removal. This alignment was also chosen because the project would replace existing undersized and aged pipeline. As determined in the Draft IS-MND, the proposed project would not have significant, unmitigable adverse environmental impacts. No revision to the Draft IS-MND is required in response to this comment.

### Response 6.3

The commenter states there is little information in the Draft IS-MND about operational noise impacts from the water pump. The commenter requests details about the reference noise measurements. Lastly, the commenter asks why a pump is required at this water tank.



As stated on page 69 in Section 13, *Noise*, of the IS-MND, “At the property line, noise levels would be approximately 48 dBA  $L_{eq}$ , and would not exceed the threshold of 75 dBA. At a distance of 150 feet from the property line (for a total of 200 feet from the noise-generating equipment), noise levels would be 23 dBA  $L_{eq}$ .” The noise analysis assumes that the pumps could be operational during any hour of the day for up to three hours per day. As stated on page 69, “In addition, the pumps would not operate continuously during nighttime hours. As detailed in the *Project Description*, the pumps housed inside the pump station would operate up to three hours per day as needed to replenish water in the tank.” Therefore, operational noise impacts are evaluated in light of the County’s daytime and nighttime noise level limits.

The reference noise level measurements included in Appendix E were taken at a distance of five feet from a pump station. This information has been added to the data in Appendix E, and the following text in Section 13, *Noise*, of the IS-MND has been revised to clarify. This text has also been updated to resolve minor discrepancies in the noise level calculations, which result in slightly lower noise levels than originally estimated at some locations:

Based on reference noise level measurements taken at existing water pump stations at other locations, pump stations with one to two water pumps generate noise levels ~~between of approximately 41 to 51 55 dBA  $L_{eq}$  at 15 feet~~ (Central Basin Municipal Water District 2019).<sup>2</sup> See Appendix E for reference noise data. ~~This analysis conservatively assumes the proposed water pump station would generate a maximum noise level of 51 dBA at 15 feet.~~

According to Section 8.30.010(C)(1)(a), noise that occurs during daytime and evening hours (8:00 a.m. to 10:00 p.m.) is considered to be offensive if noise is clearly discernable at a distance of 150 feet from the property line of the property from which the sound is broadcast, and/or if noise is in excess of 75 dBA at the property line of the property from which the sound is broadcast. As previously referenced, quiet rural and suburban areas, similar to those adjacent to the project site, typically have noise levels in the range of 25 to 50 dBA (Caltrans 2020).

The distance from the proposed noise-generating pump station to the property line is approximately 20 feet. At the property line, noise levels would be approximately 48 ~~43~~ dBA  $L_{eq}$ , and would not exceed the threshold of 75 dBA. At a distance of 150 feet from the property line (for a total of 200 feet from the noise-generating equipment), noise levels would be 23 dBA  $L_{eq}$ . Assuming conservatively that daytime ambient noise levels are 25 dBA  $L_{eq}$  in the project site vicinity, the project would increase ambient noise levels by approximately 2 dBA to 27 dBA  $L_{eq}$ . As discussed under *Noise Overview*, the average healthy ear can barely perceive changes of 3 dBA. Therefore, project-related noise would not be discernable above daytime ambient noise levels. Consequently, operation of the pump station would not exceed daytime and evening noise standards.

According to Section 8.30.010(C)(2)(b) of the Santa Cruz County Code, noise that occurs during nighttime hours (10:00 p.m. to 8:00 a.m.) is considered offensive if noise is made within 100 feet of a building regularly used for sleeping, if noise is clearly discernable at 100 feet from the property line of the property from which the sound is broadcast, and/or if noise is in excess of 60 dBA at the property line from which the sound is broadcast. As discussed above, at the property line, noise levels would be approximately 48 ~~43~~ dBA  $L_{eq}$ , and would not exceed the threshold of 60 dBA. At a distance of 100 feet from the property

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<sup>2</sup> Based on the average of the two reference noise measurements.

line (for a total of 150 feet from the noise-generating equipment), noise levels would be 26 dBA  $L_{eq}$ . Assuming conservatively that nighttime ambient noise levels are 25 dBA  $L_{eq}$  in the project site vicinity, the project would increase nighttime ambient noise levels by approximately 3 dBA to 29 dBA  $L_{eq}$ . Therefore, project-related noise would not be discernable above ambient nighttime noise levels.

The proposed project's water pump station would be located approximately 90 feet from the nearest single-family residence across Dundee Avenue to the west of the project site. At a distance of 90 feet from the pump station, noise levels are conservatively calculated to be ~~31.5~~ 29.9 dBA  $L_{eq}$ , which would be discernable above ambient nighttime noise levels. However, the pump station would be designed to minimize noise, including soundproof air venting and concrete masonry block building material. These noise minimization features would further reduce the pump station's generated noise levels. In addition, the pumps would not operate continuously during nighttime hours. As detailed in the *Project Description*, the pumps housed inside the pump station would operate up to three hours per day as needed to replenish water in the tank. Operational noise impacts would be less than significant.

The maximum noise level of 68.4 dBA  $L_{max}$  is an instantaneous noise level. The exterior noise level limits in the Santa Cruz County Code are based on average hourly noise levels. Therefore, it is not appropriate to compare the maximum instantaneous noise level to the average hourly noise level limits. Instead, the noise analysis appropriately compares the estimated average hourly noise level ( $L_{eq}$ ) to the exterior noise level limits. Assuming an hourly noise level of 55 dBA  $L_{eq}$  at five feet and a standard distance attenuation rate of 6 dBA per doubling of distance for point sources, pump station noise levels would attenuate to approximately 29.9 dBA  $L_{eq}$  at a distance of 90 feet.

Lastly, a water pump station is required at the water tank to pump water from the tie-in pipeline into the tank to replenish water in the tank. The pump is needed to transfer water and fire flow from the lower zone to the upper zone.

## **Response 6.4**

The commenter requests the make and model of the water tank in order to compare it to the photo simulation, and asks whether the proposed water pump is similar to the water pump at the intersection of Scenic Way and Highway 9. The commenter thanks SLVWD for its service over the last 43 years and during the CZU Fire.

The precise water tank make and model is not known at this time because it would be chosen through a formal bid process due to cost. However, the tank would be similar in design to a Superior Tank Co., Inc. manufactured bolted steel tank for potable water. The water tank depicted in the tank visual simulation (Figure 5 of the Draft IS-MND) represents the type of tank proposed. The proposed water pump station would be equipped with water pumps similar to other SLVWD water infrastructure in the area, including the existing Swim Tanks on Country Club Drive. No revision to the Draft IS-MND is required in response to this comment.

## Letter 7

**COMMENTER:** Kira Thornley, local resident

**DATE:** October 1, 2020

### **Response 7.1**

The commenter expresses concern that emergency access and evacuation routes would be blocked by project construction. The commenter requests clarification on where the road closure would occur and for verification that an access route will still exist to all residences in case of emergency. In addition, the commenter asks whether Ben Lomond Fire Department has confirmed there would be adequate emergency access.

Please see Master Traffic Response. As noted therein, emergency services (e.g., medical, fire, police) would have coordinated access to Country Club Drive and surrounding streets throughout the construction period. No roadblocks are proposed during construction of the water tank. Temporary roadblocks are proposed during pipeline construction, which would take approximately two weeks to complete. Road access would not be blocked for the entire two-week duration of construction. Per standard SLVWD practice for projects in roadways, outside the active construction hours of 8:00 a.m. to 5:00 p.m., steel roadway plates would cover open pipeline trenches, and vehicle access would be restored. In addition, during the 8:00 a.m. to 5:00 p.m. daily construction hours, the portion of the roadway under construction would be re-opened for traffic for increments of 10 minutes once every 45 minutes to one hour. In emergency access or evacuation scenarios, steel plates placed alongside active trenches would quickly be used to restore vehicle access in the roadway. Local residents and service providers (including emergency personnel) would be contacted before roadway construction begins to schedule services around daily roadway openings and establish communication protocols with SLVWD for accommodating unscheduled access needs.

Please also see Response 1.7. As noted therein, the Draft IS-MND has been revised to clarify emergency access routes in the project area. No further revisions to the Draft IS-MND are required in response to this comment.

### **Response 7.2**

The commenter expresses concern that the project is planning to use HDPE piping, which caused water contamination in the CZU Fire.

Please see Response 4.5. As noted therein, the proposed pipeline would be installed entirely underground, approximately three feet below the ground surface, where it would be protected from burning or melting in wildfire conditions. No revisions are required to the Draft IS-MND in response to this comment.

### **Response 7.3**

The commenter states the opinion that the soil management and dust control measures identified in the Draft IS-MND are not adequate. The commenter notes ambient air quality is currently compromised due to the CZU Fire and other California fires, and suggests the effects of particulate matter emissions should be considered in that context.

The following text in Section 3, *Air Quality*, has been revised to reflect the recommendation of the Monterey Bay Air Resources District (MBARD) for watering twice daily. According to the MBARD (2008), watering active construction sites twice daily reduces particulate matter emissions by approximately 50 percent.

As discussed under *Significance Thresholds*, construction projects with less than 2.2 acres per day of earthmoving (grading, excavation) are assumed to be below the PM<sub>10</sub> threshold of 82 pounds per day (MBARD 2008). The entire project area totals less than one acre. Therefore, there would be less than 2.2 acres per day of earthmoving, and the project is assumed to be below PM<sub>10</sub> threshold of 82 pounds per day. In addition, compliance with the MBARD's Rule 400 (Visible Emissions), Rule 403 (Particulate Matter), Rule 425 (Use of Cutback Asphalt), and Rule 426 (Architectural Coatings) would reduce emissions of dust particulates and VOCs during construction activity. During construction the project sites would be watered ~~once~~ twice daily to control fugitive dust emissions, which would further reduce PM<sub>10</sub> and PM<sub>2.5</sub> emissions.

Air districts, such as the MBARD, base their significance thresholds on the federal and California Clean Air Acts. The federal and California Clean Air Acts regulate emissions of airborne pollutants and have established ambient air quality standards (AAQS) for the protection of public health. Project-level significance thresholds established by the MBARD are set at the level at which a project would cause or have a cumulatively considerable contribution to an exceedance of a federal or state ambient air quality standard. Specifically, the MBARD's threshold for evaluating particulate matter emissions is consistent with the emission threshold established by MBARD Rule 207 (New Source Review) for requiring use of best available control technology.<sup>3</sup> The purpose of Rule 207 is to implement the requirements of the federal and California Clean Air Acts. Under the Prevention of Significant Deterioration (PSD) program, the federal Clean Air Act requires emissions from new or modified stationary sources to be restricted in places where air quality currently exceeds one or more NAAQS. The California Clean Air Act requires each air district to implement a stationary source control program that achieves no net increase in emissions of criteria pollutants (or their precursors) for which the region is nonattainment.<sup>4</sup> Therefore, the MBARD threshold for construction-related particulate matter emissions accounts for existing ambient air quality in the project region because it is based on preventing further deterioration of existing baseline air quality conditions. As such, utilizing the MBARD threshold ensures that the project's emissions are not evaluated "in a vacuum" but rather in the context of existing ambient air quality conditions in the project region. The effects of wildfires on ambient particulate matter concentrations are not expressly considered in the MBARD's significance threshold; however, it is speculative to consider whether wildfires will be ongoing at the time of project construction. Nevertheless, even if wildfires were ongoing during project construction, the project's contribution to the cumulative air quality impacts of wildfires would not be cumulatively considerable because project emissions would not exceed the significance threshold established by MBARD. Therefore, construction-related particulate matter emissions associated with the project are adequately evaluated in the Draft IS-MND, and no further revisions are warranted.

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<sup>3</sup> Per Table 4.1.1 in Rule 207, the emission thresholds for best available control technology are 82 pounds per day for PM<sub>10</sub> (i.e., the MBARD significance thresholds for construction-related PM<sub>10</sub> emissions under CEQA). Source: Monterey Bay Air Resources District (MBARD). 2011. Rule 207. "Review of New or Modified Sources." <https://ww2.arb.ca.gov/sites/default/files/classic/technology-clearinghouse/rules/RuleID1615.pdf> (accessed October 2020).

<sup>4</sup> California Air Resources Board. 2019. "New Source Review." <https://ww2.arb.ca.gov/our-work/programs/new-source-review-permitting-programs/new-source-review> (accessed October 2020).

## **Response 7.4**

The commenter requests details about the traffic control plan, specifically as they pertain to residents' daily lives and access to their homes during the construction period. The commenter asks whether the road will be open so residents can commute to their jobs, how mail will be delivered, and how trash will be serviced.

Please see Master Traffic Response and Response 7.1. As noted therein, residents, emergency services, and other services (e.g., mail delivery, garbage and recycling pickup) would have coordinated access to Country Club Drive and surrounding streets throughout the construction period. Per standard SLVWD practice for projects in roadways, outside the active construction hours of 8:00 a.m. to 5:00 p.m., steel roadway plates would cover open pipeline trenches, and vehicle access would be restored. In addition, during the 8:00 a.m. to 5:00 p.m. daily construction hours, the portion of the roadway under construction would be re-opened for traffic for increments of 10 minutes once every 45 minutes to one hour. Local residents and service providers (including postal service, garbage, and recycling) would be contacted before roadway construction begins to schedule services around daily roadway openings and establish communication protocols with SLVWD for accommodating unscheduled access needs. In addition, if local residents have a special request for timed access (e.g., a scheduled time they need to leave or return to their home, scheduled construction at their home, etc.), they can contact SLVWD to accommodate road access at the scheduled time. No revisions to the Draft IS-MND are required in response to this comment.

## Letter 8

**COMMENTER:** Ryan Null, local resident

**DATE:** September 19, 2020

### **Response 8**

The commenter expresses support for the proposed project and is looking forward to the improved infrastructure.

The commenter's support of the project is noted. No revisions are required to the Draft IS-MND in response to this comment.

## Letter 9

**COMMENTER:** Daryel (Dusty) Hookey, local resident

**DATE:** August 3, 2020

### **Response 9.1**

The commenter states there is no other access to the project area and requests information about traffic management plans during project implementation.

Please see Master Traffic Response. As noted therein, residents, emergency services (e.g., medical, fire, police), and other services (e.g., mail delivery, garbage and recycling pickup) would have coordinated access to Country Club Drive and surrounding streets throughout the construction period. No roadblocks are proposed during construction of the water tank. Temporary roadblocks are proposed during pipeline construction, which would take approximately two weeks to complete. Road access would not be blocked for the entire two-week duration of construction. Per standard SLVWD practice for projects in roadways, outside the active construction hours of 8:00 a.m. to 5:00 p.m., steel roadway plates would cover open pipeline trenches, and vehicle access would be restored. In addition, during the 8:00 a.m. to 5:00 p.m. daily construction hours, the portion of the roadway under construction would be re-opened for traffic for increments of 10 minutes once every 45 minutes to one hour. In emergency access or evacuation scenarios, steel plates placed alongside active trenches would quickly be used to restore vehicle access in the roadway.

No further revision to the Draft IS-MND is required in response to this comment.

### **Response 9.2**

The commenter requests information about equipment staging and storage.

See Response 1.2 for a clarification of construction staging areas.

### **Response 9.3**

The commenter states the project represents an inconvenience to the neighborhood and requests information about planned hours and days of scheduled work.

Please see Master Traffic Response. As noted therein, construction of the proposed project would occur during the working hours of 8:00 a.m. to 5:00 p.m. Monday through Friday, during the construction period. No roadblocks are proposed during construction of the water tank. Temporary roadblocks are proposed during pipeline construction, which would take approximately two weeks to complete. Local residents would be contacted before roadway construction begins. This text has been added to the Draft IS-MND to clarify proposed traffic controls. No further revision to the Draft IS-MND is required in response to this comment.

### **Response 9.4**

The commenter states many residents in the vicinity of the project site are considered seniors, and requests information about emergency access during the construction period.

See Response 9.1. This text has been added to the Draft IS-MND to clarify proposed traffic controls. No further revision to the Draft IS-MND is required in response to this comment.

### **Response 9.5**

The commenter states the work area has limited parking. The commenter asks whether plans have been made for construction personnel to safely park and not block the road for residents or emergency vehicles.

The commenter's concern about construction personnel vehicles blocking the roadway is noted. SLVWD's standard contractor specifications include provisions requiring the roadway not be blocked by construction personnel vehicles. With implementation of standard traffic safety controls, no revision to the Draft IS-MND is required in response to this comment.



## Letter 10

**COMMENTER:** Daryel (Dusty) Hookey, local resident

**DATE:** October 1, 2020

Two months after submitting Letter 9, the commenter submitted Letter 10 as a follow-up during the extended public review.

### **Response 10.1**

The commenter reiterates their concern that construction road closures could block emergency access to residences in the vicinity of the project site. The commenter states there are no alternative access routes if Country Club Drive is closed.

Please see Master Traffic Response and Response 9.1. No revision to the Draft IS-MND is required in response to this comment.

### **Response 10.2**

The commenter asks how emergency access vehicles will reach homes in the event of a medical emergency during project construction.

Please see Master Traffic Response and Response 9.1. No revision to the Draft IS-MND is required in response to this comment.

## Letter 11

**COMMENTER:** Sharon and Eric Zwierzynski, local residents

**DATE:** August 16, 2020

### **Response 11.1**

The commenter expresses concern that construction road closures could block emergency access in the event of a medical emergency, wildfire, or earthquake.

Please see Master Traffic Response and Response 1.7. As noted therein, emergency services (e.g., medical, fire, police) would have coordinated access to Country Club Drive and surrounding streets throughout the construction period. In emergency access or evacuation scenarios, steel plates placed alongside active trenches would quickly be used to restore vehicle access in the roadway. No further revisions to the Draft IS-MND are required in response to this comment.

### **Response 11.2**

The commenter expresses concern that construction activity will cause traffic delays for local residents.

Please see Master Traffic Response and Response 1.7. As noted therein, residents would have coordinated access to Country Club Drive and surrounding streets throughout the construction period. No roadblocks are proposed during construction of the water tank. Temporary roadblocks are proposed during pipeline construction, which would take approximately two weeks to complete. Road access would not be blocked for the entire two-week duration of construction. Per standard SLVWD practice for projects in roadways, outside the active construction hours of 8:00 a.m. to 5:00 p.m., steel roadway plates would cover open pipeline trenches, and vehicle access would be restored. In addition, during the 8:00 a.m. to 5:00 p.m. daily construction hours, the portion of the roadway under construction would be re-opened for traffic for increments of 10 minutes once every 45 minutes to one hour. No further revisions to the Draft IS-MND are required in response to this comment.

### **Response 11.3**

The commenter requests information about where construction personnel will park and where construction equipment will be staged, and notes the project area has limited space.

Please see Response 9.2. No further revisions to the Draft IS-MND are required in response to this comment.

### **Response 11.4**

The commenter asks when construction noise would begin and how loud the proposed water tank would be.

As stated under *Project Description* of the IS-MND, construction is estimated to commence in Spring 2021 and last for 12 months. As noted in the Master Traffic Response, local residents would be contacted before roadway construction begins to schedule services around daily roadway openings and establish communication protocols with SLVWD for accommodating unscheduled access needs.

The water tank itself would not include any noise-generating components. Noise levels generated by the pump station as it operates to replenish water in the tank are estimated and evaluated in Section 13, *Noise*, of the IS-MND.

## Letter 12

**COMMENTER:** Mark Randles, local resident

**DATE:** August 6, 2020

The commenter states the project site abuts their property, and expresses general support for the project.

### **Response 12.1**

The commenter states there is limited parking in the project area. The commenter asks whether there are plans to limit the number of construction personnel vehicles on the project site (e.g., shuttles to bring workers from off-site parking to the project site).

Please see Response 9.5. No revision to the Draft IS-MND is required in response to this comment.

### **Response 12.2**

The commenter states an area of the project site is currently used for neighborhood garbage services, and asks whether that will continue after project implementation.

Please see Master Traffic Response. As noted therein, service providers including garbage collection would be contacted before roadway construction begins to schedule services around daily roadway openings and establish communication protocols with SLVWD for accommodating unscheduled access needs. Upon completion of construction, garbage pickup services would return to pre-construction conditions. Operation of the proposed project would not preclude use of the County right-of-way for garbage pickup. No revision to the Draft IS-MND is required in response to this comment.

### **Response 12.3**

The commenter requests information about daily road closures and after-hours openings on Country Club Drive.

Please see Master Traffic Response. As noted therein, outside the active construction hours of 8:00 a.m. to 5:00 p.m., steel roadway plates would cover open pipeline trenches, and vehicle access would be restored. No revision to the Draft IS-MND is required in response to this comment.

## Letter 13

**COMMENTER:** Renee Gould, local resident

**DATE:** October 2, 2020

### **Response 13**

The commenter expresses agreement with the comment letters submitted by local residents Mike Alperin (Letter 3) and Jeff Lierbmann (Letter 6). See Responses to Letters 3 and 6. No further response is required.

## Letter 14

**COMMENTER:** Jaime and Natalie Moreno, local residents

**DATE:** October 2, 2020

### **Response 13**

The commenter expresses concern about road closures, construction personnel parking, and equipment staging during construction activities. The commenter states it is unsafe to block the roadway in and out of the neighborhood during fire season. In addition, the commenter states the Upper Scenic neighborhood does not have space to accommodate construction crews or equipment, and suggests they be parked and staged at the large turnout across from Highlands Park on Highway 9.

Please see Master Traffic Response and Response 1.7. Please see Response 1.2 for a clarification of construction staging areas. As noted therein, larger construction equipment may be staged at the location suggested by the commenter.

## Letter 15

**COMMENTER:** Charlotte Bear, local resident

**DATE:** August 10, 2020

### Response 15

The commenter expresses opposition to the proposed project due to concerns about residential access, construction staging, and noise. The commenter states the neighborhood depends on Country Club Drive for deliveries and emergency access, and that Jackson Drive is not drivable for passenger cars. In addition, the commenter states the noise ordinance for the area will not allow SLVWD to implement the proposed project. The commenter suggests SLVWD consider alternative locations for the proposed infrastructure.

The commenter's opposition is noted. Please see Master Traffic Response and Response 1.7 for clarification on traffic controls and emergency access during project construction. As discussed in Section 13, *Noise*, of the Draft IS-MND, the proposed project would not conflict with noise standards in the Santa Cruz County Code. Noise impacts would be less than significant. Please see Response 3.2 for considerations taken into account in choosing the water tank project site.

No revision to the Draft IS-MND is required in response to this comment.

## Letter 16

**COMMENTER:** Charlotte Bear, local resident

**DATE:** September 19, 2020

One month after submitting Letter 15, the commenter submitted Letter 16 as a follow-up.

### Response 16

The commenter states they recently met with Fire Chief Stacie Brownlee and they now understand the need for more water storage in the Scenic Neighborhood area. However, the commenter reiterates their opposition to the proposed project and again suggests SLVWD consider alternative locations for the proposed infrastructure. The commenter expresses the opinion the project will destroy a redwood grove that serves as a privacy barrier between Country Club Drive and Dundee Avenue. In addition, the commenter states the project site is adjacent to a communal area for storing recycling and waste bins for weekly pickup by County services. Lastly, the commenter emphasizes the importance of keeping roadways open and passable for emergency and essential services, particularly during fire season.

The commenter's opposition is noted. The proposed project would not destroy the existing redwood grove at the project site. The project would preserve as much of the existing vegetation on the project as practicable. As noted in Section 4, *Biological Resources*, of the Draft IS-MND:

Forty-six existing trees on the project site would be preserved and protected. The proposed project would require the removal of five trees: one small, suppressed coast redwood and four tanbark oak trees. Dead trees, branches, and secondary trunks would also be removed from the existing grove to improve grove health. However, the project would also involve post-construction revegetation of the site with five fruit and nut trees and three blackberry bushes.

Maps showing the locations of the trees to be removed, trees to remain in place, and revegetation areas can be found in the Tree Resource Assessment/Construction Impact Assessment/Tree Protection Plan (Appendix A of the Draft IS-MND). As shown therein, the redwood grove on the project site would remain intact and would continue to serve as a privacy barrier between Country Club Drive and Dundee Avenue. Additionally, the revegetated fruit and nut trees are proposed to be planted on the eastern perimeter of the project site and would serve as an additional privacy barrier.

Please see Response 12.2 for a discussion of garbage services. Please see Master Traffic Response for a discussion of emergency services and essential services such as deliveries.

No revisions to the Draft IS-MND are required in response to this comment.



## Letter 17

**ITEM:** Petition signed by local residents

**SIGNATORIES:** Andrew Bear, Nick Naccari, Chris Sullivan, Sarah Sullivan, Mike Alperin, Eric Duarte, Greg Booth, Charlotte Bear, Monica, Tossinev, Chuck Wood

**DATE:** October 2, 2020

### Response 17.1

This petition expresses concerns about road closures during construction and states residents may need medical assistance during road closures. The petition requests additional details on how residents' daily lives, daily mobility needs, and potential emergencies would be accommodated during construction.

Please see Master Traffic Response for clarification on traffic controls during project construction, including residential access and emergency access. No further revisions to the Draft IS-MND are required in response to this comment.

### Response 17.2

This comment states the proposed water tank is too large for the project site. The petition requests the height and capacity of the tank be decreased (capacity decrease from 120,000 gallons to 100,000 gallons) due to aesthetic considerations. In addition, a hand-written note suggests the tank be located at an alternate site above Hartman Avenue or elsewhere.

Please see Response 3.2. As noted therein, the Ben Lomond Fire District and the County of Santa Cruz assessed fire flow needs for the neighborhood and determined a 125,000-gallon water tank is needed in the vicinity of the project site. This tank size is considered to be a standard tank size for fire flow requirements in the county. Response 3.2 also details why the project site was chosen for the proposed infrastructure.

As discussed in Section 1, *Aesthetics*, of the Draft IS-MND, due to the steep terrain in the area and existing tree cover, the majority of the project site is blocked from public view. Forty-six existing trees on the project site would be preserved and protected. SLVWD plans to paint the tank in a muted color that blends with the surrounding forest colors, which would further reduce the visual prominence of the structure. Thus, the proposed project would not result in a substantial degradation to the visual quality of the site or surrounding, and aesthetic impacts would be less than significant.

The petition's opposition to the project is noted.

### Response 17.3

A hand-written note on the petition states the operational pump noise will be disruptive to the neighborhood.

As discussed in Section 13, *Noise*, of the Draft IS-MND, at a distance of 100 feet from the project site property line, project-related noise would not be discernible above daytime or nighttime ambient noise levels. In addition, the proposed project's water pump station would be "designed to minimize noise, including soundproof air venting and concrete masonry block building material." The pumps

housed inside the pump station would operate up to three hours per day as needed to replenish water in the tank. Operational noise impacts would be less than significant. No revision is required to the Draft IS-MND.

#### **Response 17.4**

A hand-written note on the petition suggests noise impacts would yield a decrease in property values.

Please see Response 17.3 for a discussion of operational noise impacts. This comment does not address the analyses or conclusions of the Draft IS-MND. However, the petition's opposition to the project is noted.

#### **Response 17.5**

A hand-written note on the petition states the tank is too large for the neighborhood and other sites should be investigated.

Please see Response 17.2. No further response is required.



# COUNTY OF SANTA CRUZ

## PLANNING DEPARTMENT

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(831) 454-2580 FAX: (831) 454-2131 TDD: 711

**KATHLEEN MOLLOY, PLANNING DIRECTOR**

Carly Blanchard, Environmental Planner  
San Lorenzo Valley Water District  
13060 CA-9, Boulder Creek, California 95006

8/4/2020

### Redwood Park Tank Replacement Initial Study Comments

Hello Ms. Blanchard,

The County of Santa Cruz has reviewed the initial study for the proposed tank replacement project and has the following comments:

1. Hours of operation are identified as 8:00 – 6:00 weekdays, 9:00 – 6:00 Saturdays. This appears to be based upon the *SCMC* noise ordinance which exempts construction noise during those times. The *Santa Clara Municipal Code* does not apply in Santa Cruz County. Santa Cruz County Code restricts work hours from 8:00 – 5:00 weekdays and does not allow for weekend construction without special approval from the building official. The County recognizes that under Section 50391 of the Government Code of Regulations, building and zoning ordinances do not apply to the “location or construction of facilities for the production, generation, storage, treatment, or transmission of water, wastewater, or electrical energy by a local agency.” However, CEQA requires that the proposed project be consistent with the local ordinance. As such, the statement that the analysis is only for “informational purposes” is factually incorrect; the District is not required to obtain permits, but the analysis must show that the project is consistent with the ordinances. | 1-1
2. Staging areas for construction are deferred to be determined by the contractor and are not included in this analysis.
  - a. The upper Scenic Way/Country Club neighborhood is made up of narrow one laned roads across steep slopes. Relatively flat vacant lots are not present. Lot sizes are small and steep. No staging areas are not readily available in the project vicinity.
  - b. Use of staging areas either in the lower Scenic Way neighborhood or on Highway 9 create back and forth traffic on roads that cannot pass two vehicles except in the limited number of turnouts. This creates traffic hazards that are not addressed in the initial study.
  - c. Use of staging areas is a construction-related impact. As such, impacts to the areas used for staging on biotic and cultural resources, traffic, noise, and hazardous materials, etc. must be included in the initial study.
 | 1-2
3. Cultural Resources are not analyzed for the staging areas. | 1-3
4. Geology and Soils. The initial study on page 39 identifies the most recent building code as 2013, stating that building to that code should perform adequately in seismic ground-shaking events. The current standard is the 2020 building code; at the time of the report cited (Haro, Kasunich, and Associates, Inc. 2019) it would have been the 2017 Building Code. Construction of the tank should meet the current code standards. | 1-4
5. Erosion control mitigation relies upon the recommendations of the Haro, Kasunich, and Associates, Inc. 2019 report. This report does not address site specific measures required for staging areas. | 1-5
6. Noise.
  - a. The County of Santa Cruz recently instituted Chapter 13.15 of the County Code; Noise Planning. This chapter includes the 9-5 timeframe for construction and should be included in the analysis on the initial study. | 1-6

- b. The following sentence from page 66 should not be included in this initial study as it is misleading and not relevant to the analysis: "Per SCMC Section 11.44.080, noise generated by construction activities is exempt from compliance with the noise level limits contained in SCMC Section 11.44.040 if they occur between the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturday. However,"
- c. Noise impacts should be based upon noise monitoring (Caltrans Guidance for CEQA compliance, Chapter 12; Noise). Citing the Caltrans range of 25-50 dBA for rural and suburban areas does not establish a baseline for analysis. In determining the impact of operation of the water pumps, an accurate site background ambient noise level should be established in order to determine whether it can be discerned at 150 feet.

1-6

## 7. Transportation.

- a. Construction related impacts: The Initial Study discounts construction-related impacts to traffic as temporary and subject to traffic control by the contractor. It does not include any analysis of the feasibility of traffic control in this neighborhood where the roads are all substandard widths. Scenic Way below the project location is one lane for ½ a mile, with less than 10% of the roadway passable by two vehicles at a time. Country Club, Jackson, Dundee and Hartman are most of the streets above the project and host between 40 and 50 dwellings, which would all be isolated in the case of road closure, and all have limited space available for parking or pull-outs for passing. In the case of periodic road closures, traffic can be expected to back up in both directions. With no area to pass, once traffic is allowed through the construction zone, it will face backed up traffic on the other side with no way to pass. Equipment and vehicles for workers have no dedicated areas to park and would be expected to use the limited passing areas in the neighborhood to park.
- b. Emergency service access: The initial study states "...construction of the proposed project may require a temporary road closure on the 400 LF segment of Country Club Drive between Dundee Avenue and Scenic Way to accommodate trenching and pipeline installation activities. However, emergency responders would still be able to access this road and the surrounding roadways via Dundee Avenue and Scenic Way." There is no other access to Dundee, Jackson, Hartman or any of the other roads off Country Club above the reach to be closed, so emergency services would not be able to access this area in the case of a road closure. As described above, queued vehicles awaiting the opening of a temporary closure would block any emergency service vehicle from passing, as there are no shoulders and very limited turnouts. The study relies upon the false statement above and the contractor's responsibility for "basic traffic control measures" to address this issue. The traffic related components of this study are wholly inadequate; they fail to address the logistics of construction traffic, staging, traffic control and emergency service access in neighborhoods with substandard roads and severely limited off-road accessible space.

1-7

The County of Santa Cruz Planning Department recognizes the importance of this project for water conservation, security in the system and as a much a needed infrastructure update. However, the initial study fails to address significant impacts related to the specific nature of the project area, particularly those related to traffic and staging. Identification and analysis of all areas of disturbance, including staging areas on and off site are required under CEQA, and should be included in a revised and recirculated Initial Study. Traffic control that would allow for access by emergency service vehicles and that would not cause gridlock in the neighborhoods above and below the project must be adequately described and has to potential to result in significant, unavoidable impacts. Alternative construction methods such as "jack and bore" for the pipeline, or an alternative route up Dundee and down to the top of Scenic should be considered.

1-8

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Matt Johnston  
Environmental Coordinator  
County of Santa Cruz

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Date

## Letter 2

**From:** [Matt Johnston](#)  
**To:** [Carly Blanchard](#)  
**Cc:** [Areli Rincon-Torres](#)  
**Subject:** Redwood tank IS  
**Date:** Friday, July 31, 2020 4:49:01 PM

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Hi Carly,

I just received the initial study for the tank project up above Scenic – I am just paging through it and noticed that Rincon cited the Santa Clarita Municipal Code in the noise section. I'll be submitting a formal comment letter but wanted to give you a heads up sooner than later. I'm also concerned they are proposing work times based upon the timeframe in that ordinance. As you may or may not know, Scenic up to Dundee is one way in and out only, and any closure of that stretch of road – such as for trenching in a new pipe – is a significant impact as it cuts off a community of 50 houses or so from leaving the neighborhood, receiving deliveries, and emergency services. I haven't read the transportation section, but it looks like no impacts are anticipated...also fair warning...I live on Country Club a long frisbee throw from the tank site.

Matt Johnston  
Environmental Coordinator  
Principal Planner for Code Compliance  
County of Santa Cruz  
(831) 454-5357

**From:** [Mike Alperin](#)  
**To:** [Carly Blanchard](#)  
**Subject:** SLVWD Redwood Park Water Tank Project  
**Date:** Friday, September 18, 2020 5:02:35 PM

---

### SLVWD Redwood Park Water Tank Project

I have recently learned of the Redwood Park Tank Project. I and many of my neighbors object to this ill conceived project as it is now apparently planned. We, of course are in favor of the security of more water storage, but not at the unnecessary, dangerous disruption and cost of this extensive project, and endangerment of some of the people of our 100 or so residences, as well as destruction of a pristine area of our neighborhood and lowering property values near the tank.

3-1

We strongly urge you to consider alternate locations, such as at upper Hartman, possibly at the location of the other existing tank, or at the pad near it, once used by an older Redwood tank. These may only allow a smaller tank, but it could possibly be tied into the existing pipeline. This would also allow gravity feed to our neighborhood, making water accessible to many of us in the case of a system equipment failure, and probably save a good amount of expense. Its isolation would also eliminate earthquake danger from it to nearby homes, as well as lower the impact of pump noise and maintenance traffic.

3-2

One of the most dangerous parts of this project's plan is the closure of the lower part of Country Club Drive, our one lane road which is our only access and escape route in and out of here for the amount of time while the pipeline is installed. Even the mail will be disrupted- which I understand is very likely a violation of Federal law. Equipment, worker vehicles and backed up traffic will all make the road impassable during construction. This will also be true of the time during construction of the tank itself. In the case of an emergency, this could result in the loss of life.

3-3

The district has a chance to show that they respect their customer's neighborhoods. We respectfully ask that they do so.

Sincerely,

Michael Alperin

## Letter 4

**From:** Eric Duarte  
**To:** Carly Blanchard  
**Subject:** Concerns: Wildfire Evacuation, Road Closure, and Pipe Material regarding Redwood Park Tank Project  
**Date:** Thursday, October 1, 2020 6:07:22 PM

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Good Evening, Planner Blanchard:

I'm writing to share my opposition to the current state of the project plan regarding the plans for road closures and the proposed material of the piping. I believe it creates multiple safety issues, inhibits the ability for residents to evacuate in a wildfire, and can lead to potential injury and death to nearby residents.

4-1

I assume SLV Water District's and your intent is good-natured and that you are trying to maintain the health and safety of your customers. Would I be incorrect in assuming that?

I do not like the idea of increased noise from the pumps you plan to install, but I understand that you are trying to replace decaying infrastructure (leaking redwood swim tanks) to maintain water service to our community.

4-2

Your transportation plan has incorrect, unfeasible, and potentially deadly information about detours or roads that are impassable to normal automobiles. We will document and photograph the proposed road that you are saying will be open for emergency vehicles, because it is not passable for normal vehicles and can lead to deaths if residents above your tank are trapped from a wildfire or other emergency.

4-3

This is the plan I'm referring

to: [https://www.slvwd.com/sites/g/files/vyhlf1176/f/uploads/redwood\\_park\\_tank\\_public\\_review\\_draft\\_is-mnd\\_with\\_appendices\\_revised.pdf](https://www.slvwd.com/sites/g/files/vyhlf1176/f/uploads/redwood_park_tank_public_review_draft_is-mnd_with_appendices_revised.pdf)

I have 2 major concerns I would like for you to acknowledge. I have also listed some requests I would like you to fulfill, to preserve our safety and wellbeing:

**1. That construction equipment, vehicles, personnel, and materials will inhibit a swift evacuation for dozens of Country Club Drive residents, pets, and vehicles trying to escape a wildfire. This could cause residents to be trapped and possibly die.**

Things are finally settling down after 6 weeks of immense pain and tragedy related to the CZU Lightning Complex that devastated nearby towns and forced our evacuation and threatened our home. The fire was held off within 2,000 feet of our property by the Ben Lomond Volunteer Fire Dept. who had the access and resources to ascend the narrow streets and roads in a timely manner to access the fire and multiple fire hydrants near our property - above the Redwood Park Tank Project site. This was made possible by scenic way and country club drive being open to large firefighting vehicles.

4-4

As you've noticed, this neighborhood is built on the side of a mountain and has extremely narrow, steep, and winding roads. It can be difficult for anything larger than a Full-Size Pickup truck to traverse safely, especially when there are other cars on the road in the opposite direction. Cal Fire and local authorities created a mandatory evacuation when the fire was miles away, so everyone had plenty of time to exit on our narrow and steep roads. In the future, there is risk of a fire being closer to our neighborhood and requiring us to escape swiftly when our lives are threatened. There's really only one way out: Scenic Way.

It's imperative that Country Club Drive and Scenic Way remain open 24 hours a day, 7 days a week, year-round for wildfire evacuation.

Your plan suggests there will be a traffic crew directing traffic, but that there may be temporary closures where the road will be completely blocked for an unknown amount of time. Any road



block on Country Club drive or Scenic Way is unacceptable and endangers our lives.

Firstly, I request that you commit, in writing, to there being no road closures - temporary or permanent. Secondly, I also request that you specify the hours of traffic control and the expected delays during construction hours. Thirdly, I request that neighborhood roads remain clear of construction vehicles and equipment outside of the normal construction hours.

4-4  
(cont'd)

## 2. Toxic and Weak HDPE Piping Material

I am also concerned that the proposed project is planning to use HDPE piping. This is the material that, when exposed to a wildfire, caused water contamination for the Boulder Creek in the CZU Fire, as well as in other communities such as during the Paradise Fire and the Tubbs fire in previous years.

I request that the SLV Water District consider alternative materials for the piping and choose a different material more resilient to high temperatures and maintain integrity during a wildfire. If you are going to spend the time and resources to build a major tank, please consider the most long-term durable and beneficial materials for the job.

4-5

My reason for writing this letter is so that we can make you aware of our safety concerns regarding the project plan. Please provide a safe and convenient transportation plan. Please use a different material for the piping that is safe against wildfires and contamination.

Thank you,

Eric Duarte

[REDACTED]

--

Eric Duarte

[REDACTED]



## Letter 5

**From:** [Jeanne Hofvendahl](#)  
**To:** [Carly Blanchard](#)  
**Subject:** Country club tank  
**Date:** Monday, September 21, 2020 5:00:33 PM

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Hi I'd like to weigh in about the water tank proposal for country club drive in Ben Lomond. The neighbors I have talked to are not opposed. That being three other neighbors and myself. I know there's one guy opposed who is emailing you. Our opposition that does exist is that the road cannot be completely closed for those periods of time. There needs to be some workable solution. A lot of us live too far to walk. I live on Jackson and I can walk but the people up at the top of Hartman or further on country club would not be able to. Besides the fact that there isn't enough room below to put that many cars. The other thing is that my hope is that the tank goes inside and the trees on the perimeter are left. On the good side, it will be easier for me to give directions to Jackson and just say turn left at the water tank. Just kidding, sort of. :-)  
Thanks for all you do,  
Jeanne Hofvendahl

**From:** [Jeff Liebermann](#)  
**To:** [Carly Blanchard](#)  
**Subject:** Comments on Redwood Park Tank Project (with corrections)  
**Date:** Thursday, October 1, 2020 6:26:16 PM

---

Oops. I never could proof read my own writing. Please discard the previous email and replace it with this one that has a few errors corrected. Jeff L.

I live at [REDACTED]. I have four areas of concern about the proposed water tank construction project.

1. Traffic during the construction has not been addressed in the public review document at:  
[https://www.slvwd.com/sites/g/files/vyhlif1176/f/uploads/redwood\\_park\\_tank\\_public\\_review\\_draft\\_is-mnd\\_with\\_appendices\\_revised.pdf](https://www.slvwd.com/sites/g/files/vyhlif1176/f/uploads/redwood_park_tank_public_review_draft_is-mnd_with_appendices_revised.pdf)  
Specifically, there is no mention of how the traffic will be re-routed during pipeline construction.

On page 9, it mentions that:  
Pipeline construction would take approximately three weeks. Will the road simply be closed for 3 weeks? Will we need to evacuate (again)?

I would like to know what arrangements have made to not close the road and/or re-route traffic during pipeline construction.

2. Is it possible to consider an alternate route for the pipeline? Instead of Scenic Way, could the plumbing be routed down Dundee Ave, near the beginning of Jackson Ave? The length of pipe is about the same and there is already a large plastic pipe sitting on the ground between Jackson Ave and the two redwood water tanks. There are two benefits to this route. Dundee to Jackson is a loop, which connects to Country Club Dr. If a section of Dundee Dr were blocked for 3 weeks, this alternate route could be used instead (with a little bulldozing). The other benefit is that the plastic pipes under Jackson Ave have been leaking over the years. This might be a good time and excuse to fix the problem.

3. There is very little mentioned in the PDF about the noise that the water pump might make. On page 68, it indicates:  
As detailed in the Project Description, the pumps housed inside the pump station would operate up to three hours per day as needed to replenish water in the tank.  
Operational noise impacts would be less than significant.

Less than significant is bad replacement for a calculation or measurement. Just how noisy will the pump be? When will the pump run? Day, night, or any time?

6-1

6-2

6-3

On Page 68, it continues:

The proposed project's water pump station would be located approximately 90 feet from the nearest single-family residence across Dundee Avenue to the west of the project site. At a distance of 90 feet from the pump station, noise levels are conservatively calculated to be 31.5 dBA Leq, which would be discernible above ambient nighttime noise levels.

31.5 dBA at 90 ft is fairly quiet. However, in Appendix E "Noise Data and Analyses" there are two tables showing 5 and 10 minute noise measurements, at an unspecified distance, of a pump which I presume is the same or similar to what will be installed. The summary shows 68.4 dBA maximum sound level. Because the test distance was not specified, it is not possible for me to reconcile the rather quiet 31.5 dBA, with the very loud 68.4 dBA.

I would like to know which is the correct sound level at what distance so I can estimate how loud the pump might be.

I would also like to visit a site that has a similar pump.

I would also like to know why this tank needs a potentially noisy pump, while both the existing redwood tanks and the steel tank on Lindberg(?) do not have a pump, and function well without one.

4. Missing from the PDF is the maker and model numbers of the tank and pump. My guess(tm) is that it's this one:  
<https://www.nationalstoragetank.com/product/125-000-gallon-carbon-bolted-steel-tank-low-profile-roof-diameter-30-peak-height-24/>

This 24ft high, 30 ft wide, 125,000 gallon tank looks somewhat wider than the proposed green tank in the document Fig 5, Pg 8.

I would like to know the maker and model number of the proposed tank so that I can compare it with the photo simulation.

I have zero information on the pump. Is it similar to the water pump at the intersection of Scenic Way and Hwy 9?  
<https://goo.gl/maps/nJgiR5AvD2fEtRYn7>

Thank you very much for reading my comments and thanks to everyone at SLVWD for providing great water for the last 43 years and during the recent CZU fire.

--

Jeff Liebermann

[REDACTED]

6-3 (cont'd)

6-4

**From:** [Kira Thornley](#)  
**To:** [Carly Blanchard](#)  
**Cc:** [Eric Duarte](#)  
**Subject:** Concerns Regarding the Proposed Redwood Park Tank Project  
**Date:** Thursday, October 1, 2020 5:13:49 PM

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Hello Planner Blanchard,

I am a resident of Country Club Drive above the proposed road closure for the Redwood Tank Project. I have significant concerns regarding the Assessment of Hazards and Hazardous Materials completed in the Initial Project Study and Mitigated Negative Declaration, and I have a small concern relating to the proposed construction materials and proposed dust control plan. I am not opposed to the expansion of water storage for the SLVWD at all, however, I think this proposed project introduces significant safety risks to the residents of the Upper Country Club neighborhood, and the water district should find a way to complete this project without a road closure for a road that is the single point of access to the neighborhood.

**Hazards and Hazardous Materials: Question 9 f & g**

Page 50 of the Project Impact Study states "Construction of the proposed project may require a temporary road closure on the 400 LF segment of Country Club Drive between Dundee and Scenic way to accommodate trenching and pipeline installation activities. Emergency Responders would still be able to access this road and the surrounding roadways via Dundee Avenue and Scenic Way."

This assessment is inaccurate based my own on-the-ground assessment. The report states that emergency responders would still be able to access the neighborhood using surrounding streets (Dundee and Scenic Way), but I do not believe these access points exist in the way they are described in the report. I investigated the described access routes in my personal vehicle; Dundee and Scenic Way do not connect as described. Scenic at the point that appears to connect to Dundee in Google Maps is a rough, dirt road that is impassable to sedans. There is signage that states "Sylvia Way Only, Private Road, no Thru Traffic." I also attempted the route down Dundee from the Proposed Redwood Tank location, and did not see any intersection with other roads, until Dundee terminated at a residence. Any resident of the neighborhood needing to evacuate in case of an emergency would be unable to do so in their vehicle, and would be forced to evacuate through the road closure on foot. There would also be no access for emergency responders to the Upper Country Club Loop Neighborhood, and the project would also limit access to the Truck Road, which was used by the Ben Lomond Fire Department to fight the CZU August Lightning Complex Fire. The water district should clarify where the road closure would occur and verify, in person, that an access route will still exist to all residences in case of emergency.

If this access point does exist, though I was unable to find it, has the water district

7-1

confirmed with the private road owners that the entire population of the upper Country Club/Jackson Loop will need to pass through their road in order to exit or access their homes for an indeterminate amount of time? Has the Water District confirmed with the Ben Lomond Fire Department that adequate emergency access exists? I believe this deserves more scrutiny than it was given in the Negative Declaration. If this route exists, the district should incorporate increased signage, and road maintenance for the owners of that private road to ensure it is passable, but I am not convinced it exists.

The Project evaluation also says that the project will have less than significant impact for loss, injury, or death involving wildland fires. While the neighborhood is not designated as a Fire Hazard Zone per the county, we all just experienced the CZU Lightning Complex Fire, which burned right up to the ridgeline above the Scenic Way Neighborhood. I have walked up and viewed the fire zone myself from my home here. My concern is that closing the road, even temporarily for this construction could result in the loss of life or property because residents will be unable to evacuate in case of a fire.

7-1  
(cont'd)

#### **Construction Materials:**

I am also concerned that the proposed project is planning to use HDPE piping. This is the material that caused water contamination for the Boulder Creek in the CZU Fire, as well as in other communities such as during the Paradise Fire and the Tubbs fire in previous years. I respectfully ask that the water district consider alternative materials for the piping.

7-2

#### **Dust Control and Soil Management:**

The Soil Management and Dust control do not seem adequate as proposed. A once daily watering of the construction site will not substantially reduce the dust load. While the construction aspects themselves may not cause threshold limits to be reached, consider that construction is planned to occur following the worst air quality in the world due to the CZU and other California fires. The effects of particulate matter in the air from this project do not exist in a vacuum.

7-3

#### **Considerations beyond Evacuations:**

The study only considers access to the neighborhood for emergencies, but I think it is crucial to also consider the day-to-day life of the residents that would be impacted by the road closure proposed as part of this project. We are in the midst of a pandemic, and many are working from home. Are we expected to not leave our houses for the length of this project? For those who do not work from home, will the road be open prior to 8am and after 6pm so that they can get to their jobs? For those who work different hours, how will they be able to access their homes before and after work? What is the traffic control plan? How will mail be delivered to residents of the neighborhood? The top of the proposed road closure is the location of the mailboxes for most of the Upper Country Club neighborhood. How will

7-4

trash be serviced for our neighborhood?

↑ 7-4  
(cont'd)

Thank you for your consideration,

Kira Thornley

[REDACTED]  
[REDACTED]  
[REDACTED]

## Letter 8

**From:** [Ryan Null](#)  
**To:** [Carly Blanchard](#)  
**Subject:** Fwd: SLVWD Redwood ParkWater Tank Project  
**Date:** Saturday, September 19, 2020 3:11:58 PM

---

Dear Mr/Ms Blanchard,

Please note the below email from Michael does not represent the sentiment of the entire neighborhood. I am personally looking forward to improved infrastructure (as are many of my neighbors) in the area and I am glad to see the water district working to improve its capabilities.

I look forward to seeing you guys break ground on the project.

Cheers,  
Ryan Null

----- Forwarded message -----

From: bearcoastalgirl <bearcoastalgirl@gmail.com>  
Date: Sat, Sep 19, 2020 at 9:20 PM  
Subject: Fwd: SLVWD Redwood ParkWater Tank Project  
To:

[REDACTED] Mike Alperin  
[REDACTED] , Dusty Hookey  
[REDACTED] Andrew Bear  
[REDACTED] Chris Sullivan  
[REDACTED] Dian Friend  
[REDACTED] ROXANE GARDNER  
[REDACTED] , Summer Mangrum , Sarah  
[REDACTED] Wilson , Matt & Jen  
[REDACTED] , Ryan Null Benjamin Bear  
[REDACTED] and  
Jeanne Hofvendahl

Hi Charlotte,

Please share this with everyone  
Thanks,

Mike

----- Original message -----

From: Mike Alperin [REDACTED]  
Date: 9/18/20 5:05 PM (GMT-08:00)  
To: Charlotte Bear <[REDACTED]>  
Subject: SLVWD Redwood Park Water Tank Project

Hi Charlotte, here is a copy of a letter I just sent to the SLVWD [REDACTED]. Feel free to paraphrase it or copy and paste it, headed by a note of support from anyone.  
Thanks, Mike Alperin

#### SLVWD Redwood Park Water Tank Project

I have recently learned of the Redwood Park Tank Project. I and many of my neighbors object to this ill conceived project as it is now apparently planned. We, of course are in favor of the security of more water storage, but not at the unnecessary, dangerous disruption and cost of this extensive project, and endangerment of some of the people of our 100 or so residences, as well as destruction of a pristine area of our neighborhood and lowering property values near the tank.

We strongly urge you to consider alternate locations, such as at upper Hartman, possibly at the location of the other existing tank, or at the pad near it, once used by an older Redwood tank. These may only allow a smaller tank, but it could possibly be tied into the existing pipeline. This would also allow gravity feed to our neighborhood, making water accessible to many of us in the case of a system equipment failure, and probably save a good amount of expense. Its isolation would also eliminate earthquake danger from it to nearby homes, as well as lower the impact of pump noise and maintenance traffic.

One of the most dangerous parts of this project's plan is the closure of the lower part of Country Club Drive, our one lane road which is our only access and escape route in and out of here for the amount of time while the pipeline is installed. Even the mail will be disrupted- which I understand is very likely a violation of Federal law. Equipment, worker vehicles and backed up traffic will all make the road impassable during construction. This will also be true of the time during construction of the tank itself. In the case of an emergency, this could result in the loss of life.

The district has a chance to show that they respect their customer's neighborhoods. We respectfully ask that they do so.



Sincerely,

Michael Alperin

## Letter 9

**From:** [Dusty Hookey](#)  
**To:** [Carly Blanchard](#)  
**Subject:** CEQA # 2020070570/3  
**Date:** Monday, August 3, 2020 8:57:54 AM

---

Hello Ms. Blanchard,

I'm writing this in regards to the planned project of the installation of the new water tanks, and related equipment, in Ben Lomond in the upper Scenic Way area. I, along with many residents, have some questions that we would like responses too.

- |  |     |
|--|-----|
| 1. As there is no other access to this area (I've lived here for 40+ years and can assure you that there is no other access) other than from Scenic Way, how do you intend to manage traffic that needs to pass through the effected area? | 9-1 |
| 2. From the scope of the project as detailed in your report, it would appear that there will be considerable equipment required. Where will this equipment be staged and stored?   | 9-2 |
| 3. As this project represents considerable inconvenience to the neighborhood, albeit temporary, what are the planned hours and days of scheduled work?   | 9-3 |
| 4. As we approach the fire season, and with many residents who might be considered "seniors"... what access will either BLFD or EMT services have to get past your construction?   | 9-4 |
| 5. The area where the work will take place is extremely limited in parking availability, have appropriate plans been made for your work crew to safely park and not block the road for either residents or possible emergency vehicles?    | 9-5 |

Thank you for your time and we will look forward to your response.

Best Regards,  
Daryel (Dusty) Hookey



**From:** [Dusty Hookey](#)  
**To:** [Carly Blanchard](#)  
**Subject:** Re: CEQA # 2020070570/3 Thursday,  
**Date:** October 1, 2020 2:57:19 PM

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Hello Carly,

Dusty (Daryel) Hookey here... I trust this message finds you well. This to follow-up to my letter written on Aug. 3rd. I never did receive the link that was mentioned where I could review the responses on the District's website. Needless to say... it's been a wild 8 weeks or so and we've ALL been distracted by recent "events".

I see from the SLVWD website that there has been an extension of the Public Review Period to Oct 2nd and further a virtual Board Meeting on Nov 5th where we can participate in the discussion. There are two primary issues and concerns - and yes, I did read through (more skimming than reading), the 234 page report covering the project. The key questions that all the residents need answered are as follows:

1. In view of the fact that the beginning section of Country Club Dr. could very well be completely shut down, even if for a short period of time, and should there be a fire emergency with any home or homes above that section of shut down roadway, how will fire trucks have access to the home, or homes, that might be effected? I suspect you've reviewed maps that indicate alternate routes, but after living on Country Club for 45+ years... I can assure you with complete certainty that these marked roadways no longer exist, and most certainly not for a 20-ton firetruck.

10-1

2. Should there be a medical emergency of any resident who resides above the construction area that would require an EMT vehicle to respond too, and under the circumstances outlined in the previous comment, how do you propose that vehicle getting to and from the site where the emergency is taking place?

10-2

I have reached out to the chief, Stacie Brownlee, of the Ben Lomond Volunteer Fire Dept. to get her opinion of both of these issues. It would appear that there could exist a very measurable level of civil liability with both of these scenarios? I look forward to your response.

Best Regards,  
Daryel (Dusty) Hookey

On Monday, August 3, 2020, 1:40:43 PM PDT, Carly Blanchard <[REDACTED]> wrote:

Hello Daryel,

Thank you for your comments. We will respond to comments and make any necessary revisions at the end of public review period, August 30, 2020. As soon as responses are

available we will post them on the District's website and I will send the link directly through this email chain.

All the best,  
Carly Blanchard  
Environmental Planner  
San Lorenzo Valley Water District  
831-430-4639  
[cblanchard@slvwd.com](mailto:cblanchard@slvwd.com)

Logo\_V\_150



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**From:** Dusty Hookey [REDACTED]  
**Sent:** Monday, August 3, 2020 8:57 AM  
**To:** Carly Blanchard <[cblanchard@slvwd.com](mailto:cblanchard@slvwd.com)>  
**Subject:** CEQA # 2020070570/3

Hello Ms. Blanchard,

I'm writing this in regards to the planned project of the installation of the new water tanks, and related equipment, in Ben Lomond in the upper Scenic Way area. I, along with many residents, have some questions that we would like responses too.

1. As there is no other access to this area (I've lived here for 40+ years and can assure you that there is no other access) other than from Scenic Way, how do you intend to manage traffic that needs to pass through the effected area?
2. From the scope of the project as detailed in your report, it would appear that there will be considerable equipment required. Where will this equipment be staged and stored?
3. As this project represents considerable inconvenience to the neighborhood, albeit temporary, what are the planned hours and days of scheduled work?
4. As we approach the fire season, and with many residents who might be considered "seniors"... what access will either BLFD or EMT services have to get past your construction?
5. The area where the work will take place is extremely limited in parking availability, have appropriate plans been made for your work crew to safely park and not block the road for either residents or possible emergency vehicles?

Thank you for your time and we will look forward to your response.

Best Regards,  
Daryel (Dusty) Hookey  
[REDACTED]

## Letter 11

**From:** [Sharon Zwierzynski](#)  
**To:** [Carly Blanchard](#)  
**Subject:** Redwood park tank project  
**Date:** Sunday, August 16, 2020 10:53:18 PM

---

Hi Carly,

Eric and I are residents of Upper Dundee Ave in Ben Lomond. We have read through the proposal for this project and we have some concerns.

The first concern is that there is only one way in and out of Dundee, we would be very concerned if our road was closed and an emergency were to arise, whether that be medical, fire or earthquake.

11-1

Second concern Is how a back log of traffic up and down the mountain will delay many people from getting in and out of the neighborhood.

11-2

Third concern would be to know where workers would be parking and leaving there equipment as the area has very limited Space.

11-3

And the fourth concern would be noise levels and how early that would begin as this project will be a year long.

11-4

Another noise concern is how loud the new 125000 gallon tank will be.

Thank you for your time and consideration,

Sharon and Eric Zwierzynski

Sent from my iPhone

Letter 12


From: [Mark Randles](#)  
To: [Carly Blanchard](#)  
Subject: Redwood Park Tank Query/Comment  
Date: Thursday, August 6, 2020 2:14:22 PM

---

As a resident at 1106 Dundee Ave, I'm considerably interested in this project, as it both abuts my property along Country Club Rd. and will improve the local water infrastructure. Overall I couldn't be happier with the planned project but I do have the following concerns/questions.

- |   |      |
|---|------|
| * There is already incredibly limited parking in the project area, and this project's planned layout will eliminate even more of the limited parking. Are there plans to limit the number of worker vehicles which will be driven to the site? Will there be any requirement for the contractor to have workers park off-site and then be shuttled to the job site? | 12-1 |
| * Will the existing areas on the lot which are used by the larger neighborhood for garbage services be retained?  | 12-2 |
| * I understand that there will be daily closures of Country Club Dr. and that these are relatively common for projects in the mountains where there's one-lane roads, what are the mitigations for opening the road after hours?  | 12-3 |

Thank you for any answers you can provide to these questions. I can't wait for some new and improved infrastructure!

/\*\*\*\*\*  
\* Mark Randles  
\*   
\*\*\*\*\*/

10/2/2020

I live at [REDACTED]  
Bendomond, 9502 S & I agree  
with both of these letters.

Thank you,  
Renee Gould

[REDACTED]

Inbox:

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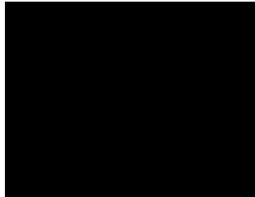
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Kohl's

Everyone gets \$10 ko

## Re: SLVWD Redwood ParkWater Tank P roject



This is what I just sent to the SLVWD in reference to the "Swim Tanks" project. Yes, they called it that:

As usual, I waited until the last moment.

I live at 1540 Jackson Ave. I have four areas of concern about the proposed water tank construction project.

1. Traffic during the construction has not been addressed in the public review document at:

Specifically, there is no mention of how the traffic will be re-routed during pipeline construction.

On page 9, it mentions that:

Pipeline construction would take approximately three weeks. Will the road simply be closed for 3 weeks? Will we need to evacuate (again)?

I would like to know what arrangements have made to not close the road and/or re-route traffic during pipeline

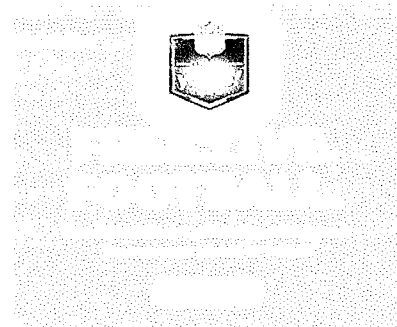
construction.

2. Is it possible to consider an alternate route for the pipeline? Instead of Scenic Way, could the plumbing be routed down Dundee Ave, near the beginning of Jackson Ave? The length of pipe is about the same and there is already a large plastic pipe sitting on the ground between Jackson Ave and the two redwood water tanks. There are two benefits to this route. Dundee to Jackson is a loop, which connects to Country Club Dr. If a section of Dundee Dr were blocked for 3 weeks, this alternate route could be used instead (with a little bulldozing). The other benefit is that the plastic pipes under Jackson Ave have been leaking over the years. This might be a good time and excuse to fix the problem.

3. There is very little mentioned in the PDF about the noise that the water pump might make. On page 68, it indicates:

As detailed in the Project Description, the pumps housed inside the pump station would operate up to three hours per day as needed to replenish water in the tank. Operational noise impacts would be less than significant.

Less than significant is bad replacement for a calculation





or measurement. Just how noisy will the pump be? When will the pump run? Day, night, or any time?

On Page 68, it continues:

The proposed project's water pump station would be located approximately 90 feet from the nearest single-family residence across Dundee Avenue to the west of the project site. At a distance of 90 feet from the pump station, noise levels are conservatively calculated to be 31.5 dBA Leq, which would be discernible above ambient nighttime noise levels.

31.5 dBA at 90 ft is fairly quiet. However, in Appendix E "Noise Data and Analyses" there are two tables showing 5 and 10 minute noise measurements, at an unspecified distance, of a pump which I presume is the same or similar to what will be installed. The summary shows 68.4 dBA maximum sound level. Because the test distance was not specified, it is not possible for me to reconcile the rather quiet 31.5 dBA, with the very loud 68.4 dBA.

I would like to know which is the correct sound level at what distance so I can estimate how loud the pump might be.

I would also like to visit a site that has a similar pump.

I would also like to know why this tank needs a potentially noisy pump, while both the existing redwood tanks and the steel tank on Lindberg(?) do not have a pump, and function well without one.

4. Missing from the PDF is the maker and model numbers of the tank and pump. My guess(tm) is that it's this one:

This 24ft high, 30 ft wide, 125,000 gallon tank looks somewhat wider than the proposed green tank in the document Fig 5, Pg 8.

I would like to know the maker and model number of the proposed tank so that I can compare it with the photo simulation.


I have zero information on the pump. Is it similar to the water pump at the intersection of Scenic Way and Hwy 9?

Thank you very much for reading my comments and thanks to everyone at SLVWD for providing great water for the last 43 years and during the recent CZU fire.

--

Jeff Liebermann



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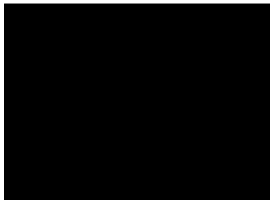
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**Re: SLVWD Redwood ParkWater Tank P  
roject**

Dear neighbors,

The SLVWD has just informed me that the deadline for public comment on this project is October 2nd, 2020. If you are interested, please comment to Carly Blanchard (cblanchard@ ) before that time.

Thanks,

Mike

On Sat, Sep 19, 2020 at 2:20 PM Charlotte Bear < >  
wrote:

Hi Charlotte,

Please share this with everyone

Thanks,  
Mike

----- Original message -----

From: Mike Alperin < >  
Date: 9/18/20 5:05 PM (GMT-08:00)  
To: Charlotte Bear < >  
Subject: SLVWD Redwood ParkWater Tank Project

Hi Charlotte, here is a copy of a letter I just sent to the SLVWD ( ). Feel free to paraphrase it or copy and paste it, headed by a note of support from anyone.  
Thanks, Mike Alperin

**SLVWD Redwood Park Water Tank Project**

I have recently learned of the Redwood Park Tank Project. I and many of my neighbors object to this ill conceived project as it is now apparently planned. We, of course are in favor of the security of more water storage, but not at the unnecessary, dangerous disruption and cost of this extensive project, and endangerment of some of the people of our 100 or so residences, as well as destruction of a pristine area of our neighborhood and lowering property values near the tank.

We strongly urge you to consider alternate locations, such as at upper Hartman, possibly at the location of the other existing tank, or at the pad near it, once used by an older Redwood tank. These may only allow a smaller tank, but it could possibly be tied into the existing pipeline. This would also allow gravity feed to our neighborhood, making water accessible to many of us in the case

of a system equipment failure, and probably save a good amount of expense. Its isolation would also eliminate earthquake danger from it to nearby homes, as well as lower the impact of pump noise and maintenance traffic.

One of the most dangerous parts of this project's plan is the closure of the lower part of Country Club Drive, our one lane road which is our only access and escape route in and out of here for the amount of time while the pipeline is installed. Even the mail will be disrupted- which I understand is very likely a violation of Federal law. Equipment, worker vehicles and backed up traffic will all make the road impassable during construction. This will also be true of the time during construction of the tank itself. In the case of an emergency, this could result in the loss of life.

The district has a chance to show that they respect their customer's neighborhoods. We respectfully ask that they do so.

Sincerely,

Michael Alperin

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**From:** [jaimeandnatalie@juno.com](mailto:jaimeandnatalie@juno.com)  
**To:** [Carly Blanchard](#)  
**Subject:** Serious concerns regarding the Redwood Park Project  
**Date:** Friday, October 2, 2020 7:17:25 AM

---

Good morning.

I am contacting you with some serious concerns regarding the Redwood Park Project in the Upper Scenic neighborhood of Ben Lomond. While I understand that this is an important improvement, the plans for construction and road closure pose a serious safety threat. As you are aware, the Upper Scenic neighborhood is home to many local residents and is a one way in, one way out neighborhood. There is no alternative route. Closing this main artery will not only cause a significant impact to the lives of the residents, it is completely unsafe to block this roadway in and out. We have already experienced the need to evacuate this year and we are far from out of the woods as far as fire season goes. Also, the Upper Scenic neighborhood does not have any space for construction crews and equipment. Any small turnouts are currently used to allow a car to pass on this one way road. These cannot be used for crew parking or equipment. May I suggest housing crew member vehicles and construction equipment/materials at the large turnout across from Highlands Park on Highway 9? The solution for the road closure is definitely more challenging but some of the problem could be alleviated by night work. In any case, a road closure in this area would endanger lives and is an unacceptable risk.

Please take these matters into consideration while moving forward on this project. Thank you in advance for respecting our neighborhood and putting safety above all else.

Sincerely,

Jaime and Natalie Moreno  


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Wallace: Trump 'Put His Foot' in My 'Delicious Cake'

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World Reacts to Trump Diagnosis

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Trump Diagnosis Shakes White House

<http://thirdpartyoffers.juno.com/TGL3131/5f773658b0d7736587206st03vuc3>

**From:** [Charlotte Bear](#)  
**To:** [Carly Blanchard](#)  
**Subject:** Proposed Redwood Park Tank Project  
**Date:** Monday, August 10, 2020 5:41:36 PM


---

Hello Carly Blanchard,

I am a resident on Country Club Drive, off of Scenic Drive, in Ben Lomond. I head up our Neighborhood Watch network, consisting of 55 residences that dwell above the mailbox/garbage & recycle collection area, where Dundee meets Jackson and Country Club. This is where you have proposed shutting off traffic access while constructing/operating a 125,0000 gallon bolted steel water storage tank. I am writing on behalf of myself and all of my neighbors to OPPOSE your plans to commence this construction while blocking traffic on Country Club Drive. You SIMPLY CANNOT DO THAT. Jackson Drive is NOT driveable for so many of the passenger cars that traverse daily up and down our streets. We depend upon delivery trucks, emergency access going down Country Club Drive. Residents on lower Jackson also depend upon their street to get up and down the mountain. Obviously, no one who has a basic vehicle has bothered to drive around the loop, as we call it, or you would see for yourself how dismal a plan this is. The neighborhood simply will NOT tolerate it. You must come up with an alternative access and staging point for your equipment, vehicles, garbage, etc. Also, the noise ordinance for the area will not allow you to manage this. You can expect a BIG push back from our residents, and we expect that you will devise a much more safe, practical and considerate plan instead.

In earnest,

Rev. Charlotte Bear



**From:** [Charlotte Bear](#)  
**To:** [Carly Blanchard](#)  
**Subject:** SLVWD Redwood Park Water Tank Project  
**Date:** Saturday, September 19, 2020 2:18:19 PM

---

## OBJECTION!!!

We have recently learned of the Redwood Park Tank Project. I and many of my neighbors object to this ill conceived project as it is now apparently planned. After having recently met with Fire Chief Stacie Brownlee, we understand the need for more water storage in the Scenic Neighborhood area; however, this project as conceived will be an endangerment to our neighborhood, and it will destroy a beautiful little redwood grove that provides a welcome privacy barrier between Country Club Drive and Dundee, and it sits adjacent to our communal area for storing our recycling and waste bins for weekly pickup by county services. Construction at this site is the WORST location possible for this neighborhood. Furthermore, Country Club Drive is ESSENTIAL to about 100 homes above the site considered as the ONLY passable evacuation route in case of fire, mudslides, or other disasters. Jackson Drive is not passable in case of emergency. We just had a neighborhood meeting with our Fire Chief, who confirmed that we need to keep our roadways as passable as possible at all times for emergency and essential services, and most especially during the prolonged fire season between August and December. We have residents who rely upon deliveries, and we cannot afford disruption of vital services due to the proposed construction and installation of water storage at this neighborhood intersection. It is a BAD BAD idea, and it will not AT ALL be welcome by residents living here. Surely the district does not wish to disrupt the safety of our neighborhood, and can find alternative locations for water storage.

Sincerely,

Rev. Charlotte Bear

OCT 02 2020

SANDRINO VALLEY  
WATER DISTRICT

**Petition to S.L.V.W.D of concerns in the Scenic Way/ Country Club neighborhood, regarding new water tank:**

1) **Road closures during construction are extremely important to us. This road is our lifeline, it's the only way in or out.** The District has given us no specifics regarding how often, or how long, it's impactful closures would be. Residents along this long road might need medical assistance during the road closures. We need more consideration, and more details in advance, on how our daily lives, daily mobility needs, and potential emergencies, would be dealt with by the District, during construction.

17-1

2) **The proposed 120k water tank is too large for that small parcel's location in the middle of our neighborhood.** We would gladly accept a tank with a reduction in height, such as a 100k tank. A reasonable decrease in the proposed tank's height would show respect for our neighborhood, it's aesthetics, and our home values, while still solving the need to increase water supply. We feel strongly that our neighborhood remain nice looking, because that's exactly why we live here. We all look forward to the increased water security a new tank would bring to our neighborhood. The District Directors have an excellent opportunity here to show that they stand on their platform of respecting ratepayer's neighborhoods. So please, we respectfully ask you to do so.

17-2

NAME

ADDRESS

CONTACT

Andrew Bear

NICK NACCARI

Chris Sullivan

Sarah Sullivan

MIKE RUPERT

17-3

RECEIVED

OCT 02 2020

Noise = property values decrease!

17-4

SAY NO! \*

**Petition to S.L.V.W.D of concerns in the Scenic Way/ Country Club neighborhood, regarding new water tank:**

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NAME

ADDRESS

CONTACT

Eric Duarte

GREG BATH

Charlotte Dean

Monika Tossner



RECEIVED

OCT 02 2020

SAN LORENZO VALLEY  
WATER DISTRICT

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NAME Chuck Wood

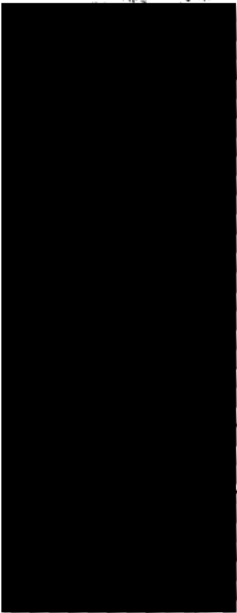
ADDRESS

CONTACT

*Tank is to large for this neighborhood. It would destroy our neighborhood. With recent changes in accessability to areas due to Fire I feel other locations should be investigated. We do need a tank in this area but a search should be made to seek a better area for the installation of a tank that size.*

17-5

NICK NACCARI



SAN JOSE CA 950  
30 SEP 2020 PM 3 L  
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