



County of San Mateo

Planning & Building Department

455 County Center, 2nd Floor
Redwood City, California 94063
650/363-4161 Fax: 650/363-4849

Mail Drop PLN122
plngbldg@smcgov.org
www.co.sanmateo.ca.us/planning

PLANNING PERMIT APPLICATION REFERRAL

Page 1 of 2

Date: January 15, 2015

TO:

- California Coastal Commission
 Midcoast Community Council

FROM: Mike Schaller, Project Planner
MSchaller@smcgov.org
650 363-1849

INSTRUCTIONS:

Please review this form and the attached planning permit application materials with regard to your area of responsibility. For additional information, or to discuss the project, please feel free to contact me. Please notify me immediately if you require additional plans, specifications, reports or other application materials. Then complete your review and return this form only by 01/29/2015 to avoid delay in permit processing. Thank you for your cooperation.

APPLICATION INFORMATION:

Planning Case Number

PLN2014-00302

Property Owner

SAN MATEO COUNTY

Project Applicant

SMC, DEPT. OF PUBLIC WORKS

Assessor's Parcel Number

000000MON

PROJECT LOCATION: CA

MONTARA

PROJECT DESCRIPTION:

CDP for the 7th Street Guard Rail Project proposes to install 2 metal guard rails at the west end of 7th St. west of State Route 1 in the Montara area of unincorporated San Mateo Co. for the purpose of preventing vehicles from inadvertently driving over the cliff. Additionally a portion of an existing wooden fence built within County right-of-way will be removed.



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Page 2 of 2

Date: January 15, 2015

DECISION MAKER:

Staff

Zoning Hearing Officer

Planning Commission

Board of Supervisors

Design Review Committee/Officer

COMMENTS ON PROPOSAL:

State any comments, concerns or recommendations you have with regard to this project. Please be specific in project references.
Attach additional sheets as necessary.

No Comments

Refer to Permit Plan for Comments

Other Comments: _____

RECOMMENDED CONDITIONS OF APPROVAL (AGENCIES ONLY):

List any conditions which you would recommend be imposed if the project is approved. Again, please be specific, use exact working and indicate any adopted plans, policies or ordinances upon which your recommendations are based. Attach additional sheets as necessary.

No Recommended Conditions

Refer to Permit Plan for Comments

Refer to Attached Material for Conditions

Other Conditions: _____

Name of Person Completing this Form (Print): _____

Date: _____

Phone: _____

Email: _____

RETURN THIS FORM TO:

Mike Schaller
Planning and Building Department
455 County Center, 2nd Floor
Mail Drop PLN122
Redwood City, CA 94063

Planning Permit Application Form

Permit Numbers

Primary: PLN 2014-00302

Applicant/Owner Information

Applicant: County of San Mateo, Department of Public Works, c/o Edelzar Garcia

Mailing Address: 555 County Center, 5th Floor, Redwood City, CA

Zip: 94063

Phone,W: 650-599-1436

H:

FAX: (650) 361-8220

Name of Owner (1):

Name of Owner (2):

Mailing Address:

Mailing Address:

Zip:

Zip:

Phone,W:

Phone,W:

H:

H:

Project Information

Project Location (address):

Project is located at the west end of 7th street, approximately 200 feet west of State Route 1 in unincorporated Montara, San Mateo County. Proposed bollard installation locations are within County right-of-way. See attached Project Description and maps for more information.

Assessor's Parcel Numbers:

ROW — — — —
— — — —

Parcel/lot size:

Zoning:

List all elements of proposed project:

The Seventh Street ~~Bollards and~~ Guard Rail Project (Project) proposes to install ~~4 yellow bollards and 2~~ metal guard rail at the west end of 7th street west of State Route 1 in the Montara area of unincorporated San Mateo County for the purpose of preventing vehicles from inadvertently driving over the cliff. Additionally one wooden fence built within County right-of-way will be removed. ~~The bollards will be metal and measure 6 inches in diameter and 3 feet in height.~~ Work will be scheduled to occur during dry weather. No sensitive habitats exist within 100 feet of the project site. The Pacific Ocean is approximately 150 feet from the location of the Project. Work will be scheduled to occur during dry weather and installation will take 1 working day. See project description for additional information and maps.

List any other permits or approvals already obtained for this project (include date, agency and application/permit numbers):

Signatures

We hereby certify that the information stated above and on forms, plans and other materials submitted herewith in support of the application is true and correct to the best of our knowledge. It is our responsibility to inform the County of San Mateo through our assigned project planner of any changes to information represented in these submittals.

Owner's signature: _____

Owner's signature: _____

Applicant's signature: Edelzar Garcia

Seventh Street ~~Bollards and~~ Guard Rail Project

Project Description

County of San Mateo Department of Public Works

August 18, 2014

The Seventh Street ~~Bollards and~~ Guard Rail Project (Project) is located at the west end of Seventh Street in unincorporated Montara, San Mateo County (Appendix A, Figure 1 & 3). The County of San Mateo Department of Public Works (County) proposes to remove portions of a wooden fence and install ~~4 metal bollards and 2~~ metal beam guard rails at the end of Seventh Street approximately 200 feet west of State Route 1. The proposed Project serves to prevent vehicles from inadvertently driving beyond the cliff's edge. The Project vicinity consists of residential development to the north, south, and east and the Pacific Ocean to the west (Photo 3). Based on geographic information system tools, the Pacific Ocean is approximately 150 feet west of the Project site.

A site visit was conducted by County biologist, Michael Huynh, on June 13, 2014, to characterize habitats and plant communities, document the presence of sensitive species, and determine appropriate best management practices (BMPs) for the proposed Project. California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDDB) was queried to determine if sensitive species occurrences have been documented near the Project site.

The results of the CNDDDB query are shown in the Special Status Species Occurrences Map (Appendix A, Figure 2). One occurrence for rose leptosiphon (*Leptosiphon rosaceus*) and one occurrence for San Francisco gum plant (*Grindelia hirsutula* var. *maritima*) exist within a half mile of the Project site. Rose leptosiphon is an herbaceous annual which usually occurs on undisturbed coastal bluff habitat. The flowering period for rose leptosiphon is typically from April to July. San Francisco gum plant is an herbaceous perennial which is typically found in serpentine soils on coastal bluffs and coastal hillsides. The San Francisco gum plant's flowering period is from June to September. As a perennial plant, San Francisco gum plant is expected to be present year-round and can be identified at least to the genus level based on physical characteristics of the stem and leaves.

The portion of the Pacific Ocean adjacent to the Project site is within the James V. Fitzgerald Area of Special Biological Significance (Fitzgerald ASBS). As stated above, the Pacific Ocean is approximately 150 feet west of the site and is not expected to be impacted by the Project activities. At the Project site, an existing concrete swale located along the southern edge of Seventh Street collects runoff from nearby streets and ditches and deposits the runoff into the Pacific Ocean.

Seventh Street is one of the major cross streets for the unincorporated Montara area. As mentioned, the Project site is bordered by residential development in all directions except the west, which is bordered by the Pacific Ocean. The understory beneath the landscaping shrubs at the cliff edge is comprised of non-native vegetation such as Bermuda buttercup (*Oxalis pes-caprae*), myoporum (*Myoporum laetum*), cheeseweed (*Malva* sp.), bull thistle (*Cirsium vulgare*),

sow thistle (*Sonchus* sp.), bur clover (*Medicago polymorpha*), riggut brome (*Bromus diandrus*), and wild oat (*Avena* sp.). The shrubs planted at the cliff edge are non-native myoporum which do not adequately obstruct vehicles from inadvertently driving over the cliff.

The Project consists of removing portions of a wooden fence, installing 4 yellow metal bollards, and constructing a metal beam guard rail near the coastal bluff cliff adjacent to 101 Seventh Street. (Appendix A, Figure 4). Bollard dimensions will be approximately 6 inches in diameter and 3 feet in height and will be positioned at 4-foot intervals. Installation holes will be created by use of a small auger which will drill into the pavement to a depth of approximately 1 foot. Concrete will be slowly poured into the hole to fasten the base of the bollard. Bollards will be installed at 4 locations near the wooden fence and myoporum shrubs at 101 Seventh Street (APN 036057240) (Appendix A, Figure 4). A metal beam-style guard rail will be installed along the edge of pavement with the myoporum shrubs towards 100 Seventh Street (APN 036057110) (Appendix A, Figure 4). The auger will also drill into the pavement to create the guard rail installation holes. The guard rail posts will be inserted into the holes and set with concrete. The guard rail will be approximately 28 inches in height and approximately 30 feet long. Installation of the bollards and guard rail will require approximately 2 working days to complete. The concrete placed at the base of the bollard will require approximately 1 to 2 days to set and 30 days to fully cure. The existing white wooden fence located at 101 Seventh Street has been built within County right-of-way and the portion of the fence and gate adjacent to the shrubs will be removed during the course of this Project. Work will be scheduled to occur when the forecast shows a 3-day period of dry weather. If rain is forecasted within 30 days after bollard installation, a commercial sealant will be applied to the concrete to prevent water quality impacts. A sandbag berm will be temporarily installed near the culvert inlet to prevent impacts to water quality during construction. All heavy equipment will be operated from the roadway and construction will remain within County right-of-way.

Impacts to natural resources are not anticipated to occur as work will mostly be confined to the roadway and roadway shoulder. The proposed bollard installation sites are located within the roadway and disturbed ground near the edge of pavement. Additionally, Seventh Street is regularly disturbed by human activities (e.g., tree trimming, landscaping, dog walkers, vehicular traffic and parking). Additional noise temporarily generated by bollard installation activities are not expected to greatly exceed existing noise levels from nearby residential activities. Active bird nests were not detected within the proposed work area during the June 13, 2014 site visit. The Seventh Street concrete swale did not contain surface water at the time of the survey. No special status species were observed within the vicinity of the Project site.

Best Management Practices and Conservation Measures

All Project-related activities will involve the use of BMPs and conservation measures detailed in the County of San Mateo Watershed Protection Program's *Maintenance Standards* (County of San Mateo Department of Public Works, 2004). Potential impacts to biological resources will be

minimized or avoided by implementation of the following BMPs and protection and minimization measures:

- Project will begin when the forecast shows 3-day period of dry weather.
 - If rain is forecasted within 30 days following application of concrete, a commercial sealant will be applied to the concrete to prevent impacts to water quality.
- If rain is forecasted, a plastic-lined sandbag berm will be temporarily created at the ditch culvert inlet to prevent potential runoff issues associated with the Project.
- Openings will be covered at the end of the work day so as to avoid inadvertently trapping wildlife.
- Pre-construction briefing of all personnel involved in repair activities by a qualified biologist including sensitive species training and BMP implementation.
- Project shall be preceded by a pre-construction survey by a qualified biologist to identify and prevent impacts to rare plants, special status species, nesting birds, and water quality.
 - Rare plants will be identified using high visibility flagging and a 15-foot protective buffer will be established around the plant.
 - Active passerine bird nests will receive a 50-foot protective buffer while raptorial/ardeid bird nests will receive a 250-foot protective buffer.
 - If threatened or endangered species are encountered within the Project area, work will cease until approval for Project continuation is received from CDFW and the United States Fish and Wildlife Service.



Photo 1 – Photo of Project site showing Seventh Street cliff and concrete swale (identified by the dashed line). The shrubs planted at the cliff edge are non-native myoporum which do not adequately prevent vehicles from inadvertently driving over the cliff. The Project proposes to install 4 6-inch diameter bollards at the wooden fence and to construct a 28-inch tall metal guard rail along the ground by the landscaping shrubs towards the utility pole. Additionally, the wooden fence shown in this picture will be removed.

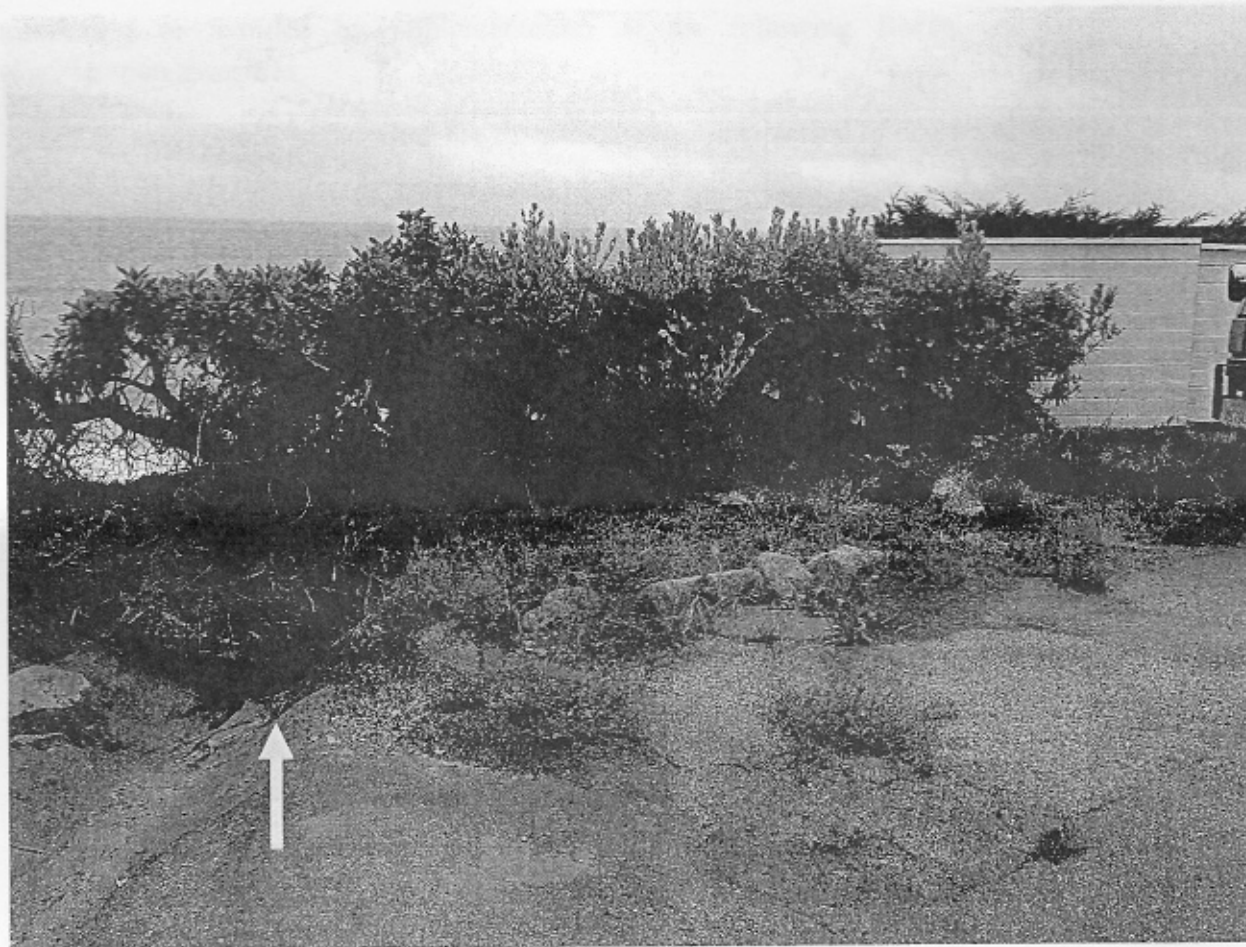


Photo 2 – Photo showing vegetation along coastal bluff cliff. Non-native myoporum shrubs have been planted along the 15-foot stretch of the cliff. The shrubs provide little resistance to full-sized vehicles and the danger of driving off or backing into the cliff from the narrow road is exacerbated at night when visibility is impaired. The understory is mostly bare containing non-native ruderal vegetation (e.g., rip-gut brome, wild oat, Bermuda buttercup, bull thistle, and bur clover). The arrow identifies the location of the swale outlet. A sandbag berm will be temporarily installed at the culvert inlet to prevent impacts to water quality during construction. The sandbag berm will be removed once the Project has been completed and the concrete has fully cured.

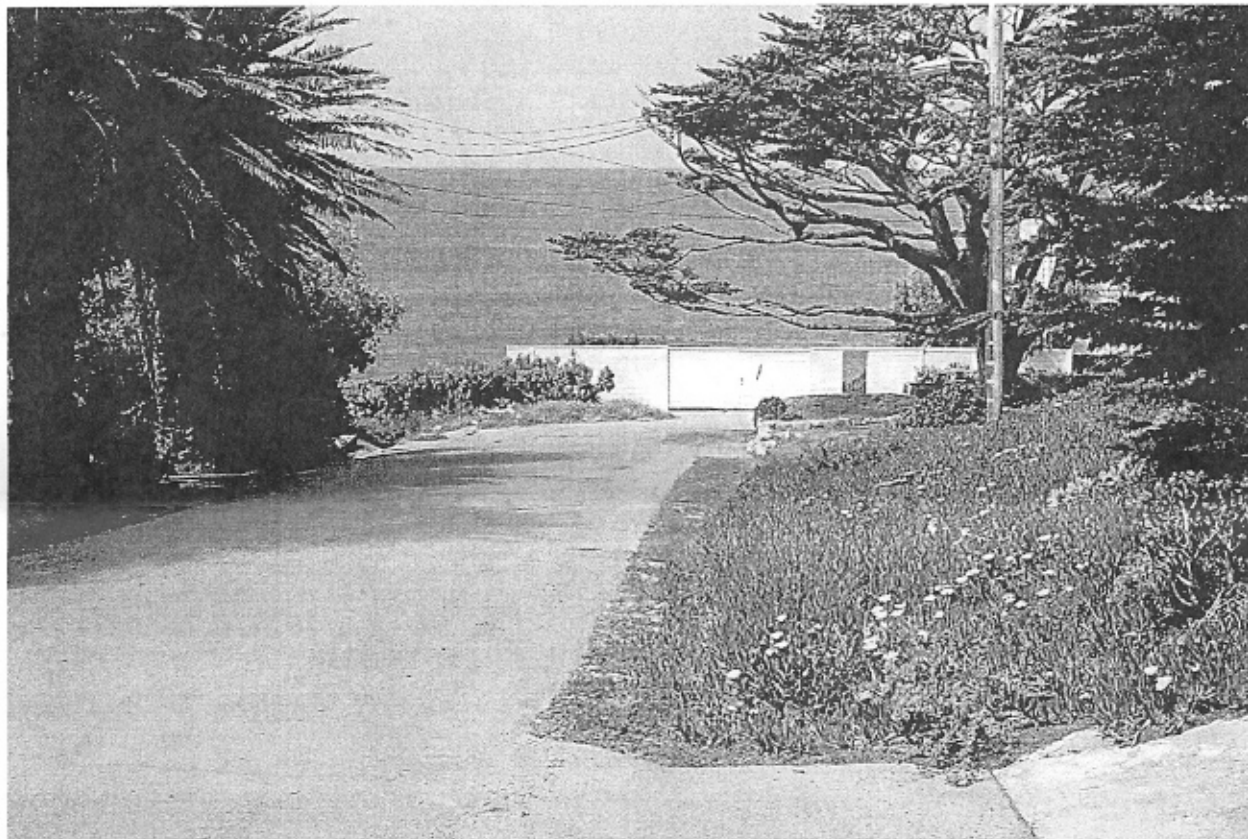


Photo 3 – Photo showing overview of Project site. Project activities involve removing the white wooden fence and installing 4 metal bollards along the coastal bluff edge near the fence. Additionally a metal guard rail will be installed along the edge of pavement adjacent to the fence and myoporum shrubs. See Appendix A Figure 4 for Project Sketch.

7th Street fence removal and proposal for guardrails at end of 7th Street in Montara.



Right of Way lines

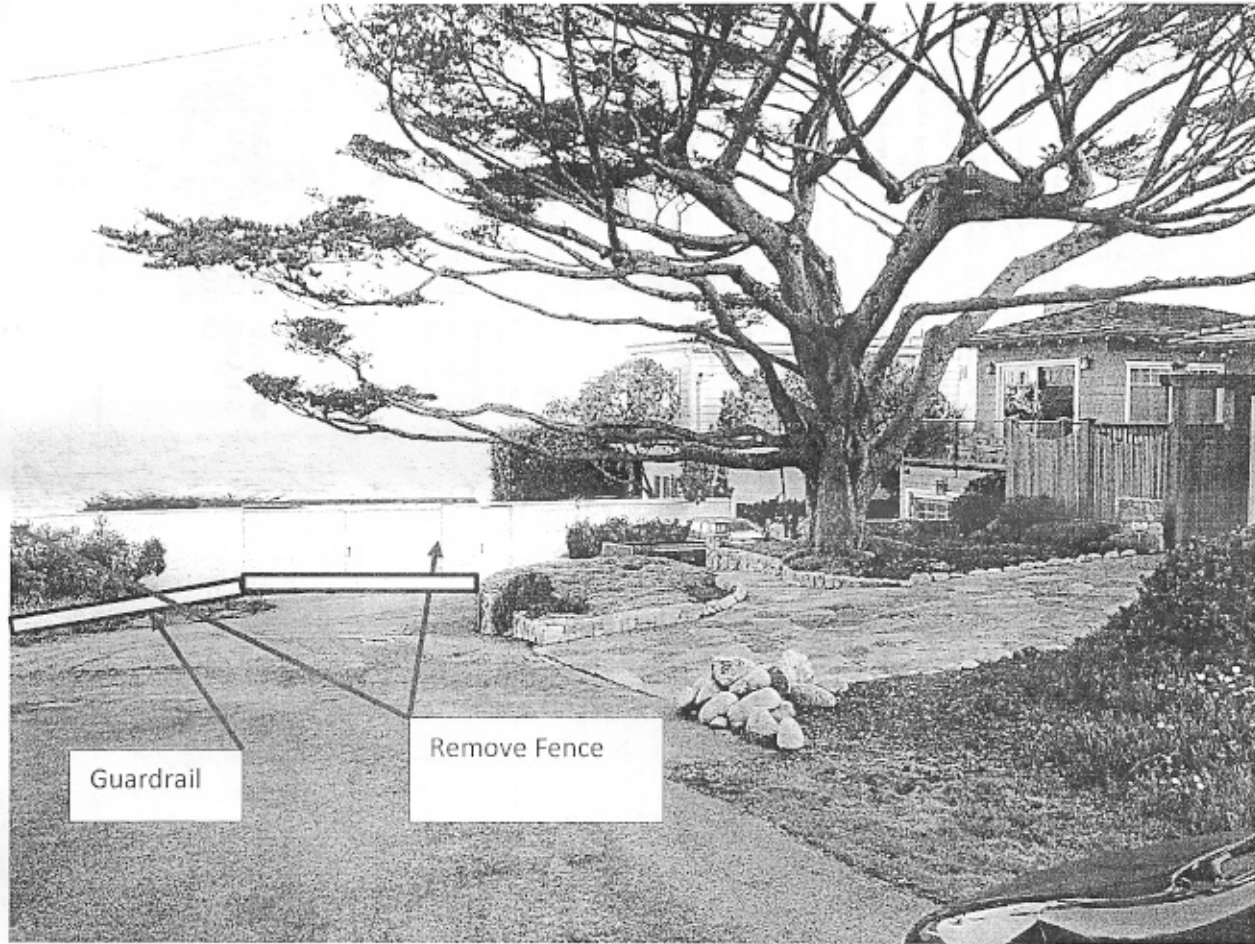
Remove a portion of the fence. Proposed location of guardrail to allow for view of ocean.

Proposed location of guardrail to allow for access to existing utility pole, drain line, etc.

Plan View of Proposed fence removal.

Addition of guard rails.

7th Street fence removal and proposal for guardrails at end of 7th Street in Montara.

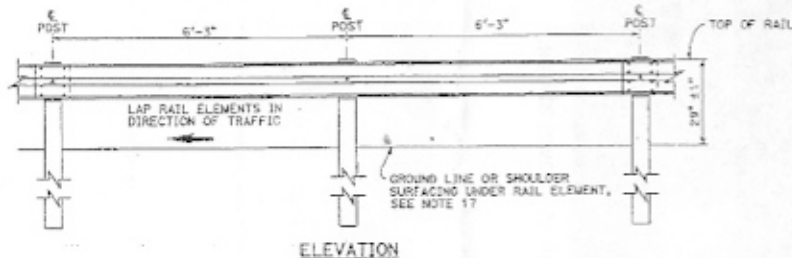
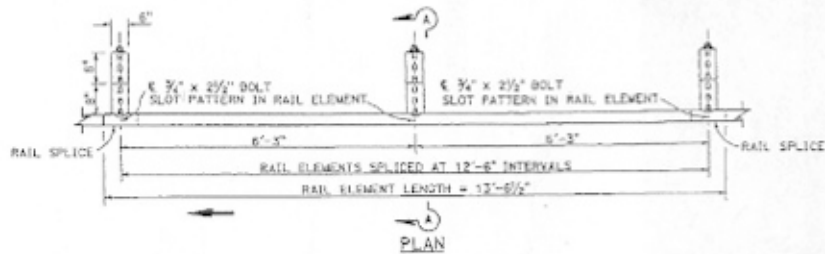


Elevation view from Street.

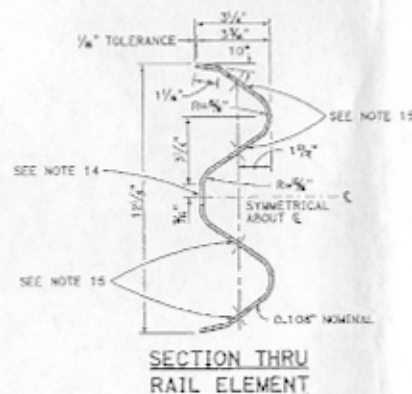
Remove Fence and all of gate up to man-gate. Add guard rail as shown above.

DIST.	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO. TOTAL SHEETS

Randall D. Holt
 REGISTERED CIVIL ENGINEER
 No. 20, 2011
 STATE PROFESSIONAL DATE
 MAY 20, 2011
 THE STATE OF CALIFORNIA BY ITS BOARD OF EXAMINERS FOR PROFESSIONAL ENGINEERS AND ARCHITECTS HAS REVIEWED THIS PLAN SHEET FOR THE ACCURACY OF GRAPHIC SCALE OF SHEETS.

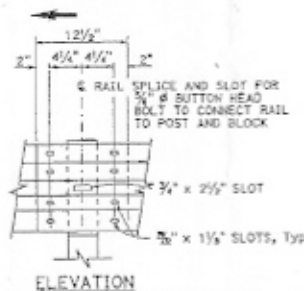


METAL BEAM GUARD RAILING WITH WOOD POST AND BLOCKS



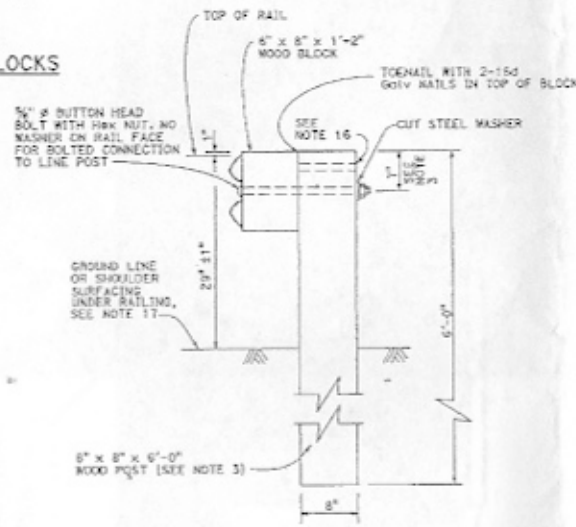
NOTES:

- For details of steel post installations, see Standard Plan ATT42.
- For details of standard hardware used to construct guard railing, see Standard Plan AT781.
- For details of wood posts and wood blocks used to construct guard railing, see Standard Plan AT7C1.
- For additional installation details, see Standard Plan AT7C3.
- Guard railing post spacing to be 6'-3" center to center, except as otherwise noted.
- For guard railing typical layouts, see the AT7E, AT7F and AT7G Series of Standard Plans.
- To connect railing to terminal system and treatment, transition the top of railing height at a ratio of 120:1 to terminal system and treatment height plus one 12'-6" standard railing section at the transitional height for a horizontal connection to the wild treatment.
- For guard railing end anchor details, see Standard Plans AT7H1 and AT7H2.
- For details of guard railing transition to bridge railing, see Standard Plan ATTJ4.
- For additional details of guard railing connection to bridge railings, see Standard Plans AT7J1, AT7J2 and AT7K1.
- For guard railing connection details to abutments and walls, see Standard Plan AT7J3.
- Direction of adjacent traffic indicated by \rightarrow .
- For typical guard railing delineation and dike positioning details, see Standard Plan AT7C4.
- Slotted hole for bolted connection of rail element to block and post. See "Section Thru Rail Element".
- Slotted holes for splice bolts to overlap ends of rail element. See "Section Thru Rail Element".
- Additional hole in uppermost portion of line post is for potential future adjustments of railing height. See Standard Plan AT7C1.
- Install posts in soil.



RAIL ELEMENT SPLICE DETAIL

- Connect the overlapped end of the rail elements with 3/4" x 1 1/2" button head oval shoulder splice bolts inserted into the 3/4" x 1 1/2" slots and bolted together with 3/4" x 2 1/2" recessed hex nuts. Recess of hex nut points toward rail element. A total of 4 bolts and nuts are to be used at each rail splice connection.
- The ends of the rail elements are to be overlapped in the direction of traffic (see details).
- Where end cap is to be attached to the end of a rail element, a total of 4 of the above described splice bolts and nuts are to be used.



SECTION A-A
TYPICAL WOOD LINE
POST INSTALLATION
See Note 4

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**METAL BEAM GUARD RAILING
 STANDARD RAILING SECTION
 (WOOD POST WITH
 WOOD BLOCK)**

NO SCALE

A77A1

2010 STANDARD PLAN A77A1