



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Motion No. XXXXX

HEARING DATE: October 14, 2010

Hearing Date: October 14, 2010
Case No.: 2007.1202E
Project: **Harry Tracy Water Treatment Plant Long-Term Improvements Project**
Zoning: N/A
Block/Lot: N/A
Project Sponsor: San Francisco Public Utilities Commission
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ADOPTION OF FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED HARRY TRACY WATER TREATMENT PLANT LONG-TERM IMPROVEMENTS PROJECT.

MOVED, that the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Environmental Impact Report identified as Case No. 2007.1202E, Harry Tracy Water Treatment Plant Long-Term Improvements Project, located in San Mateo County (hereinafter "Project"), based upon the following findings:

1. The City and County of San Francisco, acting through the Planning Department (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et seq.*, hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").
 - A. The Department determined that an Environmental Impact Report (hereinafter "EIR") was required and in accordance with 15082 of the CEQA Guidelines, the Department prepared a Notice of Preparation (NOP) of an EIR and conducted a scoping meeting (see Draft EIR, Appendix A). The NOP was circulated to local, State, and federal agencies and to other interested parties on May 23, 2008, initiating a public comment period that extended through June 23, 2008. Pursuant to CEQA Guidelines Section 15083, the Department held a public scoping meeting in Millbrae on June 10, 2008. The purpose of the meeting was to present the proposed Project to the public and receive public input regarding the proposed scope of the EIR analysis. A scoping report was prepared to summarize

the public scoping process and the comments received in response to the NOP, and the report is included in Appendix A of the Draft EIR.

- B. On March 31, 2010, the Department published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in newspapers of general circulation of the availability of the DEIR for public review and comment, and of the date and time of the public hearings on the DEIR. This notice was mailed to the Department's list of persons requesting such notice and other interested parties.
 - C. Notices of availability of the DEIR and of the date and time of the public hearing were posted at various locations along or near the project site by Department staff on March 31, 2010. The Notice of Availability was made available at public libraries in San Francisco and San Mateo Counties.
 - D. On March 31, 2010, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse. The DEIR was posted on the Department's website.
 - E. The Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on March 31, 2010. The State Clearinghouse Number for this EIR is 2008052106.
2. The DEIR was circulated to local, State, and federal agencies and to interested organizations and individuals for review and comment on March 31, 2010, for a 45-day public review period. The public review period closed on May 17, 2010. Two duly advertised public hearings on the DEIR to accept written or oral comments were held; one hearing was held in Millbrae on April 29, 2010, a second hearing was held in San Francisco on May 13, 2010. The Commission acknowledges and endorses the supplemental public hearing that the Environmental Review Officer's delegate conducted in Millbrae in order to allow potentially affected members of the public to present oral comments at a convenient location. The public hearings transcripts are in the Project record.
 3. The Department prepared responses to comments on environmental issues received at the public hearings and in writing during the public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Draft Comments and Responses document (hereinafter "C&R"), published on September 28, 2010, distributed to the Commission and all parties who commented on the DEIR, and made available to others upon request at Department offices and on the Department's website.

4. The Department prepared one Errata item on September 30, 2010, to add additional clarifying information to the DEIR and C&R documents. The Commission finds that the information provided in and corrections made by the Errata item are minor and do not constitute significant new information requiring recirculation of the DEIR prior to certification.
5. A Final Environmental Impact Report (hereinafter "FEIR") has been prepared by the Department, consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, the Summary of Comments and Responses and the one Errata item, all as required by law.
6. This FEIR tiers from the Water System Improvement Program (WSIP) Environmental Impact Report (PEIR) and incorporates by reference the relevant analysis of the PEIR with respect to the WSIP's impacts and mitigation measures as applicable to this Project. This Commission certified the PEIR on October 30, 2008, and the SFPUC approved the WSIP on the same day. The State Clearinghouse Number for the PEIR is 2005092026.
7. Project files on the FEIR have been made available for review by the Commission and the public. These files, as well as the files for the PEIR, are available for public review at the Department offices at 1650 Mission Street, and are part of the record before the Commission. Linda Avery is the custodian of records. Copies of the DEIR and associated reference materials as well as the C&R are also available for review at public libraries in San Francisco and San Mateo Counties.
8. The Commission, in certifying the completion of said FEIR, hereby does find that the Harry Tracy Water Treatment Plant Long-Term Improvements Project described in the FEIR, will result in significant environmental effects that could not be mitigated to a less than significant level with implementation of mitigation measures. Because the project is part of the Water System Improvement Program (WSIP), the project would contribute to the following significant and unavoidable effects on the environment identified in the PEIR for the WSIP:

Significant and Unavoidable WSIP Water Supply Impacts:

- The proposed water supply and system operations would reduce stream flows and alter the stream hydrograph along Alameda Creek below the Alameda Creek Diversion Dam in the Alameda Creek watershed in Alameda County and result in a significant and unavoidable impact on stream flow in Alameda Creek between the diversion dam and the confluence with Calaveras Creek;
- The proposed water supply and system operations would result in a potentially significant and unavoidable impact in the Peninsula

watershed on fishery resources in Crystal Springs Reservoir in San Mateo County; and

- The Program would indirectly contribute to potentially significant and unavoidable environmental impacts caused by growth in the San Francisco Public Utilities Commission service area, as identified in the planning documents and associated environmental documents for the affected jurisdictions.

Based on the best available information at the time, the WSIP PEIR made a conservative determination that the proposed water supply and system operations would result in a potentially significant and unavoidable impact in the Peninsula watershed on fishery resources in the Crystal Spring Reservoir in San Mateo County. The project specific analysis in the Lower Crystal Springs Dam Improvement Project (LCSDI) final EIR, certified by this Commission on October 7, 2010, included updated and site-specific information that was developed following certification of the PEIR, and concluded the impact to be less than significant. Pending the close of the appeal period for the LCSDI final EIR, the FEIR for this Project conservatively assumes the PEIR's significant and unavoidable impact determination for the LCSDI impact.

In addition, the project would result in the following significant and unavoidable effects on the environment:

Significant and Unavoidable Project-Level Impacts:

- Temporary increase in traffic load on roadways caused by construction-related vehicle trips and resultant impact on roadway level of service during construction (only during AM peak hour at the intersection of I-280 on-and off-ramps at Cunningham Drive)
- Temporary increase in ambient noise levels on and around the project area during construction (only for relining the Sunset Branch pipeline)
- Exposure of people to or generation of noise levels in excess of local standards established in the local general plan or noise ordinance, or applicable standards of other agencies during construction (only for relining the Sunset Branch pipeline)
- Construction emissions of criteria pollutants
- Cumulative traffic increases on local and regional roads
- Cumulative increases in noise
- Cumulative increases in emissions in the region

9. The Commission reviewed and considered the FEIR and hereby does find that the contents of said report and the procedures through which the FEIR was prepared, publicized and reviewed comply with the provisions of CEQA, the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code.
10. The Commission hereby does find that the FEIR concerning File No. 2007.1202E, Harry Tracy Water Treatment Plant Long-Term Improvements Project, reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Comments and Responses document contains no significant revisions to the DEIR, and hereby does CERTIFY THE COMPLETION of said Final Environmental Impact Report in compliance with CEQA and the CEQA Guidelines.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of October 14, 2010.

Linda Avery
Commission
Secretary

AYES:

NOES:

ABSENT:

ACTION: Certification of a Final Environmental Impact Report for the proposed Harry Tracy Water Treatment Plant Long-Term Improvements Project.



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: September 30, 2010
TO: San Francisco Planning Commission
FROM: Timothy Johnston, San Francisco Planning Department
RE: Errata sheet for SFPUC's Harry Tracy Water Treatment Plant Long-Term Improvements Project FEIR, Case No. 2007.1202E; certification hearing October 14, 2010.

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Attached is an errata sheet, which adds additional minor clarifying information to the Draft EIR for the San Francisco Public Utilities Commission's (SFPUC) Harry Tracy Water Treatment Plant Long-Term Improvements Project ("Project"). This errata sheet corresponds to page 6-36 in the Draft EIR, which, together with the Comments and Responses document for the Project constitutes the Final EIR for this project, scheduled for certification hearing before the Planning Commission on October 14, 2010.

As you will see in the attached, the errata sheet adds additional clarifying information to, the DEIR (*reflected in double underlined and italicized text*). Staff advises that the information provided in the errata sheet is minor and does not constitute significant new information requiring recirculation of the Draft EIR prior to certification.

are intended for evaluation of a project's contribution to cumulative cancer and non-cancer risks (BAAQMD, 2009).

There are two areas where CS/SA Transmission Upgrade Project emissions could affect the same receptors as the proposed project: 1) the residences around the HTWTP and the Meadows School, which is adjacent to the HTWTP, and 2) the residences along the Crystal Springs Road (north of the HTWTP) truck/haul route. The proposed project would also generate DPM emissions due to work east of I-280 at the HTWTP and along Helen Drive. The CS/SA Transmission Upgrade Project's emissions in the same area as the proposed project could combine to create a significant cumulative air quality impact related to health risk from DPM emissions. ~~As described in Section 5.7, Air Quality, the proposed project's DPM emissions would exceed the prior BAAQMD thresholds and would result in a significant and unavoidable impact with mitigation. Since the proposed project would contribute emissions exceeding the prior BAAQMD threshold, even with mitigation, the proposed project would have a considerable contribution to this cumulative impact (significant and unavoidable).~~ *The Project's DPM emissions (with mitigation) would be below the BAAQMD thresholds (individual project and cumulative project thresholds). However, the project would occur in the vicinity of DPM emissions from I-280 traffic, which exceed both the BAAQMD project and cumulative thresholds for DPM emissions (see Table 6-5 of the Final EIR). Consequently, even with mitigation of the Project's contribution to cumulative DPM impacts to less than significant levels, receptors on Sycamore Drive (near Crestview Drive) and at the Crystal Springs Apartments (SW Building) are exposed to a significant cumulative DPM impact, per the June 2010 BAAQMD Guidelines (effective January 2011).*

The CS/SA Transmission Upgrade Project would also require truck hauling along the Crystal Springs Road/Cunningham Way/I-280 ramp(s) truck haul route. The screening analysis conducted as part of the environmental analysis for this project determined that potential levels of health risk to sensitive receptors (i.e., equivalent residential locations along the hauling routes) would be below the 1999current BAAQMD thresholds for cancer and non-cancer exposure and for ambient increases in PM_{2.5} concentrations. Because the proposed project would also contribute DPM emissions through truck hauling along this same route, the potential exists for a significant cumulative air quality impact on sensitive receptors living along the Crystal Springs Road/Cunningham Way/I-280 ramp(s) truck haul route. However, given that the proposed project would result in a worst-case health risk related to truck hauling of 0.6 in a million (cancer risk) and a non-cancer HI of <0.01, neither of which would exceed the priorcurrent BAAQMD thresholds, the proposed project's contribution to cumulative construction-related DPM emissions impacts related to truck hauling would be less than considerable (less than significant).

Analysis Using June 2010 Draft BAAQMD CEQA Guidelines (effective January 2011)

Analysis using the June 2010draft BAAQMD CEQA Guidelines focuses on the potential for cumulative health risk impacts due to existing DPM emission

Environmental Impact Report Comments and Responses

San Francisco Public Utilities Commission

Harry Tracy Water Treatment Plant Long-Term Improvements Project

SCH No. 2008052106

MEA Case No. 2007.1202E

**City and County of San Francisco
Planning Department**



September 2010

Important Dates:

Draft EIR Publication Date: March 31, 2010

Draft EIR Public Meeting Date (Millbrae): April 29, 2010

Draft EIR Public Hearing Date (San Francisco): May 13, 2010

Draft EIR Public Comment Period: April 1 to May 17, 2010

EIR Certification Hearing Date: October 14, 2010



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: September 24, 2010
TO: Members of the Planning Commission and Interested Parties
FROM: Timothy Johnston, Environmental Planner
RE: Case No. 2007.1202E, Harry Tracy Water Treatment Plant Long-Term Improvements Project

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Attached for your review please find a copy of the Comments and Responses document for the Draft Environmental Impact Report (EIR) for the above-referenced project. **This document, along with the Draft EIR, will be before the Planning Commission for Final EIR certification on October 14, 2010.** Please note that the public review period ended on May 17, 2010.

The Comments and Responses document is available on the Planning Department website at <http://mea.sfplanning.org>. Hard copies of the Comments and Responses document are also available for public review at the following locations:

San Francisco Planning Department
1650 Mission Street, 1st Floor
Planning Information Counter
San Francisco, California 94103

San Bruno Public Library
701 Angus Avenue
San Bruno, California 94066

San Francisco Public Library
100 Larkin Street
San Francisco, California 94103

Millbrae Public Library
1 Library Avenue
Millbrae, California 94030

The Planning Commission does not conduct a hearing to receive comments on the Comments and Responses document, and no such hearing is required by the California Environmental Quality Act. Interested parties, however, may always write to Commission members or to the President of the Commission at 1650 Mission Street and express an opinion on the Comments and Responses document, or the Commission's decision to certify the completion of the Final EIR for this project.

Please note that the Comments and Responses document in addition to the Draft EIR, constitutes the Final EIR. If you have any questions concerning the Comments and Responses document or the environmental review process, please contact Timothy Johnston at (415) 575-9035.

Thank you for your interest in this project and your consideration of this matter.

Attachment: Comments and Responses Document

Environmental Impact Report Comments and Responses

MEA Case No. 2007.1202E
State Clearinghouse No. 2008052106

San Francisco Public Utilities Commission **Harry Tracy Water Treatment Plant Long-Term Improvements Project**

City and County of San Francisco
Planning Department
Major Environmental Analysis Division
1650 Mission Street, 4th Floor
San Francisco, CA 94103

September 2010

City and County of San Francisco Planning Department. 2010. San Francisco Public Utilities Commission Harry Tracy Water Treatment Plant Long-Term Improvements Project: Environmental Impact Report Comments and Responses. MEA Case No. 2007.1202E. SCH No. 2008052106. September. Prepared by: ICF International, San Francisco, CA (ICF 00038.08).

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List of Acronyms

NTU	nephelometric turbidity units
DPM	diesel particulate matter
ADA	Americans with Disabilities Act of 1990
ADT	average daily traffic
BAAQMD	Bay Area Air Quality Management District
BAWSCA	Bay Area Water Supply and Conservation Agency
BMPs	best management practices
Caltrans	California Department of Transportation
CAP	Clean Air Plan
CCSF	City and County of San Francisco
CEQA	California Environmental Quality Act
CHS	CHS Consulting Group
CRHR	California Register of Historic Resources
EBRPD	East Bay Regional Park District
ECCM	Environmental Construction Compliance Manager
ECM	Environmental Compliance Manager
EIR	Environmental Impact Report
ETRAC	Equestrian Trail Riders Action Committee
GGNRA	Golden Gate National Recreation Area
HTWTP	Harry Tracy Water Treatment Plant
lbs	pounds
LCSDIP	Lower Crystal Springs Dam Improvements Project
MGD	million gallons per day
MMRP	Mitigation Monitoring and Reporting Program
MROSD	Mid-Peninsula Regional Open Space District
Peninsula WMP	Peninsula Watershed Management Plan
psi	per square inch
PWMP	Peninsula Watershed Management Plan
ROW	rights of way
SDT	Shutdown Delivery Team
SFPUC	San Francisco Public Utilities Commission
SJPL	San Joaquin pipeline
Skyline Stables	Skyline Stables, Incorporated
SU	significant and unavoidable
SVWTP	Sunol Valley Water Treatment Plant
TACs	toxic air contaminants
WHOA	Woodside Area Horse Owners Association
WSIP	Water System Improvement Program

Introduction

1.1 Purpose of the Comments and Responses Document

This document contains public comments received on the Draft Environmental Impact Report (EIR) prepared for the proposed Harry Tracy Water Treatment Plant (HTWTP) Long-Term Improvements Project (State Clearinghouse No. 2008052106), and responses to those comments. Also included in this document are text changes initiated by San Francisco Planning Department staff and text changes in response to comments on the Draft EIR.

1.2 Environmental Review Process

On March 31, 2010, the San Francisco Planning Department published the Draft EIR on the HTWTP Long-Term Improvements Project for public review and comment. The public review and comment period on the document extended from April 1, 2010, through May 17, 2010. During the 45-day public review period, the Planning Department received 970 written comments sent through the mail or by hand-delivery, fax, or email (Appendix A), and 32 verbal comments were received at the two public hearings on the Draft EIR. A court reporter was present at each of the public hearings, transcribed the verbal comments verbatim, and prepared written transcripts (Appendix B). Public hearings were held on the following dates and at the following locations:

April 29, 2010	May 13, 2010
Meadows Elementary School	San Francisco City Hall (Planning Commission)
Millbrae, CA	San Francisco, CA

This Comments and Responses document has been distributed to the San Francisco Planning Commission, the State Clearinghouse, and agencies and individuals who commented on the Draft EIR. This Comments and Responses document, which responds to comments received on the Draft EIR and includes associated revisions to the Draft EIR, in combination with the Draft EIR, constitutes the Final EIR for the HTWTP Long-Term Improvements Project.

The San Francisco Planning Commission will review and consider the information presented in the Final EIR and decide at a public hearing whether to certify the Final EIR in compliance with the California Environmental Quality Act (CEQA). The San Francisco Board of Supervisors will hear and decide any appeal of the Planning Commission's certification decision. If the Planning Commission certifies the Final EIR, the San Francisco Public Utilities Commission (SFPUC) will review and consider the Final EIR before deciding whether to approve the proposed project. If the SFPUC approves the proposed project, it will adopt environmental findings and a Mitigation Monitoring and Reporting Program (MMRP) at the project decision hearing.

1.3 Document Organization

This Comments and Responses document presents the responses to comments received on the Draft EIR. Section 2, *List of Persons Commenting*, contains tables listing all agencies, organizations, and individuals who submitted written comments on the Draft EIR and verbal comments at the public hearings on the Draft EIR. The name of the commenter, along with a unique commenter identification code, is included in the tables.

Section 3, *Comments and Responses*, presents verbatim excerpts of the individual comments received on the Draft EIR, either verbally during the public hearings or in writing during the public comment period. Similar comment excerpts are grouped together. The comments are organized by environmental topic, presented in the same order as in the Draft EIR. The comment excerpts are organized under each environmental topic by agencies, organizations, and individuals. The name of the commenter is indicated at the end of each excerpt, along with the commenter identification code and individual comment number. Appendix A includes copies of the written comments in their entirety, and Appendix B includes the transcripts of the verbal comments. The commenter identification code is included at the top of each page; the individual comments are identified with a vertical line, comment number, and topic code in the right margin that correspond directly to the comment excerpts in Section 3. The response is presented after each comment or group of comments in Section 3. The responses provide clarification of the Draft EIR, and may also include revisions or additions to the Draft EIR. Revisions to the Draft EIR text are shown as indented text below the response, with new or revised text shown in double underline and deleted material shown in ~~strike-out~~.

Section 4, *Draft EIR Revisions*, contains all changes subsequent to publication of the Draft EIR, including those identified in Section 3 and other changes made by staff to provide clarification or additional information. Section 4 also contains revised Draft EIR figures and tables that were not necessarily included in Section 3. As in Section 3, new or revised text is shown in double underline and deleted material is shown in ~~strike-out~~.

2

List of Persons Commenting

The San Francisco Planning Department received comments on the HTWTP Long-Term Improvements Project Draft EIR from agencies, organizations, and individuals during the public comment period from April 1, 2010, to May 17, 2010. In addition to written comments, the Planning Department received verbal comments at the public hearings on the Draft EIR held on April 29, 2010, at Meadows Elementary School in Millbrae and before the Planning Commission on May 13, 2010 in San Francisco. A complete list of commenters is provided below.

2.1 Written Comments

The following written comments were received during the Draft EIR comment period.

2.1.1 Agencies

Table 2-1 lists the agencies that provided written comments (letters) during the Draft EIR comment period. The letter from the State Clearinghouse states that no state agencies submitted comments by the close of the review period on May 17, 2010.

Table 2-1. List of Agencies That Provided Written Comments on Draft EIR

Agency Commenter Name/Title	Commenter ID A=agency, W=written	Comment Format	Date of Comment
Governor's Office of Planning and Research, State Clearinghouse and Planning Unit Scott Morgan, Acting Director	A-SCH-W	Letter	May 18, 2010
Bay Area Water Supply & Conservation Agency Nicole Sandkulla, Senior Water Resources Engineer	A-BAWSCA-W	Letter	May 17, 2010
City of Millbrae Ronald Popp, Director of Public Works	A-Millbrae-W	Letter	May 13, 2010

2.1.2 Organizations

Table 2-2 lists the organizations that provided written comments (letters and emails) during the Draft EIR comment period.

Table 2-2. List of Organizations That Provided Written Comments on Draft EIR

Organization Commenter Name/Title	Commenter ID O=organization W=written	Comment Format	Date of Comment
Equestrian Trail Riders Action Committee (ETRAC) Lyndall Erb, Chair	O-ETRAC-W	Email	May 6, 2010
Skyline Stables Christine Hanson, Chair	O-SkylineCH-W	Email	May 17, 2010
Skyline Stables Dotty LeMieux, Attorney on behalf of Skyline Stables	O-SkylineDL-W	Letter	May 17, 2010
Woodside Area Horse Owners Association (WHOA) Jo Egenes, Co-Chair	O-WHOA-W	Letter	May 11, 2010

2.1.3 Individuals

Table 2-3 lists the individuals who provided written comments (letters, emails, or post cards) during the Draft EIR comment period. Because the 770 post cards submitted all contain the same text (a “form” post card), Table 2-4 lists the individuals who submitted the form post card. Out of the 770 individuals that provided written comments on the Draft EIR by form post card, fourteen non-signed post cards were received; thus, names for those individuals could not be included in the Table 2-4.

Table 2-3. List of Individuals Who Provided Written Comments on Draft EIR by Letter or Email

Name Last, First	Commenter ID I=individual W=written	Comment Format	Date of Comment
Acton, Carmen	I-ActonC-W	Email	April 28, 2010
Ahern, June	I-AhernJ-W	Email	May 10, 2010
Aiello, Cindy & Doug	I-AielloCD-W	Email	May 18, 2010
Albion, Linda	I-FormEmail1 (I-AlbionL-W)	Form Email 1	April 28, 2010
Allison, Susan	I-FormEmail1 (I-AllisonS-W)	Form Email 1	April 28, 2010
Anderson, Lori	I-AndersonL-W	Email	May 2, 2010
Ariosta, Cynthia	I-FormEmail1 (I-AriostaC-W)	Form Email 1	April 30, 2010
Baeza, Luis & Deborah	I-BaezaLD-W	Email	May 10, 2010
Bailin, Rebecca	I-BailinR-W	Email	April 28, 2010
Basin, Cheryl	I-FormEmail2 (I-BasinC-W)	Form Email 2	May 12, 2010
Beedle, Erica	I-FormEmail1 (I-BeedleE-W)	Form Email 1	April 28, 2010
Bortin, Betty	I-BortinB-W	Email	May 10, 2010
Bottarini, Carole	I-BottariniC-W	Comment Form	May 15, 2010
Bourque, Jill	I-FormEmail1 (I-BourqueJ-W)	Form Email 1	May 10, 2010
Box, Claire	I-FormEmail2 (I-BoxC-W)	Form Email 2	May 12, 2010
Bradfield, Annie	I-FormEmail2 (I-BradfieldA-W)	Form Email 2	May 14, 2010

Table 2-3. List of Individuals Who Provided Written Comments on Draft EIR by Letter or Email

Name Last, First	Commenter ID I=individual W=written	Comment Format	Date of Comment
Bridges, Ann	I-BridgesA-W	Email (with no comments)	April 28, 2010
Britting, Roberta	I-BrittingR-W	Email	April 29, 2010
Brophy, Faye	I-Brophy-W	Email	May 14, 2010
Brown, Lynn	I-FormEmail1 (I-BrownL-W)	Form Email 1	April 28, 2010
Brown, Mary	I-BrownM-W	Letter	May 13, 2010
Buchner, Irene	I-BuchnerI-W	Letter	May 13, 2010
Bullard, R Hap	I-FormEmail2 (I-BullardR-W)	Form Email 2	May 16, 2010
Burdios, Christina	I-FormEmail1 (I-Burdios C-W)	Form Email 1	April 29, 2010
Burke, Ann	I-BurkeA-W	Email	April 28, 2010
Campbell, Marissa	I-FormLetter (I-CampbellM-W)	Form Letter	May 11, 2010
Canli, Suzan	I-CanliS-W	Email	May 10, 2010
Chapman, Mary	I-FormEmail1 (I-ChapmanM-W)	Form Email 1	April 28, 2010
Chapman, Willa	I-ChapmanW-W	Email	May 7, 2010
Church, Terry	I-FormEmail1 (I-ChurchT-W)	Form Email 1	April 29, 2010
Clark, Bill	I-ClarkB-W	Letter	May 13, 2010
Clermont, Craig (Clermont Equestrian at Cypress Ridge)	I-ClermontC-W	Email	May 12, 2010
Cole, Brittany	I-FormEmail2 (I-ColeB-W)	Form Email 2	May 11, 2010
Cook, Tony	I-FormEmail1 (I-CookT-W)	Form Email 1	Undated
Crane, Susanne	I-FormEmail1 (I-CraneS-W1)	Form Email 1	May 10, 2010
Crane, Susanne	I-CraneS-W2	Email	May 14, 2010
Cressman, Gabriele	I-FormLetter (I-CressmanG-W)	Form Letter	May 13, 2010
Denham, Susanna	I-FormEmail1 (I-DenhamS-W)	Form Email 1	April 29, 2010
Derry, Laura	I-DerryL-W	Email	May 17, 2010
Devin, Sylvie	I-FormEmail1 (I-DevinS-W)	Form Email 1	May 10, 2010
Doar, Marianne	I-DoarM-W	Email	April 30, 2010
Doerr, Esther	I-FormEmail1 (I-DoerrE-W)	Form Email 1	May 17, 2010
Doulabi, Kathy; Cardinale, Alyce	I-DoulabiK-W	Email	April 27, 2010
Dow, Rachel	I-FormEmail1 (I-DowR-W)	Form Email 1	May 16, 2010
Dunham, Norman	I-DunhamN-W	Email	April 28, 2010
Dunmeyer, Lisa	I-FormEmail2 (I-DunmeyerL-W)	Form Email 2	May 10, 2010
Ellicott, Annie	I-FormEmail1 (I-EllicottA-W)	Form Email 1	May 10, 2010
Elliott, Karen	I-FormEmail1 (I-ElliottK-W1)	Form Email 1	May 10, 2010
Elliott, Karen	I-FormEmail2 (I-ElliottK-W2)	Form Email 2	May 12, 2010
Elliott, Karen	I-FormEmail1 (I-ElliottK-W3)	Form Email 1	May 14, 2010
Evensen, Tone	I-FormEmail2 (I-EvensenT-W)	Form Email 2	May 12, 2010
Fix, Kim	I-FormEmail1 (I-FixK-W)	Form Email 1	April 29, 2010
Fleischer, Priscilla	I-FormEmail1 (I-FleischerP-W)	Form Email 1	April 30, 2010
Foley, Chrissy	I-FormEmail2 (I-FoleyC-W)	Form Email 2	May 12, 2010
Forrest, Patricia	I-FormEmail1 (I-ForrestP-W)	Form Email 1	August 18, 2010
Foord, Adi	I-FormEmail1 (I-FoordA-W)	Form Email 1	May 16, 2010
Fox, Claudia	I-FoxC-W	Letter	May 11, 2010
Fox, Michelle	I-FoxM-W	Email	May 12, 2010
Garcia, Bob	I-GarciaB-W	Email	April 27, 2010
Garcia, Marilyn	I-GarciaM-W	Email	May 14, 2010
Gold, Rose	I-FormEmail1 (I-GoldR-W)	Form Email 1	May 16, 2010
Goldman, Ronda; Goldman, Marissa; Suire, Anne	I-FormEmail1 (I-GoldmanR-W1)	Form Email 1	May 10, 2010
Goldman, Ronda; Hoff, Gabriele	I-GoldmanR-W2	Email	May 10, 2010

Table 2-3. List of Individuals Who Provided Written Comments on Draft EIR by Letter or Email

Name Last, First	Commenter ID I=individual W=written	Comment Format	Date of Comment
Goldman, Ronda	I-FormEmail2 (I-GoldmanR-W3)	Form Email 2	May 12, 2010
Gould, Richard	I-FormEmail1 (I-GouldR-W)	Form Email 1	April 28, 2010
Greely, Dan	I-FormEmail1 (I-GreelyD-W)	Form Email 1	April 28, 2010
Griffin, Patricia	I-GriffinP-W	Email	April 26, 2010
Groneman, Joey	I-FormEmail1 (I-GronemanJ-W)	Form Email 1	April 29, 2010
Hamilton, C. Nicole	I-HamiltonC-W	Email	May 10, 2010
Hanson, Chris	I-HansonC -W	Email	May 14, 2010
Hanson, Edward	I-HansonE-W1	Email	May 16, 2010
Hanson, Edward	I-HansonE-W2	Letter	May 16, 2010
Harden, Jennifer	I-HardenJ-W	Email	May 3, 2010
Harley, Jill	I-HarleyJ-W	Email	April 29, 2010
Harrison, Allen	I-HarrisonA-W	Letter	May 13, 2010
Harrison, Michelle	I-HarrisonM-W	Email	May 17, 2010
Hartnett, Kendra	I-FormEmail1 (I-HartnettK-W)	Form Email 1	April 29, 2010
Harvey, Susan	I-HarveyS-W	Email	May 9, 2010
Head, Bobbie	I-FormEmail1 (I-HeadB-W)	Form Email 1	April 28, 2010
Hefner, Jana	I-FormEmail1 (I-HefnerJ-W)	Form Email 1	April 28, 2010
Henry, Tricia (Green Vista Stables)	I-HenryT-W	Email	April 28, 2010
Herrick, Dana	I-FormEmail1 (I-HerrickD-W)	Form Email 1	May 3, 2010
Higgins, Jill	I-HigginsJ-W	Email	May 9, 2010
Hirshfield, Jane	I-HirshfieldJ-W	Email	April 29, 2010
Hoff, Gabriele	I-HoffG-W	Email	May 5, 2010
Holland, Rebecca (Lobitos Creek Ranch)	I-HollandR-W	Email	May 3, 2010
Hood, Lyn	I-FormEmail2 (I-HoodL-W)	Form Email 2	May 1, 2010
Hotter, Debbie	I-HotterD-W	Email	April 27, 2010
Jain, Rhea	I-FormEmail1 (I-JainR-W)	Form Email 1	May 15, 2010
Johnson, Karen	I-JohnsonK-W1	Email	April 28, 2010
Johnson, Karen	I-JohnsonK-W2	Letter	April 28, 2010
Kah, Jennifer	I-FormEmail1 (I-KahJ-W)	Form Email 1	May 10, 2010
Keck, Scott	I-FormEmail1 (I-KeckS-W)	Form Email 1	May 10, 2010
Kereszti, Alex	I-FormEmail1 (I-KeresztiA-W)	Form Email 1	May 17, 2010
Klemm, Kasey	I-FormEmail1 (I-KlemmK-W)	Form Email 1	May 10, 2010
Koski, Celeste	I-KoskiC-W	Letter	May 3, 2010
Krensky, Rob	I-FormEmail2 (I-KrenskyR-W)	Form Email 2	May 13, 2010
Kusumowidagdo, Jasmine	I-FormEmail1 (I-KusumowidagdoJ-W)	Form Email 1	May 16, 2010
Lahr, Sharon	I-FormEmail2 (I-LahrS-W)	Form Email 2	May 14, 2010
Landers, Karine	I-LandersK-W	Email	April 28, 2010
Laszlo, Michelle	I-FormEmail1 (I-LaszloM-W)	Form Email 1	May 17, 2010
Lawrence, Steve	I-LawrenceS-W	Email	May 16, 2010
Leeds, Vicki	I-FormEmail1 (I-LeedsV-W)	Form Email 1	April 28, 2010
Leighton, Kathryn	I-FormEmail1 (I-LeightonK-W)	Form Email 1	April 29, 2010
Liggett, Lela/Angelia/Kathy/Geoff	I- LiggettL-W	Letter	April 29, 2010
Lim, Andrea	I-FormEmail1 (I-LimA-W)	Form Email 1	May 17, 2010
Lotridge, Danielle	I-FormEmail1 (I-LotridgeD-W)	Form Email 1	May 17, 2010
MacMillen, Alec	I-FormEmail1 (I-MacMillenA-W)	Form Email 1	May 17, 2010
Madden, Meg	I-FormEmail1 (I-MaddenM-W)	Form Email 1	April 28, 2010
Maeso Ruble, Barbara	I-MaesoB-W	Letter	May 16, 2010
Maheras, Molly	I-MaherasM-W	Email	May 10, 2010
Mallas, Sarah	I-FormEmail1 (I-MallasS-W)	Form Email 1	May 13, 2010

Table 2-3. List of Individuals Who Provided Written Comments on Draft EIR by Letter or Email

Name Last, First	Commenter ID I=individual W=written	Comment Format	Date of Comment
Mann-Hauer, Vicky	I-MannV-W	Form Email 1	May 17, 2010
Martin, Penny	I-MartinP-W	Email	May 4, 2010
Masterson, Nola (Science Futures)	I-MastersonN-W	Letter	Undated
Mayerhofler, Peter	I-FormEmail1 (I-MayerhoflerP-W)	Form Email 1	April 29, 2010
McCrum, Zoe	I-FormEmail1 (I-McCrumZ-W)	Form Email 1	May 17, 2010
McEvoy, Christina	I-FormEmail1 (I-McEvoyC-W)	Form Email 1	April 30, 2010
McGehee, Molly	I-McGeheeM-W	Letter	May 13, 2010
McVickar, Sahar	I-FormEmail1 (I-McVickarS-W)	Form Email 1	April 29, 2010
Medeiros, Maria	I-FormEmail1 (I-MedeirosM-W)	Form Email 1	May 10, 2010
Michael, Jon & Frances	I-MichaelJF-W	Email	May 1, 2010
Micheli, Janine	I-MicheliJ-W	Email	May 16, 2010
Mohsin, Syed	I-MohsinS-W	Email	May 16, 2010
Montgomery, Nena	I-MontgomeryN-W	Email	May 17, 2010
Montoya, Denise	I-MontoyaD-W	Email	May 3, 2010
Moore, Jamie Lee	I-MooreJ-W	Email	May 28, 2010
Mueller, Cathy	I-FormEmail1 (I-MuellerC-W1)	Form Email 1	May 8, 2010
Mueller, Cathy	I-MuellerC-W2	Email	May 8, 2010
Mullen, Sandra	I-FormEmail1 (I-MullenS-W)	Form Email 1	April 28, 2010
Murguia, Eleanor	I-FormEmail1 (I-MurguiaE-W)	Form Email 1	May 16, 2010
Nico, Katherine	I-FormEmail1 (I-NicoK-W)	Form Email 1	May 17, 2010
Nishibori, Elizabeth	I-NishiboriE-W	Email	April 28, 2010
Nogara, Janet	I-NogaraJ-W	Email	April 28, 2010
Novy, Lina	I-NovyL-W	Email	May 5, 2010
Ohemeng, Dani	I-FormEmail1 (I-OhemengD-W)	Form Email 1	May 16, 2010
Passantino, R	I-PassantinoR-W	Email	May 6, 2010
Pegeron, Catherine	I-FormEmail1 (I-PegeronC-W)	Form Email 1	May 4, 2010
Pinto, Maureen (Golden Gate Dairy Stables)	I-FormEmail1 (I-PintoM-W)	Form Email 1	April 29, 2010
Pomilia, Gloria	I-PomiliaG-W	Email	April 29, 2010
Posner, Linda	I-PosnerL-W	Email	April 29, 2010
Pressley, Soozie	I-FormEmail1 (I-PressleyS-W)	Form Email 1	April 28, 2010
Quoresimo, Lisa	I-QuoresimoL-W	Email	May 17, 2010
Rachel, Diane	I-FormEmail1 (I-RachelD-W)	Form Email 1	May 11, 2010
Rebarchik, Tanya	I-RebarchikT-W	Email	May 5, 2010
RedMarks, Jiivanii	I-FormEmail1 (I-RedmarksJ-W)	Form Email 1	April 30, 2010
Ribera, Frank & Angie	I-RiberaFA-W	Email	May 17, 2010
Risso, Katherine	I-FormEmail1 (I-RissoK-W)	Form Email 1	April 28, 2010
Rittenhouse, Claire	I-FormEmail2 (I-RittenhouseC-W)	Form Email 2	May 13, 2010
Rosenberg, Bob	I-RosenbergB-W	Email	May 13, 2010
Ross, Cyd	I-FormEmail1 (I-RossC-W)	Form Email 1	April 28, 2010
Ross, Doug	I-RossD-W	Email	April 26, 2010
Ross, Jennifer	I-FormEmail1 (I-RossJ-W)	Form Email 1	April 29, 2010
Rothkop, Kathie	I-FormEmail1 (I-RothkopK-W)	Form Email 1	April 28, 2010
Rotkel, Carroll	I-FormEmail1 (I-RotkelC-W)	Form Email 1	April 28, 2010
Rubin, Julia	I-FormEmail1 (I-RubinJ-W)	Form Email 1	May 17, 2010
Saare, Sharon	I-FormEmail1 (I-SaareS-W)	Form Email 1	April 28, 2010
Sagan, Charlotte	I-FormEmail1 (I-SaganC-W)	Form Email 1	May 17, 2010
Schreibman, Andra	I-FormEmail1 (I-SchreibmanA-W)	Form Email 1	April 28, 2010
Seam, Meg	I-FormEmail2 (I-SeamM-W)	Form Email 2	May 13, 2010
Sello, Gary	I-FormEmail1 (I-SelloG-W)	Form Email 1	April 28, 2010

Table 2-3. List of Individuals Who Provided Written Comments on Draft EIR by Letter or Email

Name Last, First	Commenter ID I=individual W=written	Comment Format	Date of Comment
(Indian Valley Carriage Company)			
Shannon, Mary	I-FormEmail1 (I-ShannonM-W)	Form Email 1	April 28, 2010
Shea, Lari (Ricochet Ridge Ranch)	I-FormEmail1 (I-SheaL-W)	Form Email 1	April 28, 2010
Sierra, Gina	I-FormEmail1 (I-SierraG-W)	Form Email 1	May 10, 2010
Simpson, Hue	I-SimpsonH-W	Email	April 26, 2010
Squire, Kimberly	I-FormEmail2 (I-SquireK-W)	Form Email 2	May 12, 2010
Starr, Karen	I-FormEmail1 (I-StarrK-W)	Form Email 1	May 10, 2010
Starr, Linda	I-FormEmail1 (I-StarrL-W)	Form Email 1	May 10, 2010
Stayner, Don	I-FormEmail1 (I-StaynerD-W)	Form Email 1	May 16, 2010
Steinhardt, Hannah	I-FormEmail1 (I-SteinhardtH-W)	Form Email 1	May 16, 2010
Stevens, Laura (Heather Hill Riding Academy)	I-StevensL-W	Email	May 17, 2010
Stoddart, Nikki	I-StoddartN-W	Email	June 10, 2010
Sullivan, Adeline	I-FormEmail2 (I-SullivanA-W)	Form Email 2	May 12, 2010
Sunding, Theresa	I-FormEmail1 (I-SundingT-W)	Form Email 1	April 28, 2010
Tate, Patricia	I-TateP-W	Letter	May 12, 2010
Terstegge, Marilynn	I-TersteggeM-W	Email	April 28, 2010
Thomason, Jane	I-ThomasonJ-W	Email	April 29, 2010
Thornton, Theresa	I-FormEmail1 (I-ThorntonT-W)	Form Email 1	April 29, 2010
Thornton-Clark, Georgina	I-FormEmail1 (I-ThorntonG-W)	Form Email 1	May 18, 2010
Timmer, Nansi	I-FormEmail1 (I-TimmerN-W)	Form Email 1	April 28, 2010
Tong, Millard (Millwood Ranch)	I-TongM-W	Email	May 8, 2010
Vaden, Sadie	I-FormEmail1 (I-VadenS-W)	Form Email 1	May 16, 2010
Vaughan, Moses	I-FormEmail1 (I-VaughanM-W)	Form Email 1	April 29, 2010
Wade, Margie	I-FormEmail1 (I-WadeM-W)	Form Email 1	May 11, 2010
Walker, Summer Tompkins	I-WalkerS-W	Email	April 26, 2010
Wang, Lisa	I-FormEmail1 (I-WangL-W)	Form Email 1	May 11, 2010
Watson, Mimi	I-WatsonM-W	Email	April 28, 2010
Westel, Deni	I-FormEmail1 (I-WestelD-W)	Form Email 1	April 28, 2010
Whitsett, Kirsten (Orinda Horsemen Association)	I-WhitsettK-W	Email	April 27, 2010
Williams, James	I-WilliamsJ-W	Email	April 29, 2010
Willin, Michael	I-WillinM-W	Email	April 28, 2010
Woosnam, Tom (Crystal Springs Uplands School)	I-FormEmail1 (I-WoosnamT-W)	Form Email 1	May 16, 2010
Yang, Andrew	I-YangA-W	Email	May 17, 2010
Yim, Norman	I-YimN-W	Email	May 10, 2010
Zorn, Ann	I-ZornA-W	Email	May 10, 2010
Individuals (770) who submitted a "form" post card (see Table 2-4)	I-PostCard	Form Post Card	

Table 2-4. List of Individuals Who Provided Written Comments on Draft EIR by Form Post Card

Abreu, Alex	Badertscher, Walter	Briggs, Debbie
Abuamara, Eyad	Badertscher, Kathleen	Briggs, Shannan
Acosta, Marina Y	Baeza, Deborah	Brisson, Dennis K.
Acosta, Marina	Baeza, Luis	Brodersen, Matthew
Acosta, Dan	Baglietto, Al	Brogger, Michelle
Acosta, Annie	Baio, Bharti	Brown, Rita E.
Acosta, Jr, Dan	Bannan, John	Brown, Mary
Addiego, Karen	Baoncini, Wayne	Brown, Trish
Affeltranger, Richard	Barfield, Dana	Brown, Brian
Aguiene, Gloria	Barnes, Francis	Brown, Dorene
Ahnemann, Nancy	Barnwell, Malcolm G	Brown, Mary
Albertin, Mike	Baro, Emmanuel	Brown, Jeffrey
alhark, Lateefah	Baroncini, Lynne	Brown, Marilyn
Allen, Emilie	Bartsch, Bert	Brown, Michael
Alvarado, Carlo	Basalacchi, Sally	Brown`, Ronald
Alves, Kimberly	Beacon, Carla	Bruce, Reiley
Alves, David	Bell, Connie	Bruj, Kathy
Ambzer, Paul	Bellmont, Wayne	Buchini, Nolene
Amii, Howard	Benner, Davie	Buchner, Irene
Anagnostou, Alicia	Bennett, Mike	Bugara, Brittney
Ancheta, S.	Bennett, Daniel	Burch, James
Anders, Sr., David L.	Bentham, DVM, Bill	Burgara, Dannielle
Andersen, Jan	Berman, David	Burgess, Richard
Anderson, Patrick	Bertram, Rob	Burke, Andy
Anderson, Jr., Robert	Betteo, Carla	Burlingame, Dave
Anderson, Sr., Robert A.	Bhakta, Mukesh	Burritt, Jeff
Andreini, George	Bickerstaff, Sheila	Busalacchi, Richard
Angel, Frank	Black, Bud	Busalacchi, Jesse
Araujo, Stephanie	Black, Marc	Businger, Gregory
Arbic, Bill	Black, Paul	Butte, Charles
Aril, J.	Black, Tanya	Butte, Gary
Arpaci, Cigdern	Blanco, Pablo	Byrd, Rick
Arreola, Joanne	Bloom, Bill	Byrne, Nicole
Arriaza, Valerie	Bonnici, Dottie	Byrne, Teresa
Askham, Lindsay	Bonnier, Charles A.	C., Eric
Asorno, Annie	Bottarini, Alan J	c/o Sixteen mile house, P.Lui
Atkinson, C.	Bottarini, Carole	Cabrera, Juan Carlos
Atud, Cindy	Bottiggi, Alfred	Caimott, Carla
Atud, Casey	Bowers, C.	Calderon, Brenda
Ausejo, Julio	Boyer, Maureen	Caleron, Diego
Avallone, Jerry	Boyko, Igor	Calirmlin, Faith
Avalos, Susan	Braun, Richard J	Callaghan, Don
Bach, Annabelle	Briggs, Paul	Callan, Janice

Table 2-4. List of Individuals Who Provided Written Comments on Draft EIR by Form Post Card

Calle, Nari R	Clark, Vanessa	Donis, Crystal
Calwell, Delannacia	Claytor, Kermit	Donovan, Judy
Camantigue, Joanne	Coe, Peter	Donovan, Dan
Camargo, Angela	Colbert, Carlyne E	Doolin, Peter
Camilleri, Jeff	Collins, Bob	Dorgan, T.
Camilleri, Judy	Collins, Kim	Doty, Anthony
Canu, Jan	Combs, Kirby	Dowd, Pat
Capling, Dan	Conlan, Patrick J.	Draper, Larry W
Carley, Jeanne	Coroem, Ronald R	Dufresae, George F.
Carlin, David	Costanzo, Angelo	Dungca, Anne
Carota, Andrew	Cox, Sara	Duran, Roberto
Carrillo, Karen A.	Coyle, Laurie	Dwyer, Cathy
Carrion Loos, Sylvia	Cresta, Melanie	Dysart, Adam
Carter, Tom	Crist, Jennifer	Edwards, Roman
Cau, W H	Crnojevic, Amel	Egeline, Jeff
Cauchi, Amber	Cummings, Nancy	Ellingson, Mona
Causi, Karen	Cunha, Al & Susan	Eriksen, Helle
Cendejas, Arturo	Curiel, Connie	Escalante, Mary
Chacon, Jeffrey	Curry, Mickey H	Escoar, Elizaeth
Chakrabonty, Mili	Custer, Leonard H	Escobar, Jonathan
Chapman, Mike	Da San Biagio, Adam	Escobar, Jackie
Chapman, Janis	Dalisay, Danny	Escoto, Moises
Chase, Alba E.	Dapan, Jon	Espinoza, Mark
Chase, Alba	Day, Arlene	Espinoza, Susana
Chase, Shawn	De La Cruz, Rhea	Espinoza, Jose
Chase, Sheehan	DeArmond, Curtis	Espinoza, Angelica
Chase, Shane	Debenedetti, Rick	Espinoza, Joe
Chase, Mike	Dehoney, Chase	Eugenio, Analiza
Chaveez, Sally	Del Rosario, Carlos	Fagley, Scott Christopher
Chavez, M	Del Santo, Melissa	Fahy, Ruth B
Chavoor, Shelley	Del Santo, Chris	Farber, Jerry
Chen, Sabrina	DeLoach, Mary	Fayard, Jose
Chhcon, Isidoro L.	Deloach, II, John R.	Ferguson, Julie
Chiang, Lois	Denson, Marco	Fernandez, Ali
Chiappari, Pamela	Derris, Frank	Ferro, Bob
Chin, Serena	Deshazo, Robert	Fierros, Omar
Chin, Lisa	Detata, Lisha	Finch, Connie
Chong, Dorianne	Detata, Johanna J.	Fiodlater, Amanda J.
Chong, Joyce	Devor, Hank	Fishman, Kimberly
Chow, Russ	Dewing, Glynis	Fizgerald, Colleen
Cittci, Nevim	Dick, Marion	Flahaven, Steve
Clark, Vick	DiMaio, Rick	Flahaven, Lillian
Clark, Dave	Dizon, Manuelito	Flores, Liz
Clark, Rosalind	Doll, James	Flores, Lily

Table 2-4. List of Individuals Who Provided Written Comments on Draft EIR by Form Post Card

Flynn, Sean	Gutierrez, Judy	Isior, Steve
Flynn, Steven	Gutierrez, Chris	Isola, Roberto
Fonseca, Elaine	Gutierrez, Jill	Isola, Eileen
Fontana, Paul	Habelt, Konrad	Isola, Mike
Fox, Claudia	Habelt, Anna	Jabs, William
Fox, Michelle	Habelt, Erick K.	Jack, Amelia
Franklin, Marshall	Habelt, Konrad	Jackson, LB
Fraser, Jaye	Hakes, Rachele	Jacob, Karen
Fraser, Rich & S.	Hall, William	Jacob, Josh
Freeman, Mechal	Hannan, Sally	Jaisinhani, Harsha
French, Perrier	Hansen, Maureen	Jauregui, Lauro
Frink, Jason	Hansen, Chris	Jesseup, Joanna
Fry, Paul	Harman, Allison	Jiminez, Alan S.
Galindo, Adriana	Harman, Patrick	Johnson, Wilber
Galleguillos, ED	Harman, Richard	Johnson, John
Garcia, Ana	Harper, Steve	Jolicoeur, Nannette
Garcia, Lola V.	Harris, Haldane	Jones, Linda
Garriga, Mark	Harrison, Elton	Jones, Scott
Gascoigne, Tanya	Harrison, Ronald	Jones, Chris
Genera, Raul	Harrold, Patty	Jones, Karen
George, Brad	Hayashi, Chris	Jones, D
Ghilardi, Michelle	Heeney, Stephanie	Jou, Vicki
Ghiouzzi, Laurie	Henrotin, Jeff	Junsay, Carol O.
Gieseker, Thomas	Hernandez, Jorge C.	Kahn, Meredith
Gilbert, Bill	Hertert, Michael	Kakis, Lella
Gillespie, Brittany	Hertogs, Jay & Michelle	Kallinsky, Elizabeth
Girouard, Jerry	Hobson, Lex	Kamal, Samina
Goldman, Robin	Hole, Anthony	Kannengeiser, Eileen
Goldman, John	Hole, Laura N.	Kardall, Jeffrey
Gonzalez, Bob	Holloway, Julie	Kearney, Debbie
Gonzalez, Delmy	Holtz, Michele	Kecgon, William P.
Goodwin, Kathy	Holtz, Ron	Keister, Laura
Gorman, Christle	Hooten, Aaron	Keller, Duane
Gradney, Pam	Horkheimer, Sophie	Kelly, Raymond
Grater-Ludwig, Jean	Hornstra, Debby	Kelly, Charlotte
Grayb, Aimee	Hornstra, Jon	Kendall, Elaine
Grealism, Bob	House, Steven	Kenney, Lisa
Gregory, Larry W	Houser, Ray	Khalili, Daryoosh
Griffin, Maureen	Howard, Carol	Khan, Naheed Kamal
Griner, Sarah	Hoy, Don	Khan, Naba Kamal
Gross, Cindy	Huey, Lloyd	Khan, Ella Kamal
Guerrero, Margaret	Huey, Vincent	Khan, Anum Kamal
Guglielmi, Robbin	Hutten, Doug	Kidd, Desiree
Gutierrez, Ed	Infererra, Gertrude	

Table 2-4. List of Individuals Who Provided Written Comments on Draft EIR by Form Post Card

King, Amanda	Long, DeeDee	McGehee, Shaughnessy
King, Charlene	Lonna Gregory, Jeanette	McGehee, Michael
Kirby, Tracy	Looney, Melissa	McGill, Gary
Kitchen, Sandie	Lopez, Tirso	McKae, Gary
Kloke, Daniel C.	Lopez, Julie	McKeehan, Roberta
Koon, Kirklin	Lucchesi, Danielle	McKellips, Corrin
Korinek, John	Lucchesi, Mason	McLeod, Guy
Korth, Leah	Lucchesi, Gabriele	McMurray, Noriko
Kukestina, Elena	Lucchesi, Rosana	Meinert, Brad
Kumpu, William	Luong, Larry	Melconian, Richard
Kurucz, Susan	Lurie, Leila	Mellon, Jiji
LaBracque, Alicia	Lyle, Patti	Mendez, L. Amanda
LaBracque, David	Lynch, Dennis K.	Mendoza, Margarito
LaBracque, Clara	Lynch, Monica	Mestas, Roxanne Lanette
Lae, Kara	Macario, Natalie Colen	Mestas, Catherine A.
Lafield, David	Maciel, Rafael	Michels, Elaine
Lananaga, Brenda	Mack, Buchanly	Milano, Larissa
Larsen, Arue	Mackie, Jennifer	Milano, Richard
Lebron, Miguel	Macnab, Anna	Milano, Judy
Lebsach, David	Maeso Ruble, Barbara	Milano, II, Richard J
Lectona, Javier	Maew, Melina	Miller, Jackie
Lee, Jennifer	Maew, Frank	Mince, Roberto
Lee, Nancy	Maharaj, Kris	Minor, Beverly
Lee, Daniel	Maharj, Roneel	Mirador, Roland
Lefz, Marika	Maiten, DeeDee	Mitchell, Kyra
Lehr, Tina	Malaspina, Nancy M	Mitchell, Steve
Lemar, Frank	Mallos, Sandra	Molenberg, Paul
Leng, Saroeun	Maloney, Sharon	Molina, Karol
Lenzini, James	Manilla, Jason	Molo, Sonia
Leon, Deborah	Mann, Bob	Monroy, Andres F
Leong, Dexter K.	Marlowe, Steve	Montarella, Patty
Leong, Rigo	Martens, Wendy	Monzon, Lilian
Leung, May	Martens, Dina	Mooke, Morris
Levy, Jed H.	Martin, Ted	Mooney, Terry
Lewis, Cheryl	Martin, Julia	Moriarty, Marica S.
Liggett, Geoff	Martinez, John	Mortza, Robin
Liggett, Lela	Martyn, Vance	Munar, Dave
Liggett, Angelica	Marucci, Antonette	Musante, Mark
Likins, Jenna	Masrion, Steven T.	Musselman, Jennifer
Liljedahl, Mary	Masters, Lisa	Myers, Andy
Lim, Keith	Matsuura, Tracee	Nakagawa, Jenny
Littleford, Jaye	Mattos, Nathan	Nakanani, Jon
Lizana, Kody	McCloud, Butch	Nand, David
Lokollo, Andy	McDowell, Nicholas	Navarro, Pearl

Table 2-4. List of Individuals Who Provided Written Comments on Draft EIR by Form Post Card

Navarro, Nancy	Peter, Robert	Ruble, Steven
Nelson, Ashley	Peterson, Charles A.	Rupan, Douglas
Newton, Crystal	Petes, Jan W.	Russell, Tom
Newton, Angela	Petrovsky, Richard	Russell, Mark F.
Nicholson, Steve	Pettit, Rick	Russell, Mike
Nicolopolus, Nina	Piotrkowski, Dora	Ruth, Terese
Nieto, Cathey	Pistoia, Steve	Ryan, Richard
Nieves, Peter L	Poirier, Julie	Saba, George A.
Nitter, Robert	Pollar-Krause, Heather	Saiyakohom, Sam
Nolan, Cathy	Pollicita, Thomas	Sakamoto, Noelle
Noon, Richard	Porcella, Nina	Salangsang, Emerlito Y.
Norris, Andrea	Potter, Matt	Salazar, Ligaya O.
Norris, Helen	Poulos, Dean	San Diego, Grace
Nunez, John	Powell, Haley	Sanashish, Kouanyau (Katie)
O, Andy	Prasad, Shelly	Sanchez, Sara
Ojakian, Bill	Preston, Daryle L.	Sanders, Ben
O'Leary, Heidi	Qutaumi, Zahi	Sandini, Sharron
Olson, Renee	Raj, Moses	Sandini, L
O'Neill, Niall	Ramirez, Mabel	Scalzo, Jennifer
O'Neill, Megan	Ramirez, Daniel A.	Scharetg, Ryan
O'Neill, Rosann	Randolph, Richard	Scharetg, Michelle
Ortiz, Morgan	Rayas, Maria	Schoenfeld, Ralph A
Ortiz, Jen	Raynor, Michael	Schutter, Victoria
Ortiz, Carolyn	Read, Penny	Scott, Deborah
Otterby, Matthew	Reardon, Johno	Scott, Barbara
Ottman, Mary Jo	Regnier, Robin	Sena, Frank
Ozanne, Ward R	Reyes, Noel R.	Serang, M.A.
Pacquing, Christine	Rhoades, Barbara	Serrano, Rudolph J
Padilla, Elizabeth	Rhodes, Chris	Shaffer, Ozell
Padilla, Jr, Alfonso	Riordan, John	Shalko, Bill
Paglinawan, Albert	Rios, Maria Delfina	Shaw, Nancy
Palmer, Danielle	Roberts, Katherine	Sheets, Michael
Palmini, Mari	Roberts, John	Sheffer, Holly
Pan, Nillsan	Robinson, Tracy	Shreve, Bob
Pangel, Raquel	Rodgers, Desiree	Shreve, Sirena
Parker, Karla	Rodriguez, Tess	Siaff, Cathy
Patiena, Brian	Rodriguez, Gloria	Silva, Tasha
Patton, Kathleen	Romano, Joseph M.	Singer, Richard & Jennifer
Pelham, Ronald A.	Ros, Josefino S.	Skilling, Leigh
Pell, Monique & Tony	Rose, Joe	Slater, David
Peralta, Noel	Rosen, Jenny	Slessi, Gary
Perez, Lupe	Ross, Jennifer	Smith, Kevin
Perez, Victor	Ross, Kay	Smith, Christian
Perry, Bill	Rowland, Lisa	Smith, Eric

Table 2-4. List of Individuals Who Provided Written Comments on Draft EIR by Form Post Card

Snooll, Richard	Tracy, Jessica	Wheeler, William
Solee, Dale L.	Tran, Lizette	White, Richard
Solorio, Julio	Tsang, You Mon	Whitmer, Jerald
Spediacci, Bruce	Tubig, Marion	Whorton, Edward
St. John, Bill	Valasco, Fred J.	Williams II, Leonardo L.
St.Clair, Ashlie	Valasquez, Lacey	Wilson, Mike
Stabile, George	Valdez, Darryl	Winnegar, Evelyn
Stabile, Bridget	Valdez, Michael A.	Winnen, Holly
Stephenson, R.E.	Valencia, Jerwin F	Wisecarr, Jacqueline
Stines, Dave	Valladares, Mike	Wisecarver, June
Stines, Terri	Van Kirk, Laurena	Wisecarver, Paul
Stockley, Rebecca	Vance, Joe	Wisecarver, Bruce
Stott, Judie	Varnel, Jeff	Wisecarver, Natalie
Sutton, Piers	Vegus, Randy	Wisecarver, Anne
Sweyer, Adam	Velasquez, Amy	Witter, III, Dean
Tallman, Mark	Velasquez, Susan	Wong, Randy
Tang, David	Ventune Lum, Denise	Wong, Wayne
Tannenbaum, Lauren	Verber, Mike	Wrath, III, Bill
Tarantino, Krista	Viena, Ed	Wright, Anne
Tate, Patricia	Von Bondeleben, Angel	Wright, Tret
Tate, Michael	Vos, Ray	Wright, Dianne
Thein, Richard	Wade, Mike	Xavier, Josephine
Themelis, Cassie	Wakefield, Sean	Yang-Lee, Aurora
Thomas, Marshall	Walcott, Norman	Yarnold, M E
Thomson, Katherine	Wang, Phil	Yee, Terri
Thrush, Raymond	Wang, Rose	Young, Nancy J.
Tice, Trish	Washington, Theresa P.	Young, Edgardo
Tigert, Alan	Waters, Katie	Ysit, Shari
Tobias, Daniel	Watson, Angela	Zeek, JoAnne
Tolles, Dee	Webster-Houser, Patricia	Zell, Bridget
Tomei, Deanna	Welcome, Terry	Zowasky, Janice
Tong, Norman	Welty, Reid	Morning Glory Montessori Preschool
Torres, Paul	Wendt, Jason	
Torres, Sergio	Wester, Brian	

2.2 Persons Commenting at the Millbrae Public Hearing, April 29, 2010

Table 2-5 includes a list of the individuals who gave verbal comments during the April 29, 2010, public hearing at Meadows Elementary School in Millbrae, in the order the comments were provided at the hearing, and as shown in the transcript (see Appendix B).

Table 2-5. Persons Who Provided Verbal Comments at the Millbrae Public Hearing, April 29, 2010

Name	Commenter ID O=organization, I=individual, VM=verbal comment at Millbrae Public Hearing
Skyline Stables Christine Hanson, Chair	O-SkylineCH-VM
ETRAC Mike Bushue, Vice-Chair	O-ETRAC-VM
Rhodes, Emma	I-RhodesE-VM
Lim, Phillip	I-LimP-VM
Maeso Ruble, Barbara	I-MaesoB-VM
Harrison, Allen	I-HarrisonA-VM
Brown, Brian	I-BrownB-VM
Stevens, Laura	I-StevensL-VM
Cauchi, Doreen	I-CauchiD-VM
Bottarini, Carole	I-BottariniC-VM
Korth, Patricia	I-KorthP-VM
DeYoung, Larry	I-DeyoungL-VM
Milano, Larissa	I-MilanoL-VM

2.3 Persons Commenting at the San Francisco Public Hearing, May 13, 2010

Table 2-6 includes a list of the individuals who gave verbal comments during the May 13, 2010, San Francisco Planning Commission in San Francisco, in the order the comments were provided at the hearing, and as shown in the transcript (see Appendix B).

Table 2-6. Persons Who Provided Verbal Comments at the San Francisco Public Hearing, May 13, 2010

Name	Commenter ID O=organization I=individual VSF=verbal comment at San Francisco Public Hearing
Harrison, Allen	I-HarrisonA-VSF
Harrison, Michelle	I-HarrisonM-VSF
Fraser, Richard	I-FraserR-VSF
Skyline Stables Christine Hanson, Chair	O-SkylineCH-VSF
Milano, Larissa	I-MilanoL-VSF
Clark, Bill	I-ClarkB-VSF
Brophy, Faye	I-BrophyF-VSF
Bottarini, Carole	I-BottariniC-VSF
White, Allison	I-WhiteA-VSF
Bussinger, Gregory	I-BussingerG-VSF
Stevens, Laura	I-StevensL-VSF
Derry, Laura	I-DerryL-VSF
Rhodes, Emma	I-RhodesE-VSF
Flahavan, Steve	I-FlahavanS-VSF
Legrand, Bertille	I-LegrandB-VSF
Commissioner Antonini	Antonini-VSF
Commissioner Lee	Lee-VSF
Commission President Miguel	Miguel-VSF
Commissioner Sugaya	Sugaya-VSF

3

Comments and Responses

As explained in Section 1, *Introduction*, the comments presented in this chapter are organized by environmental resource topic discussed in the Draft EIR, as well as general comments on the EIR or California Environmental Quality Act (CEQA) process. The topics are organized as follows.

- General Comments [G]
- Project Description [PD]
- Plans and Policies [PP]
- Land Use and Land Use Planning [L]
- Aesthetics [A]
- Cultural and Paleontological Resources [CR]
- Transportation and Circulation [T]
- Noise and Vibration [N]
- Air Quality [AQ]
- Recreation [R]
- Cumulative [C]

Within each topic area, similar comments are grouped together and numbered sequentially. For example, General Comments [G] are listed as [G1], [G2], [G3], etc., beneath a header that introduces the subject matter. Following each comment, the agency(ies), organization(s), or individual(s) providing the comments are identified, including the commenter identification code presented on written comment and public hearing transcripts in the appendices and in Tables 2-1 to 2-6 in Section 2, *List of Persons Commenting*.

The majority of the comments received on the Draft EIR are related to Skyline Stables, which are currently located on the Harry Tracy Water Treatment Plant (HTWTP) site. Comments regarding socioeconomic impacts and benefits of the stables are under Section 3.1, *General Comments*. Comments related to retaining or relocating the stables are under Section 3.2, *Project Description*. Comments regarding the characterization of and impacts on the recreational significance of the stables are under Section 3.10, *Recreation*. Comments regarding the historical significance of the stables are under Section 3.6, *Cultural and Paleontological Resources*.

3.1 General Comments

CEQA Process

Comment [G1]

“The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on May 17, 2010, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.” (*Scott Morgan, Acting Director, State Clearinghouse [A-SCH-W-01]*)

Response [G1]

No response required.

Economic and Social Impacts

The following comments concern economic and social effects of closing Skyline Stables.

Comment [G2]

“You have not considered the increase in cost to the owners ...What if they cannot afford the travel costs and the increased cost of board?...The cost of horse ownership is not something that is taken lightly. Every factor is part of the equation, gas for your car, feed, vet fees, shoes...I think these factors need to be addressed in the DEIR.” (*Lyndall Erb, Chair, Equestrian Trail Riders Action Committee* [O-ETRAC-W-03])

“As of May 5, phone calls to all equine boarding places in San Francisco Peninsula showed...all these facilities were significantly higher costs. Not only does this impact the financial burden to the current Skyline boarders, but also negatively affects their ability to see their horses since the locations of most of these facilities are more than 10+ miles away....” (*Jo Egenes, Co-Chair, Woodside Area Horse Owners Association* [O-WHOA-W-03])

“The disappearance of horses will also affect related businesses (tack stores, feed stores, etc.) which will negatively impact the economy by millions of dollars...” (*Jo Egenes, Co-Chair, Woodside Area Horse Owners Association* [O-WHOA-W-05])

“...The cost of boarding a horse at Skyline is significantly less than other facilities...The cost barrier by itself is prohibitive.” (*Christine Hanson, Chair, Skyline Stables* [O-SkylineCH-W-03])

“...these stables provide the only remnants of a time gone by, losing them would greatly impact the access of City dwellers to equestrian facilities, particularly those who may be of lower income status, who currently utilize the non-profit, cooperative Skyline Stables.” (*Dotty LeMieux, Attorney on behalf of Skyline Stables* [O-SkylineDL-W-06])

“Besides being farther away from the Skyline Stables location, no other facilities are as affordable...None are non-profit cooperatives offering the same camaraderie, low cost and amenities to the owners...mitigations should have been discussed in the DEIR.” (*Dotty LeMieux, Attorney on behalf of Skyline Stables* [O-SkylineDL-W-12])

“Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large.” (*Form Email 1, see individual commenters listed in Table 2-3* [I-FormEmail1-01]; *Form PostCard, see individual commenters listed in Table 2-4* [I-PostCard-01])

“...this report [draft environmental impact report] fails to note that... the cost of some of these stables [where these horses are supposed to be moved] is more than 5 times what it costs to keep a horse at the non-profit Skyline Stables.” (*Form Email 2, see individual commenters listed in Table 2-3* [I-FormEmail2-03]; *Nola Masterson, Science Futures* [I-MastersonN-W-03])

“The list [the 19 equestrian facilities identified in the draft EIR as viable alternative stabling for all the horses currently at Skyline Stables] makes no comment on the price or suitability of the

listed boarding facilities. As a non-profit corporation run by the boarders themselves, Skyline Stables is an affordable option for horse owners of modest incomes. It is likely that these owners would not be able to absorb a 5-fold increase in boarding fees, which would be the case for some of the listed facilities...Between the distances and the expense, many of the boarders at Skyline Stables may feel they have no option other than trying to sell their animals. In today's economic climate, sales are extremely difficult. Older and/or unrideable horses, in particular, are sadly likely to end up transported to out of state auctions and from there on to slaughter houses in Canada or Mexico." (*Form Letter, see individual commenters listed in Table 2-3* [I-FormLetter-03])

"It would be a hardship if I had to sell my child [horse] Maggie..." (*Lori Anderson* [I-AndersonL-W-02])

"Even more significantly, however, the cost of boarding, even if it can be found, is on average three to four times greater, which makes it impossibly out of reach for the Skyline boarders." (*Willa Chapman* [I-ChapmanW-W-03])

"Should the facilities at Harry Tracy be closed, it would have an economic impact on the market for horse boarding. Essentially flooding the market should all the Skyline boarders be forced to find other places to keep their horses within the area." (*Edward Hanson* [I-HansonE-W1-03]; *Edward Hanson* [I-HansonE-W2-03])

"...there is a dramatic disparity in cost of keeping horses on SFPUC property and on privately held real-estate...This economic reality is spelled out in the EIR appendices but was ignored by its authors in their analysis..." (*Edward Hanson* [I-HansonE-W1-05]; *Edward Hanson* [I-HansonE-W2-05])

"The economic agricultural revenue of the horse industry is second only to grapes. Loss of horse related business revenues will impact the county coffers and jobs." (*Tricia Henry, Green Vista Stables* [I-HenryT-W-03])

"Further, it [draft environmental impact report] does not describe adequately the economic impact that removal of the equestrian facilities will have on tenants." (*Janine Micheli* [I-MicheliJ-W-02])

"The report does not address the economic impacts to the tenants by the removal of the facility." (*Janine Micheli* [I-MicheliJ-W-11])

"...My concern is with the closure of Skyline Stables as San Francisco's last urban stable. The draft EIR states that there would be no impact with its closure. I believe there would be a significant social and economic impact." (*Laura Stevens, Heather Hill Riding Academy* [I-StevensL-W-01])

"Losing Skyline Stables and its 52 low cost stalls and corrals will have a detrimental impact on the horse community and the various business entities that provide services and supplies to the equestrians who have been affiliated with Skyline Stables for many years." (*Marilynn Terstegge* [I-TersteggeM-W-02])

"The cost of moving the stable would be significantly less than the average of what it would cost the horse owners to pay for boarding at the facilities suggested on the EIR just until the end of our lease that runs until 2014. Even if you add the cost of a full CEQA report on a new stable, it

would not cost – it would cost less than moving these horses to the more expensive existing stabling as suggested.” (*Christine Hanson, Chair, Skyline Stables* [O-SkylineCH-VM-05])

“The loss of this stable would fall hardest on the people who board multiple horses there. Many of the horses in this group are either elderly or lame. If their owners are unable to care for them, their prospects for finding a good new home are slim. These owners are desperate. A good portion of these horses have been taken on as rescue animals to begin with and now, because of the economic climate, the horse rescues that they came from are filled to capacity. If the stables are removed completely, it would remove a valuable resource for all horse owners in this area. This is especially critical now in these uncertain economic times.” (*Christine Hanson, Chair, Skyline Stables* [O-SkylineCH-VM-06])

“The recreational impact has been deemed to be less than significant in this report and, thus, no mitigation required. In respect to the horse stables, there has been a failure to consider economic diversity of horse owners in general. For this particular stable, moving to another stable or these horse owners will result in between a two to four times increase in monthly boarding...” (*Phillip Lim* [I-LimP-VM-01])

“...to move the stables out of this urban area would have a social impact that I don’t think is addressed in the EIR.” (*Laura Stevens, Heather Hill Riding Academy* [I-StevensL-VM-01])

“And to close it would have a social impact. And for us to move to another stable out of the area would have an economic impact for all the people at the stable.” (*Laura Stevens, Heather Hill Riding Academy* [I-StevensL-VM-03])

“...I ride five days a week. I’m 69 years old. I would be devastated if I could not do that. In the EIR report, it states that the removal of the stables – excuse me – has no impact. It has a huge impact on my family. We have three generations that have been up there now.” (*Carole Bottarini* [I-BottariniC-VM-01])

“And as these people said, you can’t afford to have four or five times what they’re paying, nor could I.” (*Larry DeYoung* [I-DeyoungL-VM-02])

“An EIR is not going to show the emotion that has been shown in this room today. Two out of my three horses are rescues. Both were going to be sent to slaughter. And they now have a home, and they won’t be used for, unfortunately, human consumption in other countries.” (*Larissa Milano* [I-MilanoL-VM-01])

“We now have three horses. Two of them are older with minor leg problems. And there are several older horses at the facility, and they all need special care. We cannot afford to put our horses in another facility. It would cost us five times as much money to put them somewhere else.” (*Michelle Harrison* [I-HarrisonM-VSF-02])

“A point to be made is that many of today’s riders are in their 40s and 50s and older. That being the case means that their horses represent a ‘service’ animal which allows these riders access to areas where they can’t go on their own power. Closure of this stable would therefore cause many of these handicapped riders to lose their service animals because of the increased cost of the horses at other places. This would be an infraction of the ADA guidelines.” (*Faye Brophy* [I-BrophyF-VSF-01])

“...As mentioned by previous speakers, it does provide handicapped riders, children access to their therapy, which is present in therapy groups on the Peninsula. So having horses available is an important part of that facility. Also, search and rescue, today horses are an important part of search and rescue as evidenced by recent search and rescue in McLaren Park in San Francisco...”
(*Allison White* [I-WhiteA-VSF-02])

“I do find where you point out other stables in the vicinity. I don’t know, and I did not read closely if you analyzed the cost differences in there, which of course is a factor which has been mentioned because obviously if you’re trying to substitute something, comparison of the cost for – you know, the situation may not be analogous to each other. And we have had some testimony on that. So it might be well to have something in there or – at least part of the testimony related to that as part of the record.” (*Commissioner Antonini* [Antonini-VSF-04])

“I think that the recreation section of the EIR has to take, perhaps, a better look at what is available because it should take into consideration, in my estimation, pricing out various forms of recreation, in this case, riding. And to my knowledge, the stables and the services that are available close to San Francisco are extremely pricey, both Marin and the Peninsula. And this is one of the last, if not the last, that is relatively affordable for this type of recreation.” (*President Miguel* [Miguel-VSF-02])

Response [G2]

The remarks listed under ***Comment [G2]*** relate to the direct economic and social effects that the commenters believe they would experience from the closure of Skyline Stables, as part of the HTWTP project. Commenters state that closure of the stables could result in increased costs for the owners of horses currently boarded at the Skyline Stables, disruption of the Skyline Stables community, adverse economic impacts on local equestrian service providers, and generally constitute a social hardship for horse owners and riders, as well as for their horses.

The lead agency (San Francisco Planning Department) and the SFPUC acknowledge that the project may inconvenience those who currently use the Skyline Stables because the project would necessitate termination of the lease with Skyline Stables approximately three years prior to the end of the lease term.¹ For example, boarders that live in close proximity to HTWTP may experience longer commute times to visit their horses.² In addition, commenters have suggested that they will not be able to find equivalent boarding rates at convenient locations, possibly increasing the costs of horse-ownership.

CEQA, however, defines a "significant effect on the environment" as a substantial adverse change to the *physical* environment (California Public Resources Code § 21068). The social and economic effects described by commenters, above, do not constitute potential physical environmental impacts within the context of CEQA. Moreover, whether a project has a significant effect under CEQA depends not on whether it would adversely affect particular persons, but whether the project would adversely affect the environment of persons in general. The physical impacts associated with closure of

¹ The lease expires on December 31, 2014.

² Boarders living outside of the project vicinity may be able find more convenient arrangements than Skyline Stables. For example, some of the Skyline Stables boarders indicated in their comments that they reside in San Francisco. Such a person could be closer to equestrian facilities in Marin County or Pacifica than to the HTWTP site, depending on where in the City that individual resides.

Skyline Stables are addressed in Chapter 5 of the Draft EIR, *Environmental Setting and Impacts*, specifically in Sections 5.8, *Recreation*, and Section 5.4, *Cultural Resources*, of the Draft EIR, and in Section 3.10 of this Comments and Responses document (including the project's effects on access to equestrian trails and boarding facilities).

For the benefit of current lessees at Skyline Stables, the Draft EIR and this Comments and Responses document contain information relevant to avoiding or minimizing economic and social impacts. Section 3.10 of this Comments and Responses document and Appendix C of the Draft EIR provide additional details regarding equestrian recreational resources available on the Peninsula within 35 miles of Skyline Stables, as well as in the San Francisco Bay Area. As described in Section 3.10, the region contains an equestrian recreational network that provides a range of opportunities for horse ownership, equestrian communities, equestrian-related businesses, and horseback riding – including other non-profit stables (e.g., the Presidio Riding Club in Sausalito and Westwind Barn in Los Altos Hills).³ In addition to providing boarding opportunities for individual horses, the region provides options for pooling resources and exploring group boarding arrangements. For example, boarders may be able to lease private barns as an option for relocating a large group of horses to one site. At least one boarding facility was identified that could accommodate all of the approximate 40 horses at Skyline Stables.⁴ Typical monthly boarding costs at the stables with confirmed vacancies range from \$100 to \$450 for pasture-only, and from \$185 to \$685 for a stall/shelter (more if a training package is included).⁵

In addition to general social and economic impacts, one comment states that because many of today's riders are over 40 years old, their horses represent service animals and that closure of this stable would cause many of these riders to lose their service animals, resulting in a violation of the Americans with Disabilities Act of 1990 (ADA) guidelines. Whether persons with age-related disabilities have access to public open space facilities in the Bay Area is outside the scope of this CEQA document. Closure of Skyline Stables will not result in significant impacts to recreational resources (see Section 5.8, *Recreation* of the Draft EIR and Section 3.10, *Recreation* of this document). The ADA has no legal bearing on the SFPUC's authority to terminate its lease with Skyline Stables.

No revisions to the Draft EIR are required in response to these comments.

Benefits of Stables

Comment [G3]

“Skyline Stables has managed to benefit the community even within the parameters of increased Homeland security.” (*Christine Hanson, Chair, Skyline Stables* [O-SkylineCH-W-05])

³As described in Section 3.10 of this document, a survey conducted for the EIR identified at least 206 openings in San Mateo County, with 123 spaces in a stall or sheltered paddock and 83 spaces in pasture-only boarding. Typical monthly boarding costs at stables with confirmed vacancies range from \$100 to \$450 for pasture-only, and from \$185 to \$685 for a stall/shelter (more if a training package is included). At least one stable offered to lower their fees with knowledge that several boarders may need to be accommodated.

⁴ HDR, 2010. San Mateo County Equestrian Capacity Survey Memorandum. Prepared for the San Francisco Public Utilities Commission. August 2010.

⁵ Ibid.

“It also is a huge security benefit on the watershed. I was riding on the trail and saw smoke from a bed of pine tree needles so I called 911 and the fire department came and put out the fire.” (Carole Bottarini [I-BottariniC-W-03] and [I-BottariniC-VSF-03])

“...Many of our stable occupants are also members of the Volunteer Horse Patrol, which helps patrol Sawyer Camp and San Andreas trail, which are directly connected to our stables. This is invaluable to the Watershed as when we observe any unlawful activity, coyotes, beehives, and holes in fences, we report them immediately and stay there to warn of a possible danger until the proper authorities arrive...” (Mary Brown [I-BrownM-W-01])

“In its current state the horse boarding provides a recreational resource that is beneficial to both the water department and the community at large, providing income, security, community and responsible environmental stewards that cannot be replaced...environmental stewardship is not static and requires active partnerships and responsible land use to preserve open space. Skyline Stables would permanently remove such a community in its entirety.” (Edward Hanson [I-HansonE-W1-08]; Edward Hanson [I-HansonE-W2-08])

“It also is a huge security benefit on the watershed. I was riding the Sawyer Camp Trail along the freeway and saw smoke coming from a bed of pine needles. I called 911. The fire department came while we sat on our horses and watched.” (Carole Bottarini [I-BottariniC-VSF-03])

“I think there were a lot of good points made today. Certainly the security aspect of having people on horses in the watershed area possibly is an added benefit.” (Commissioner Antonini [Antonini-VSF-03])

Response [G3]

The foregoing comments describe the commenters' views on the benefits of the stables to the watershed, primarily with regard to security and fire safety. The benefits described relate to equestrians being allowed to use the trails on SFPUC property in the watershed and thus providing security, sense of community, and stewardship benefits.

The SFPUC does not rely upon trail users, including equestrians, for security or fire safety in the watershed. The SFPUC's Natural Resources Division, Land and Resource Management Section, patrols the watershed lands and coordinates closely with the local fire and law enforcement agencies. The SFPUC provides security for the watershed including the Fifield-Cahill Ridge Trail and other internal service roads, facilities, and watershed lands. The SFPUC is supported by the San Mateo County Sheriff's Office and Ambulance Service, California Department of Forestry and Fire Protection, and the Golden Gate National Recreation Area (GGNRA) for law enforcement support, fire suppression, and medical aid assistance. In addition, San Mateo County Parks and Recreation Department rangers patrol the trails it operates on the SFPUC watershed lands.⁶ The SFPUC utilizes volunteer hikers, cyclists, and equestrians to lead trail outings, by reservation, on the Fifield-Cahill Ridge Trail to ensure that the sensitive resources are not damaged as required by the mitigation monitoring and reporting

⁶ San Francisco Public Utilities Commission (SFPUC). 2004. Peninsula Watershed Management Plan (WMP). Final. Updated: January 11, 2008. Available: <http://www.sfwater.org/Files/Reports/3-Env_Set_Impacts.pdf>.

program for the Peninsula Watershed Management Plan EIR.⁷ In addition, cyclists and pedestrians regularly utilize the trails operated by San Mateo County along the periphery of the watershed in the vicinity of HTWTP and are also capable of reporting unsafe watershed conditions to the authorities. Although the project would result in closure of Skyline Stables, it would not otherwise affect equestrian access to trails in the watershed. The loss of any incremental benefit associated with the stables presence would be of negligible effect and would not constitute a fire or safety hazard. Furthermore, closure of the stables would increase the security of the HTWTP by eliminating potential unauthorized access to the water treatment plant grounds.

No revisions to the Draft EIR are required in response to these comments.

Editorial Comments

Comment [G4]

“Footnote #3 refers to the ‘Lower Crystal Springs Dam Improvements Project (LCSDIP) Draft EIR, published in February 2009...’. The correct date of this DEIR publication is March 2010.” (Nicole Sandkulla, Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency [A-BAWSCA-W-01])

Response [G4]

In response to this comment, the publication date in footnote 3 has been changed as shown below and in Section 4, *Draft EIR Revisions*, of this document. These changes are minor and do not result in new significant or substantially more severe environmental impacts.

Page 1-5 of the Draft EIR (within Section 1.2.1, *SFPUC Water System Improvement Program*, subheading *Summary of Water Supply/Operations Impacts*):

³ Based on best available information at that time, the PEIR made the conservative determination that the WSIP would result in a potentially significant and unavoidable (SU) impact on fisheries in Crystal Springs Reservoir related to inundation of spawning habitat upstream of the reservoir (PEIR Ch 5, Sec 5.5.5, Impact 5.5.5-1). The project-level fisheries analysis in the Lower Crystal Springs Dam Improvements Project (LCSDIP) Draft EIR, published in ~~February 2009~~ March 2010, determined this impact to be less than significant based on more detailed site-specific data (LCSDIP Draft EIR Ch 5, Sec 5.13, Impact BI-15). To be conservative, this EIR relies on the PEIR’s SU impact determination for the PEIR’s Crystal Springs Reservoir fisheries impact. The lead agency will update this EIR to be consistent with the LCSDIP Project Final EIR if it is certified (scheduled for ~~September~~ October 2010) prior to finalizing this EIR.

Comment [G5]

“The sentence reading, ‘The source of the water supply is a combination of local supplies from streamflow and runoff in the Alameda Creek watershed of San Mateo...’. Section 1.2 – Overview of the SFPUC Regional System (pg. 1-1) uses clearer wording, ‘The source of the

⁷ SFPUC. 2001. Peninsula Watershed Management Plan Final Environmental Impact Report. SF Planning Department File No. 96.222E. State Clearinghouse No. 98082030. Certified January 11, 2001.

water supply is a combination of local supplies from streamflow and runoff in the Alameda Creek watershed and in the San Mateo...’ Suggest repeating the exact text from Section 1 here to avoid confusion.” (Nicole Sandkulla, Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency [A-BAWSCA-W-02])

“The sentence reading, ‘At a project-level of detail, the PEIR evaluated the environmental impacts of the WSIP and, at a program-level of detail, it evaluated the environmental impacts of the WSIP’s facility improvement projects.’ Section 1.2.1 – SFPUC Water System Improvement Program (pg. 1-2) uses clearer wording, ‘At a project-level of detail, the PEIR evaluated the environmental impacts of the WSIP’s water supply strategy and, at a program level of detail, it evaluated the environmental impacts of the WSIP’s facility improvement projects.’ Suggest repeating the exact text from Section 1 here to avoid confusion.” (Nicole Sandkulla, Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency [A-BAWSCA-W-03])

Response [G5]

In response to these comments, the text has been changed as shown below and in Section 4, *Draft EIR Revisions*, of this document. These changes are minor and do not result in new significant or substantially more severe environmental impacts.

Page 2-1 of the Draft EIR (within Section 2.2.1, *SFPUC Regional Water System Overview*):

The source of the water supply is a combination of local supplies from streamflow and runoff in the Alameda Creek watershed ~~of~~ and in the San Mateo and Pilarcitos Creeks watersheds (referred to together as the Peninsula watershed), augmented with imported supplies from the Tuolumne River watershed.

Page 2-2 of the Draft EIR (within Section 2.2.2, *SFPUC Water System Improvement Program*):

At a project-level of detail, the PEIR evaluated the environmental impacts of the ~~WSIP~~ WSIP’s water supply strategy and, at a program-level of detail, it evaluated the environmental impacts of the WSIP’s facility improvement projects.

3.2 Project Description

Keep Open or Relocate Stables

The following comments request that the SFPUC consider maintaining Skyline Stables in its present location at the HTWTP site or relocate the facility to an alternate location.

Comment [PD1]

“I would ask that rather than abandon the stable that the SFPUC consider relocating in another area of the Watershed.” (Lyndall Erb, Chair, Equestrian Trail Riders Action Committee [O-ETRAC-W-06])

“I hope that you will reconsider relocation for the horses on SFPUC lands.” (*Jo Egenes, Co-Chair, Woodside Area Horse Owners Association* [O-WHOA-W-06])

“Losing these stables will be a huge loss if they are not relocated.” (*Christine Hanson, Chair, Skyline Stables* [O-SkylineCH-W-08])

“The project description describes the removal of the stables as being necessary to place a new treated water facility in the location where the stables now are. There is no offer to help relocate the stables at existing underutilized SFPUC property elsewhere. Such locations have been discussed, and while some of them may require further environmental review, that should not be an impediment to their being considered for relocation.” (*Dotty LeMieux, Attorney on behalf of Skyline Stables* [O-SkylineDL-W-02])

“This is a historic use compatible with the site, and should be accommodated by rebuilding the stables elsewhere on the site or adjacent/nearby recreational easements maintained by the City.” (*Dotty LeMieux, Attorney on behalf of Skyline Stables* [O-SkylineDL-W-15])

“...Members of the Skyline Stables are willing to work with the City in finding appropriate solutions to the environmental impacts discussed, particularly relocation of the stables to appropriate alternative areas on City owned land.” (*Dotty LeMieux, Attorney on behalf of Skyline Stables* [O-SkylineDL-W-16])

“Please relocate the Skyline Stables to other SFPUC land in the area.” (*Form Email 1, see individual commenters listed in Table 2-3* [I-FormEmail1-02])

“I understand that necessary work needs to be done to the Harry Tracy Water Treatment Plant, forcing the relocation of the stables. I am writing to ask the SFPUC to consider Skyline Stables a unique partner and continue to support the community by relocating Skyline Stables to other SFPUC land.” (*Form Email 2, see individual commenters listed in Table 2-3* [I-FormEmail2-01])

“Skyline Stables offers a place for folks on a tight budget to enjoy a pastime deeply tied to our history and the region – horses! Closing such a resource will be a great loss. Some boarders have purchased their horses only after finding a place near home they could afford. Some have been laid off from their jobs. If they lose this affordable opportunity they may need to sell or give away their horses. The present economic climate is not a good one for horses. Horse rescues are full, their funding is low and it is difficult to place horses that in the past were easy to find homes for. Please support the relocation of Skyline Stables to other SFPUC land.” (*Form Email 2, see individual commenters listed in Table 2-3* [I-FormEmail2-05]; *Marilyn Garcia* [I-GarciaM-W-03]; *Nola Masterson, Science Futures* [I-MastersonN-W-05])

“Please relocate the Skyline Stables to other SFPUC land in the area.” (*Form PostCard, see individual commenters listed in Table 2-4* [I-PostCard-02])

“...If the current location is untenable, then I feel it is incumbent on your organization to find a suitable location elsewhere on the SFPUC lands and still support both the community and the ability for youth and adults to continue to have a connection with nature and horses.” (*Carmen Acton* [I-ActonC-W-01])

“...Please do not take about Skyline Stables but do find suitable, close land. Everyone works hard to keep their horse pets during this most difficult time.” (*June Ahern* [I-AhernJ-W-01])

“Please keep the horse stables open for the benefit of all the children and their families who enjoy life enhancing moments each day they are at the stable...” (*Cindy & Doug Aiello* [I-AielloCD-W-01])

“...The stables now a days are very expensive and I would only be able to see her on weekends if I was able to find a place to keep her that I could afford. Please relocate us, to another location, we are responsible Horse owners that love our horses.” (*Lori Anderson* [I-AndersonL-W-01])

“...Please do whatever you can to keep Skyline Stables open or if that is not possible, please relocate them to another location in the area.” (*Luis & Deborah Baeza* [I-BaezaLD-W-01])

“There are so few horse homes left – please relocate rather than close the Skyline Stables.” (*Rebecca Bailin* [I-BailinR-W-01])

“It is my sincere hope that you will reconsider closing the Water Shed stables. Although I no longer board there, I once did and it was the only place that I was able to find in order to keep a give away horse from being sent to the glue factory as it was the only place that I could afford...” (*Betty Bortin* [I-BortinB-W-01])

“Skyline Stables must be relocated on the Peninsula on Watershed recreation Land.” (*Carole Bottarini* [I-BottariniC-W-09])

“Skyline Stables is needed to stay in the Community and be relocated to continue its role in the low-cost recreation of the world of horses.” (*Carole Bottarini* [I-BottariniC-W-11])

“...As a resident of San Francisco, and a horse owner, I strongly encourage you to either reconsider the stable closure or relocate the horses to a new and suitable location in the SFPUC... Please relocate the Skyline Stables to other SFPUC land in the area.” (*Roberta Britting* [I-BrittingR-W-01])

“I hope that the SFPUC chooses to relocate the Skyline Stables onto another location on the PUC. There is land which will not affect the waters in south end of Crystal Springs Reservoir that would work perfect for this group and would continue the great relationship with the public as well as the stable members.” (*Faye Brophy* [I-BrophyF-W-01])

“I understand the importance of having a new seismic water tank and I hope you understand how important it is to have an affordable, well-maintained stables. I am asking that you please relocate us in a nearby property that will allow us to continue to care for our horses in the manner that they deserve and where we are close enough to be able to care for them and enjoy them.” (*Mary Brown* [I-BrownM-W-02])

“...I respectfully request that you relocate Skyline Stables so other families can afford horses in a secure, family oriented area for future generations.” (*Irene Buchner* [I-BuchnerI-W-02])

“...I urge you to find an appropriate site for this stable within the San Francisco Watershed.... to preserve the history of the equine, have a partner in land stewardship in addition to search and rescue services as the horse can bring you areas that are not easily accessible by vehicles or by foot. Please relocate the Skyline Stables to other SFPUC land in the area.” (*Ann Burke* [I-BurkeA-W-01])

“...If you dislocate 50 horses whose owners can only afford a coop arrangement, they will have nowhere to go...please consider finding an alternate location for these fine animals and their dedicated owners...” (*Suzan Canli* [I-CanliS-W-01])

“Before any eviction of these horses and families occurs, your agency should relocate them onto other land under your control...” (*Willa Chapman* [I-ChapmanW-W-05])

“...We are asking you to relocate us if our barns are to be torn down. Relocate us so we may keep this way of life alive, not just now but for the future...” (*Bill Clark* [I-ClarkB-W-01])

“...It is imperative that the stables remain in existence. The equine community requires facilities such as these to ensure that people have opportunity to have horses who would, otherwise, not be able to have this experience.” (*Susanne Crane* [I-CraneS-W-01])

“Please relocate the Skyline Stables to other SFPUC land in the area...” (*Laura Derry* [I-DerryL-W-02])

“If you find that you must close the stables in their current location, please consider relocating the Skyline Stables to other SFPUC land in the area.” (*Marianne Doar* [I-DoarM-W-02])

“I strongly oppose closing down the stables at the water shed. I have been a horse owner and a member of the horseman’s association for many years. The joy of this life cannot be dismissed so easily. Please reconsider a new site for the water tank.” (*Kathy Doulabi & Alyce Cardinale* [I-DoulabiK-W-01])

“It is imperative in these times that with all that is going on with wild horses we keep the public with a place to rent horses as well as stables open for business. Many of our young people are kept off the streets with a meaningful outlook. Horsemanship is one of the leading sports to build both responsibility for our future. We must not let them down.” (*Norman Dunham* [I-DunhamN-W-01])

“...I am writing this letter to you in hopes that it will help encourage the Water Department to be willing to relocate the Skyline Stables in Millbrae to a different location, as I understand their current location for the past 60 years is no longer available....” (*Claudia Fox* [I-FoxC-W-01])

“I would like you to support the effort to find a solution in preserving Skyline Stables.” (*Bob Garcia* [I-GarciaB-W-01])

“I understand that necessary work needs to be done to the Harry Tracy Water Treatment Plant, forcing the relocation of the stables. I am writing to ask the SFPUC to consider Skyline Stables a unique partner and continue to support the community by relocating Skyline Stables to other SFPUC land.” (*Marilyn Garcia* [I-GarciaM-W-01]; *Nola Masterson, Science Futures* [I-MastersonN-W-01])

“I am writing to ask that you please support the people and horses at Skyline Stables by protecting their current location from closing.” (*Patricia Griffin* [I-GriffinP-W-01])

“At the least, please plan to adequately relocate this historic facility to accommodate the current horses and owner community there. Our quality of life is threatened every day by just such

governmental demand. Please consider the horrific impact that would be caused by closing these facilities.” (*Patricia Griffin* [I-GriffinP-W-03])

“Not everyone is able to afford the high price of local stables. It is a refuge for horse owners that don’t have endless financial means and prevents horse abandonment based on that type of situation. I hope you will relocate the Skyline Stables to other SFPUC land in the area.” (*C. Nicole Hamilton* [I-HamiltonN-W-02])

“Horse boarding is really really difficult to find, especially affordable stables. Please ask PUC to take responsibility for arranging and helping to build a new affordable location for those horses. It takes a village, and responsibility must be shared.” (*Jennifer Harden* [I-HardenJ-W-01])

“Please relocate the Skyline Stables to other SFPUC land in the area so that horse tenants of Skyline will still have a home. There are few affordable places to board horses in the Bay Area, and closing Skyline Stables without offering a suitable alternative would leave many horses and their people in dire straits. In this time of economic downturn, please do all that you can to aid these horses and their owners.” (*Jill Harley* [I-HarleyJ-W-02])

“...If the Skyline Stable facility is closed we will not be able to afford to keep our horses here, and will be forced to move in order to keep our animals. I would ask that the Skyline Stable Facility be kept operating at its current location. If this were not possible I would ask that it be relocated on watershed property close to its current location.” (*Allen Harrison* [I-HarrisonA-W-03]; *Allen Harrison* [I-HarrisonA-VM-03])

“We could no longer be able to afford our horses. Please keep Skyline Stables where it is. If that is not possible I ask that we be relocated on watershed property close to its current location.” (*Michelle Harrison* [I-HarrisonM-W-06])

“I am writing to urge you to find an alternative site on SFPUC lands for the horses currently boarding at Skyline Stables. As a member of the equestrian community, a horse owner who boards in a similar situation I can assure you that boarding space is extremely tight in our area. The eviction of the community at Skyline would have a serious impact on the already stressed affordable boarding market. I sincerely hope that there is a way to find another site for these responsible horse owners.” (*Susan Harvey* [I-HarveyS-W-01])

“Please leave the Skyline Stables as they are or relocate the stables to other SFPUC land in the area.” (*Tricia Henry, Green Vista Stables* [I-HenryT-W-04])

“Please reconsider closing and destroying the Skyline Stables to make room for a new water tank. The Stable has been on that spot for more than 60 years and is self-supporting, enabling the people who board their horses there an affordable local facility. There is no other cost-effective place for these horses to go. In these trying economic times, taking away an existing solution only puts additional stress on peoples already burdened. Please hear my plea for this.” (*Jill Higgins* [I-HigginsJ-W-01])

“I am writing to ask that Skyline Stables not be closed. This longstanding, affordable horse facility has been a part of the area for generations of young people learning to ride, and for adults who want to be in the natural world in a natural way. Horses are not the domain only of the privileged – but the loss of Skyline would put increasing pressure on those who cannot afford to keep horses at home or at a high cost boarding barn. It is important that riding remain available

for the rest of us. Please relocate the Skyline Stables to other SFPUC land in the area.” (*Jane Hirshfield* [I-HirshfieldJ-W-01])

“Closing any horse boarding facility is clearly sad news for horse owners, but losing a low-cost facility near San Francisco is tragic. I am fortunate to own 70 beautiful acres and to have built pastures and comfortable stables for my 6 horses. I [Lobitos Creek Ranch] can’t take in even one more...I hope you will think about this when you look for a solution for the placement of the water tank. Surely there is an affordable solution for these people and their horses.” (*Rebecca Holland, Lobitos Creek Ranch* [I-HollandR-W-01])

“...Skyline Stables has been an affordable, nearby option for the past 60 plus years. Please don’t take this option away for the horses and owners that depend on it. Most of us have enough to deal with now, just trying to maintain a high level of care for our horses.” (*Debbie Hotter* [I-HotterD-W-01])

“I live in San Francisco and, as a horse-owner, know how extremely difficult it is to find nearby horse boarding facilities. Please find an alternative solution to the potential removal of Skyline Stables. Please relocate the Skyline Stables to other SFPUC land in the area, and do not close this stable.” (*Karen Johnson* [I-JohnsonK-W1-01]; *Karen Johnson* [I-JohnsonK-W2-01])

“As long-time horse owners, my husband and I have been happy, satisfied lessees at the Skyline Stables for 8 years. As such we make an appeal that the Skyline Stables be allowed to remain at their present location in Millbrae...” (*Celeste Koski* [I-KoskiC-W-01])

“...We use this area and we need to keep our horses close by. It’s getting more and more difficult to keep our horses in Marin County, however, this is a large livestock area. Please reconsider this or relocate the Skyline Stables to other SFPUC land in our immediate area.” (*Karine Landers* [I-LandersK-W-02])

“Why do you need put a tank at the barns? Please don’t because we moved from SF to Millbrae to see our Grandma and her horses. And if you put a tank there can we build a barn nearby? Please!!!” (*Lela, Angelia, Kathy & Geoff Liggett* [I-LiggettL-W])

“The San Francisco Water District should be proud of the outstanding recreation opportunities for the residents of San Mateo County provided by stables located at the Harry Tracy plant location. I hope these opportunities will be made available for generations to come. Please reconsider your decision to close Skyline Stables at the HTWTP location. If it is imperative that the stables be removed from this site, I hope that the stables will be relocated on other San Francisco Public Utility Commission land in the nearby area.” (*Barbara Maeso Ruble* [I-MaesoB-W-04])

“...That barn is one of very, very few affordable stables in the Bay Area and given the economy, I fear what will happen to many of the horses at that barn if it closes its doors. Please relocate the barn to other SFPUC land in the area.” (*Molly Maheras* [I-MaherasM-W-01])

“I can’t imagine the location where Skyline Stables is located is the only place for the needs of the PUC, there must be other locations surely. If indeed the PUC can show it is the only location, then they should be required to facilitate the moving of all the horses to an equally desirable locale.” (*Penny Martin* [I-MartinP-W-01])

“...If the stables close I am afraid that Grandpa Al might lose the horses, or have to move away and I will not be able to ride anymore!” (*Molly McGehee* [I-McGeheeM-W-01])

“Please keep the stables in place. We have been residents of Millbrae and San Bruno since 1955.” (*Jon & Frances Michael* [I-MichaelJF-W-01])

“I would implore the San Francisco Planning Department and the SFPUC to reconsider the removal of Skyline Stables. If there is no viable alternative to the removal of the facility from the Harry Tracy Water Plant, I would like the Water Department to relocate the community, in its entirety, to a suitable, local location on watershed land.” (*Janine Micheli* [I-MicheliJ-W-12])

“Please save Skyline Stables. We do believe that it is a valuable part of the county for many people.” (*Sayed Mohsin* [I-MohsinS-W-01])

“I am sending this petition to you in hopes that you will not close the Skyline Stables... There are so few stables in the Bay Area that are affordable so the impact of losing these 52 places will probably result in these horses going homeless or being abandoned. Riding is therapeutic and so valuable for many reasons. I am sure you could find an alternative spot for your water tank.” (*Nena Montgomery* [I-MontgomeryN-W-01])

“Please relocate the Skyline Stables to other SFPUC land in the area.” (*Nena Montgomery* [I-MontgomeryN-W-03])

“I strongly oppose this action which will close Skyline Stables. As a member of the San Francisco Horsemen’s Association since 2008, and horse owner I strongly urge you and the San Francisco Planning Department to find an alternative solution. Help save the horses at Skyline Stables.” (*Denise Montoya* [I-MontoyaD-W-01])

“...It is really important to keep some stables within reach for our communities. Please do not close the stables. Alternatively, please relocate the Skyline Stables to other SFPUC land in the area so that the stables can continue to be a place of healing, teaching and refuge for kids, adults and horses too.” (*Jamie Lee Moore* [I-MooreJ-W-01])

“Our hope is that the Water Department will relocate the stables on other SFPUC land in the area...” (*Cathy Mueller* [I-MuellerC-W2-04])

“As a concerned local equestrian I would like to urge you to keep Skyline Stables alive. The horse community depends upon such stables which offer low-cost stalls for local horses. This would be a terrible loss for the mid-peninsula area, because more and more stables like Skyline are disappearing. A better solution would be to move the stable to another location in the same area...” (*Elizabeth Nishibori* [I-NishiboriE-W-01])

“...Please do what you can to save/relocate the Skyline Stables. It is for the children, the families, the communities.” (*Janet Nogara* [I-NogaraJ-W-01])

“It would be helpful if you would consider relocating the Skyline Stables to other SFPUC land in the area. A similar situation arose in Marin County... We worked out an agreement with the Marin Municipal Water District after a huge public outcry against closing the barn.” (*Lina Novy* [I-NovyL-W-03])

“Please have the Environmental Impact Report for the Harry Tracy Water Treatment Plant reflect a strong need to relocate the Skyline Stables facility. In the modern world there doesn’t seem to be much acknowledgement of the horse and its place in human history....” (*R. Passantino* [I-PassantinoR-W-01])

“Please do not close Skyline Stable. Its need is relevant and we need your consideration.” (*Gloria Pomilia* [I-PomiliaG-W-01])

“Please look into moving the Skyline Stables to a good place. My prayer is that both water treatment plan [sic] and horses can co-exist in the area. Please act justly and be careful not to ‘bulldoze’ over the lives and loves of others.” (*Linda Posner* [I-PosnerL-W-01])

“I am writing with grave concern regarding the potential destruction of the Skyline Stables in Millbrae. It is clear to me that, if these stables are indeed destroyed, an equivalent piece of land must be set aside for the construction of new stables that will fill the same need in the community – for local, affordable stabling.” (*Lisa Quoresimo* [I-QuoresimoL-W-01])

“...The only way that my daughter can continue to gain the experience she needs for her educational goals is if Skyline Stables or its geographical and economic equivalent continue to exist.” (*Lisa Quoresimo* [I-QuoresimoL-W-03])

“I am writing regarding the plans of the SFPUC to eliminate Skyline Stables in favor of a water storage tank. Apparently the location of the stables is seismically best suited for the planned water tank. While it is understandable that the SFPUC wishes to use the most suitable and safe location for their water storage, I find it extremely disappointing that with all the land available to/owned by the SFPUC, no effort seems to be underway to find an alternate location for Skyline Stables, which have been there a long time.” (*Tanya Rebarchik* [I-RebarchikT-W-01])

“...Please consider making an effort to find an alternate location – I’m sure the boarders would most likely even help with the move/rebuilding. The SFPUC owns a vast amount of land – there has got to be another spot for these stables!” (*Tanya Rebarchik* [I-RebarchikT-W-05])

“What we would like to have at Skyline Stables is to have the SFPUC to relocate us somewhere close by.” (*Frank & Angie Ribera* [I-RiberaFA-W-02])

“I urge you to consider saving this valuable stable, or at the very least, to relocate it for the benefit of the current horse owners.” (*Bob Rosenberg* [I-RosenbergB-W-02])

“Please do not force Skyline Stables to move. Closing affordable co-operatively run stables and throwing out 50+ horses creates a hardship in the lives of hundreds of people and their families. Not to mention closing one more avenue for people to experience the outdoors.” (*Doug Ross* [I-RossD-W-01])

“...At 2 million dollars an acre, the public boarding stables are being turned into private compounds and they are not being replaced. Low cost, local, urban community stables have to be on public lands. Please help us keep Skyline, our last local, and community, urban public stable, open by moving us to another close location.” (*Laura Stevens Heather Hill Riding Academy* [I-StevensL-W-03])

“As a horse enthusiast and San Mateo County resident, I am deeply concerned about the proposed removal of the non-profit Skyline Stables. This is one of the few remaining north peninsula barns. I would like to see Skyline Stables moved to another section of SFPUC land nearby so that local equestrians can keep their horses in affordable stalls. As I'm sure you are aware, the next closest stables are located all the way down in Menlo Park/Woodside and charge double Skyline's rates. Golden Gate Park stables are gone. Don't let this one go too.” (*Niki Stoddart* [I-StoddartN-W-01])

“...I hope to see Skyline Stables relocated to another nearby and safe area for experiences like these to continue on for others.” (*Patricia Tate* [I-TateP-W-01])

“Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for 60 years, providing a valued location for equestrians located throughout the area...for many years now, residents of the City and surrounding areas have had to go further and further away in order to find a place to ride and enjoy equestrian sports.” (*Marilynn Terstegge* [I-TersteggeM-W-01])

“If it becomes impossible to maintain the stables at this current location, please consider relocating Skyline Stables to other nearby SFPUC land in the area.” (*Marilynn Terstegge* [I-TersteggeM-W-03])

“I understand Skyline Stables are slated for closure. I am writing to urge you to fight to keep an equivalent space for horses and owners (at least 52 stalls) – in the San Francisco Watershed area. Stable space is difficult to find, and with each resource that closes down the equestrian community is hit with less access and affordability to maintain their animals and way of life...” (*Jane Thomason* [I-ThomasonJ-W-01])

“I am writing to make my voice heard that the Skyline Stables be relocated not shut and have horses put up for adoption as many horse owners will not be able to keep them in other facilities due to space and cost.” (*Summer Tompkins Walker* [I-WalkerS-W-01])

“...I strongly urge you to support the relocation not closure. We need to do our best to maintain as many affordable facilities available to the public.” (*Summer Tompkins Walker* [I-WalkerS-W-03])

“It is a time when stables and horses are coming under incredible pressure, and losing all the space in our societies. Please help us maintain a fair and equal presence, and allow children to grow up able to know and connect with these magnificent beings. Please relocate the Skyline Stables to other SFPUC land in the area.” (*Mimi Watson* [I-WatsonM-W-02])

“If it becomes necessary to move the horses at Skyline Stables, I very strongly support the idea of moving them to another location on SFPUC land...Skyline has been a successful barn for many decades, and provides the owners a reasonable place to board a horse. Owning a horse should not be a privilege for those who can afford expensive barn facilities.” (*Kirstin Whitsett, Orinda Horsemen Association* [I-WhitsettK-W-01])

“In my opinion, closure of the Skyline Stables may be an action that is short sighted. Horses are an important part of our history and they provide a wonderful outlet for adults and young people alike....” (*James Williams* [I-WilliamsJ-W-01])

“The Equestrian Community can’t afford to lose any more stables as they are the homes of our beloved horses. I took lessons at this stable 45 years ago and am very sad to hear that it will be closed....” (*Michael Willin* [I-WillinM-W-01])

“Please relocate the Skyline Stables to other SFPUC land in the area.” (*Michael Willin* [I-WillinM-W-03])

“The hope is that to relocate the barns to somewhere close by and keep the reasonable pricing – most barns are incredibly expensive. Most of the people who board their horses at Skyline Stables are on a tight budget. Some have purchased their horses only after finding a place near home they could afford. Some have been laid off from their jobs. If they lose this affordable opportunity they may need to sell or give away their horses. The present economic climate is not a good one for horses. Horse rescues are full, their funding is low and it is difficult to place horses that in the past were easy to find homes for.” (*Norman Yim* [I-YimN-W-02])

“Please keep the Skyline Stables open by finding another location on SFPUC land in the area. This stable has been located there for about 60 years and is an affordable location for peninsula residents to keep their horses. Owning and riding horses is barely affordable for the middle class, but stables like Skyline make that a possibility. Please keep these stables open!” (*Ann Zorn* [I-ZornA-W-01])

“If the new treated water reservoir can only be located on the site of the barns and paddocks, then it is very important that these 52 stabling choices are moved in their entirety to another SFPUC location.” (*Christine Hanson, Chair, Skyline Stables* [O-SkylineCH-VM-02])

“Another facility could be built using inexpensive prefabricated stabling. Any new stabling would be designed in accordance with ‘Horse-keeping, A Guide to Land Management for Clean Water,’ a guide that’s prepared by the San Francisco Bay Resource Conservation and Development Council.” (*Christine Hanson, Chair, Skyline Stables* [O-SkylineCH-VM-04])

“Skyline Stables are irreplaceable and need to be relocated if the ground that they sit on right now is to be used for other purposes...I know that if we are relocated on another SFPUC property that has a lower security clearance, we will be able to share this experience with an even greater number of people...we could be an ideal location for community programs...losing these stables will be a huge loss if they are not relocated.” (*Christine Hanson, Chair, Skyline Stables* [O-SkylineCH-VM-08])

“[beginning of comment is about personal life and commenter’s experience with horses]...Horses are keeping me out of trouble in these tempting teenage years, and there is no other place where I am truly happy. In practical terms, this barn is within a 20-minute drive from San Francisco. If this barn closes down, it will deprive not only me but a whole range of people from an affordable, decent, and communally beneficial service. In conclusion I would just say that I hope there is a win-win solution here... Please find a way to keep this marvelous community resource available.” (*Emma Rhodes* [I-RhodesE-VM-01]; *Emma Rhodes* [I-RhodesE-VSF-01])

“...The San Francisco Water District should be proud of the outstanding recreational opportunities for the residents of San Mateo County that are provided by the stables at the Harry Tracy Plant location. And I hope these opportunities are made available for years and generations to come by relocating the stables to another San Francisco Public Utility piece of land in the area.” (*Barbara Maeso Ruble* [I-MaesoB-VM-03])

“...After 35 memorable years at Skyline Stables, I am now faced with the daunting task of finding a new home for my 23-year-old mare named Lady...has virtually no monetary value...most rescue facilities are...no longer able to accept horses in need. The final grim and possibly the only option would be to give this loving member of the family up to auction...So Mary and I are both in support of moving, relocating Skyline Stables.” (*Brian Brown* [I-BrownB-VM-01])

“I’ve been at Skyline Stables for 26 years. I have two horses there. One of my horses is old. I dread the thought of having to leave there. What I would be asking is that the Skyline Stables be relocated if it’s not at all possible to stay in its current position...I’m asking for relocation of the stables. And I hope the PUC will look at that very closely.” (*Doreen Cauchi* [I-CauchiD-VM-01])

“The stables must be relocated somewhere in north – in San Mateo County north peninsula area...it really needs to be looked at thoroughly by the PUC to be – to have us relocated.” (*Carole Bottarini* [I-BottariniC-VM-02])

“...it’s an incredible learning experience for children that, as you can see, throughout all the years that these people have been talking about, it can only continue to give to the youth of this community...as a concerned resident and parent and a Rotarian member, if there’s anything can I do to help either keep the stables here or help even relocate them close because this is invaluable for the children...” (*Patricia Korth* [I-KorthP-VM-01])

“...I can’t help but wonder if this was happening in the City of San Francisco, a city that’s known for being tolerant of lifestyles and having some of the most strict laws for the protection of animals and being politically correct, how this would fly there because this is a lifestyle...I don’t think the City of San Francisco wants to send horses to their death, which is what you’ll be doing if you do not relocate these horses at a similar facility, at a similar cost.” (*Larry DeYoung* [I-DeyoungL-VM-03])

“My plan since I’ve been at Skyline Stables has been to start a nonprofit rescue which, hopefully, will be relocated...replacing Skyline Stables would be the best thing for the community, for all the kids that I know that go up to Skyline Stables and for Skyline Stables in general.” (*Larissa Milano* [I-MilanoL-VM-02])

“I really think the San Francisco PUC needs to look at trying to relocate or maintain this facility for the people of Millbrae.” (*Mike Bushue, Vice-Chair, Equestrian Trail Riders Action Committee* [O-ETRAC-VM-02])

“...If the Skyline Stables facilities close, we will not be able to afford to keep our horses here and will be forced to move in order to keep our animals. I would ask the Skyline Stable facility be kept operating at its current location. If this were not possible, I would ask that it be relocated on watershed property close to its current location.” (*Allen Harrison* [I-HarrisonA-VSF-03])

“If I knew Skyline Stables would be closing, I never would have bought horses. I am asking that you keep Skyline Stables where it is, and if it is not possible, can we be relocated somewhere close to its current location on the watershed property?” (*Michelle Harrison* [I-HarrisonM-VSF-03])

“If the new treated water reservoir can only be located on the site of the barns and paddocks, then it’s very important these 52 stabling choices are moved in their entirety to another SFPUC

location as was stated in the original project proposal.” (*Christine Hanson, Chair, Skyline Stables* [O-SkylineCH-VSF-02])

“...I have always wanted to start a nonprofit rescue, and as of right now, I am in the process of seeing my nonprofit. Unfortunately with the barns being closed, I won’t be able to continue with that. I need an area where I know that it’s cost effective for me to start bringing in more lives and saving more animals. If the Skyline Stables are relocated to another property and, like someone else commented, with a school and another community across the way, it would be great for us to be able to involve that rescue and have kids come and help and learn about horses...So that’s my idea. I think it would be great if you guys could relocate us...” (*Larissa Milano* [I-MilanoL-VSF-01])

“Have you ever seen the smile of a child or an adult that has been touched by his or her first horse, the look their face as the horse’s lips search for caress in their hands? This has happened countless times at Skyline Stables...Prior to coming to Skyline Stables, I had my horse on the coast...[the remainder of the comment is about the individual’s experience prior to and after arriving at Skyline Stables. There is not a specific comment, but the desire for the stables to remain or be relocated is implied.]” (*Bill Clark* [I-ClarkB-VSF-01])

“Skyline Stables must be relocated on the watershed. The cost to put up portable barns and fencing would be less than compensation in dollars and cents for breaking our lease. The money would be better utilized by continuing a nonprofit, low-cost stabling facility. The SFPUC would be getting a return on their investment by issuing us a long-term lease. This would also better serve the community in the long run. Horses have been on the watershed for 100 years.” (*Carole Bottarini* [I-BottariniC-VSF-05])

“...I’m here in support of the equestrians at Skyline Stables. And I would like to urge you to work with them to relocate in partnership with them so that we can continue the longstanding California historical tradition of keeping horses on the Peninsula.” (*Allison White* [I-WhiteA-VSF-01])

“I am a strong advocate for the relocation of Skyline Stables which currently reside at that Harry Tracy Water Treatment Plant in Millbrae, California...[remainder of comment is about the speaker’s personal life, including experiences and how important horses have been]” (*Gregory Bussinger* [I-BussingerG-VSF-01])

“Please help us keep Skyline, our last local community public stable, open.” (*Laura Stevens, Heather Hill Riding Academy* [I-StevensL-VSF-03])

“...I’m here to speak on behalf of keeping the stables open or relocating them...[remainder of comment is about the speaker’s personal life, including experience with horses]” (*Laura Derry* [I-DerryL-VSF-01])

“...If they can’t keep us there, how about moving us on down somewhere else on the Water Department? We’ve never really had any complaints about any trouble or any really big complaints, you know? It’s a really a nice, nice deal. And I really would appreciate if we could move on some place down the Peninsula, be relocated.” (*Steve Flahavan* [I-FlahavanS-VSF-01])

“...Those current stables are very important and very necessary for us residents of San Francisco. Not only are the stables environmentally correct, they provide a wonderful use of public land with

minimal impact. They also serve the community and provide local outdoors activities to the residents.... I urge you to keep the stable open. In the 23,000 acres that belongs to the watershed, there must be a place, certainly, for another location, either for the tank or for the stables.”
(*Bertille Legrand* [I-LegrandB-VSF-01])

“...to the extent that it would be possible, it certainly would be well if we could find – even though that’s not before us today, but to find a way to relocate these stables somewhere on land either owned by the PUC or owned privately somewhere in the general vicinity for a lot of the reasons that were stated today because of the cost and the fact that we’re losing stables...”
(*Commissioner Antonini* [Antonini-VSF-01])

“And I would urge the PUC to take a second look at the possibility of relocation.” (*President Miguel* [Miguel-VSF-03])

Response [PD1]

Skyline Stables has a lease with the SFPUC to operate equestrian facilities at the HTWTP site, subject to the SFPUC’s use of the site for water system needs including, but not limited to, the right to enlarge, modify, expand, replace, and reconstruct the HTWTP.⁸ The proposed project requires the removal of the existing equestrian facilities, including the upper stable area where the new treated water reservoir is proposed, the lower stable area where the new backup generator is proposed, and the two exercise arenas near the Pacific Gas and Electric Company substation and the Helen Drive entrance for construction staging. (Refer to Section 3.3.1, *Treated Water Reservoirs*, subheading *Remove Equestrian Facilities*, on page 3-11 and to Figures 3-5 and page 3-6 in Chapter 3, *Project Description*, of the Draft EIR.)

The SFPUC evaluated a wide range of onsite and offsite alternatives to identify the most suitable site for the proposed project that would meet all of the project objectives. A description of the alternatives screening and evaluation process is presented in Chapter 7, *Alternatives*, of the Draft EIR. As described in Section 7.5.1, *Onsite Alternatives*, five alternative sites were identified as possible locations for the new treated water reservoir on or adjacent to the HTWTP site (refer to Figure 7-3 in the Draft EIR). The SFPUC identified the upper stables area as the best site for its proposed new treated water reservoir. This location provides adequate space for the reservoir and meets all the project objectives, the most important of which is that this site provides the most seismically secure geological conditions for the reservoir at the HTWTP with no detectable traces of the Serra Fault at that location (refer to pages 5.11-4 to 5.11-6 in Section 5.11.1, *Seismic Hazards*, of the Draft EIR). The other four sites were rejected as being unsuitable because they would not meet most of the project objectives, had substantial engineering constraints, or would result in greater environmental impacts than the selected site (refer to pages 7-21 to 7-26 in Section 7.5.1, *Onsite Alternatives*, of the Draft EIR).

In addition, seven offsite alternatives were evaluated and rejected from further consideration because they would involve new water treatment plant sites, which would entail extensive new infrastructure such as installation of many miles of pipelines along developed urban rights of way (ROW) involving ROW negotiations and land acquisition, and would require extensive reconfiguration of the infrastructure and operations of the

⁸ SFPUC. Lease between City and County of San Francisco, as Landlord and Skyline Stables Corporation, as Tenant, for the lease of a portion of the Harry Tracy Water Treatment Plant Site. November 1, 2005.

entire SFPUC water system in the Peninsula Region. They present engineering constraints and would result in considerable cost and schedule delay and would result in environmental impacts associated with identifying, and in many cases acquiring, a new suitable site for a treatment plant and an alignment suitable for the large-diameter raw water and treated water pipelines. Refer to pages 7-26 to 6-31 in Section 7.5.2, *Offsite Alternatives*, of the Draft EIR.

Construction of the proposed project would not allow the continued presence of the stables on the HTWTP site because there would not be enough room to accommodate both the equestrian facilities and the proposed improvements. In addition, although Skyline Stables has benefitted from the SFPUC's willingness to accommodate this use in the past, the SFPUC has no legal obligation to continue to lease Water Department land for use as a horse-boarding business, or any other commercial enterprise. As the owner of extensive land holdings on the Peninsula, the SFPUC has provided public access to portions of its lands through an extensive trail network. However, the SFPUC's primary goal for the Peninsula Watershed and ancillary lands is to maintain and improve sources of high quality drinking water while providing safe and reliable water deliveries to the Peninsula. The SFPUC has policies⁹ for seeking commercial lease opportunities for land that can be made available for such purposes in order to maximize revenue for the benefit of the ratepayers. Those efforts to lease available land are distinct from its effort with the HTWTP project to implement the Water System Improvement Program (WSIP).

The SFPUC has not chosen to include relocation of the Skyline Stables as part of its proposed project. While the EIR acknowledges there may be social and economic consequences associated with closing the stables, these consequences would not result in a significant adverse impact on the physical environment and are therefore outside the scope of CEQA (refer to the response to *Comment [G2]* for additional discussion of economic and social impacts). Potential environmental impacts from removing the stables are addressed in the Draft EIR in Sections 5.2, *Land Use and Land Use Planning*; 5.4, *Cultural and Paleontological Resources*; and 5.8, *Recreation*. Several comments received on the Draft EIR question or disagree with the impact determination in these sections. Refer to responses to *Comment [L1]* in Section 3.4, *Land Use and Land Use Planning*; *Comments [CR1]* and *[CR2]* in 3.6, *Cultural and Paleontological Resources*; and *Comment [R4]* in 3.10, *Recreation*.

No revisions to the Draft EIR are required in response to these comments.

Construction Methods and Schedule

Comment [PD2]

“The new treated water reservoir is planned to be pre-stressed concrete on piles. Given the susceptibility of pre-stressed concrete to differential settling, why was this proposed in lieu of steel or cast-in-place concrete that are more forgiving in a seismic event?” (*Nicole Sandkulla, Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency [A-BAWSCA-W-04]*)

⁹ SFPUC. Commercial Land Management Operating Manual. Prepared by the Bureau of Commercial Land Management. September 7, 1999.

Response [PD2]

The new treated water reservoir would be designed for seismic reliability and structural efficiency. Pre-stressed concrete is the preferred material for a treated water reservoir of this size for several reasons (described below).

- Prestressed concrete reduces tension and provides crack control during seismic events. Prestressed concrete is concrete with stresses induced in it before use so as to counteract stresses that are produced by loads during regular use or by additional stresses during seismic events. The concrete is compressed with heavily loaded steel wires or bars to reduce or eliminate cracking and tensile forces, which allows it to support a greater load, or span a greater distance, than ordinary reinforced concrete. A concrete wall that does not use prestressing, but instead relies on conventional reinforcing steel, would become tensioned as the tank is filled. Prestressed concrete keeps the concrete in compression under all loading conditions, including those caused from seismic loads, and is commonly used for tanks holding large amounts of liquid (such as water and wastewater).
- Using prestressed concrete allows for less site disruption during construction. The prestressed components would be fabricated and stored at the manufacturing plant until the HTWTP site is cleared and graded, thus reducing the amount of land needed for construction staging areas (where equipment and materials are stored) at the HTWTP site. This also means less debris and dust would be generated during construction, as well as less traffic and related disturbance to the surrounding neighborhood.
- Prestressed concrete is more durable. Prestressed concrete has a compressive strength of 10,000 pounds per square inch (psi), far in excess of what is routinely found in cast in-place concrete (approx 4,000 psi). This provides a more impervious structure to salt and corrosion and thus greater longevity.

Using pre-stressed concrete on piles for the treated water reservoir would provide the ability to withstand seismic forces. The proposed design considers both vertical and horizontal accelerations, the sloshing of water, and structural stability. Special seismic cables are designed to control the lateral seismic forces, while allowing free movement of the wall under normal tank loads.

The proposed site for the new treated water reservoir would be over-excavated and/or graded to achieve a more stable foundation for the reservoir and minimize differential settlement. As stated in the Draft EIR (page 3-27), the reservoir bottom or foundation would be approximately 5 feet thick below finished grade and would be supported by piles driven approximately 40 feet below finished grade. Furthermore, a circular concrete tank is considered the most efficient shape to contain water.¹⁰

No revisions to the Draft EIR are required in response to this comment.

¹⁰ Per Calvin Huey, Project Engineer, SFPUC, as provided in email from Karen Frye, Environmental Project Manager, SFPUC, dated August 25, 2010.

Comment [PD3]

“Will the new emergency chlorine facility be in place to back up shutdowns in emergencies?”
(Nicole Sandkulla, Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency [A-BAWSCA-W-07])

“A two-month shutdown is proposed to be done from January throughout February 2012. Is this consistent with typical shutdown planning windows given the potential for runoff and high turbidities from the Hetch Hetchy source which have historically been an issue during these months? Will the SVWTP improvements be available to accommodate high turbidity water from the Hetch Hetchy source if they occur?” (Nicole Sandkulla, Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency [A-BAWSCA-W-08])

“In the course of the project will there be periods when the plant is non-operational (is down), and if so for how long? If so, what are the risks that during the outage(s) the plant will be required, due perhaps to a Hetch Hetchy event or other emergency, and what will be done to minimize the risk of being unable to serve water?” (Steve Lawrence [I-LawrenceS-W-01])

Response [PD3]

These comments pertain to concerns associated with anticipated system shutdowns required at times during project construction. As stated in Chapter 3, *Project Description* (Section 3.6.5, *Construction Schedule*, subheading *Anticipated System Interruption*, on page 3-37), during construction the HTWTP water system could be temporarily interrupted, partially shut down, or totally shut down to complete project work and minimize impacts to operation of the water system.

At the HTWTP, there is an existing system in place whereby, for emergencies, the raw water bypasses the treatment facilities and is disinfected to minimum standards. As stated in Chapter 3, *Project Description* (page 3-6), in this situation, raw water from the San Andreas Pipeline No. 2 Bypass would be diverted to Vault N-44 at the northern corner of the HTWTP site (bypassing treatment facilities) for disinfection to minimum standards before being distributed to customers. The existing system would remain in place and be operational during construction until the new emergency chlorination facility is constructed and operational.

Under normal system operations, Hetch Hetchy and the Sunol Valley Water Treatment Plant (SVWTP) supply water by gravity to the South Bay, Peninsula and eastern side of the City of San Francisco, and the Lake Merced Pump Station in the western part of the City (considered the Low Zone). The HTWTP supplies the northern Peninsula and central and western portions of the City of San Francisco (considered the High Zone).

Although water system demands during the winter can be met with one or both water treatment plants (i.e., HTWTP and SVWTP) out of service, typically both plants are operated to provide more flexibility in responding to emergencies. When HTWTP is out of service, SVWTP remains in service, along with the Baden Pump Station, which acts as backup to HTWTP. The Baden Pump Station is used to pump water from the Low Zone to the High Zone. The Baden Pump Station also interconnects the major transmission lines – Sunset Supply Pipeline, San Andreas Pipeline Nos. 1, 2, and 3, and Crystal

Springs Pipelines Nos. 1 and 2 – enabling water to flow both into the City and back up to the HTWTP treated water reservoirs.¹¹

As water quality issues arise, the SFPUC initiates investigative programs to assess the significance as a health risk, evaluate mitigation options, and develop an implementation strategy.¹² One example of such an issue is the investigation of turbidity excursions (i.e., turbidity higher than 5 NTU [nephelometric turbidity units]) of the Hetch Hetchy water source. Hetch Hetchy flow rate changes that involve bringing out-of-service San Joaquin Pipelines back online have caused transient elevated turbidities at the Tesla Portal.¹³ High turbidities have also occurred at the Moccasin and Priest re-regulating reservoirs.¹⁴ Moccasin Reservoir has a bypass, constructed in 1972, that allows routing of Hetch Hetchy flows through closed conduit (rather than through the reservoir) when local watershed events cause elevated turbidities. In December 2003, SFPUC completed construction of a pipeline bypass at the Priest Reservoir, which now provides similar protection for the Hetch Hetchy water source.¹⁵ Completion of the Priest Bypass Project, coupled with protocols established in the *Hetch Hetchy Aqueduct Water Quality Response Guidelines*, will substantially mitigate watershed-based turbidity events that could directly impact the Hetch Hetchy water supply.¹⁶

From 1998 through 2002, SFPUC investigated turbidity events associated with San Joaquin pipeline system (SJPL) to identify potential sources of turbidity, identify potential health risks, and develop potential mitigation measures. The investigation included a review of operational practices, identification of potential turbidity causes and associated health risks, and an assessment of potential mitigation measures. The investigation found that turbidities are generated by the re-suspension of sediment that had accumulated in the pipelines when valves were opened to re-establish flow in pipelines that had been out of service. Although the specific material source was not established, potential health risks were judged to be low because material characterization showed no microbiological component and water quality monitoring showed no increase in fecal coliform or parasites. The investigation recommended evaluating and potentially modifying practices of diverting water out of the system during rate changes and/or revising valve sequencing.¹⁷ SFPUC has tested revised valving sequences to be used when the overall SJPL rate is over 200 million gallons per day (MGD). The revised sequence operates a pipeline that is being returned to service at a low flowrate for a day and then re-establishes full flow on the subsequent day. SFPUC has found that these changes have been effective in attenuating the peak turbidities.¹⁸

In summary, the Hetch Hetchy water is of high quality and typically characterized by low turbidities as measured in NTU. During the months of January and February from 1995 to 2010, the minimum turbidity was 0.19 NTU, the average turbidity was 0.51 NTU, and the maximum turbidity was 6.77 NTU. The maximum turbidity occurred in January

¹¹ SFPUC. 2005. Regional Water System Operations Plan. Final Report April 2005

¹² Ibid.

¹³ Ibid.

¹⁴ Ibid.

¹⁵ Ibid.

¹⁶ Ibid.

¹⁷ Ibid.

¹⁸ Ibid.

1997.¹⁹ System purging is performed by pumping Hetch Hetchy water to San Antonio Reservoir or discharging water to San Antonio Creek when the delivery of water with turbidity higher than 5 NTU . Thus, when HTWTP is out of service, the Hetch Hetchy water is expected to be of high quality. Operating protocols have been effective in attenuating peak turbidities during rate changes. SVWTP, along with the Baden Pump Station, are expected to remain in service, which will provide water to the transmission system.

The SFPUC acknowledges that there is some degree of risk associated with construction activities and system outages; one of the primary risks is that an unplanned outage elsewhere in the system may occur during a planned outage that is part of project construction. These risks extend to the seven planned shutdowns (listed on page 3-37 in Section 3.6.5, *Construction Schedule*, subheading *Anticipated System Interruption*). However, the SFPUC has developed a multifaceted approach to reducing the likelihood of any unplanned outages of water service during the implementation of the capital improvements and day-to-day operations. This approach includes a comprehensive shutdown scheduling process, a focused preventative maintenance program, agreements with other regional wholesalers for backup supplies, and adoption of many institutional changes that help reduce risks.²⁰

As part of this shutdown planning process, the SFPUC has assembled a Shutdown Delivery Team (SDT) to assess the impacts and risks of various system component shutdowns on the ability to deliver high quality water to SFPUC customers. A Shutdown Manager from the Water Enterprise and a Shutdown Coordinator from WSIP were assigned to oversee shutdown planning and implementation efforts, and to lead the SDT, consisting of staff from operations, water quality, engineering, construction, project management, hydraulics/hydrology, and communications groups. The SDT continually reviews shutdown schedules for WSIP and other SFPUC projects for interrelationships with operational and delivery requirements, and assesses delivery reliability, as well as potential risks from unforeseen events. Each individual project's planned shutdowns are analyzed within a matrix of all other shutdowns and system operation requirements in order to assess potential risks. Hydraulic and hydrologic modeling is performed to review the system's ability to meet demands during construction shutdowns, and to assess the level of risk presented by particular shutdowns. The SDT also develops contingencies for many potential unanticipated scenarios, such as construction delays, operational emergencies, water quality events, and other unforeseen events. The evolving matrix of WSIP shutdown schedules is continually reviewed, and the SDT works with the WSIP project teams to reschedule future shutdowns as deemed necessary.²¹

No revisions to the Draft EIR are required in response to these comments.

Comment [PD4]

“The text indicates that when added construction parking is needed the residential streets of Helen Drive and Crystal Springs may be used for parking. Parking and traffic on these local streets can

¹⁹ SFPUC. 2007. Harry Tracy Water Treatment Plant Long Term Improvements Project. Final Alternatives Analysis Report. December 31, 2007.

²⁰ WSIP Fiscal Year 2008-2009 Annual Report, SFPUC, 2009.

²¹ Per David Briggs, SFPUC, as provided in email from Kim Stern, Environmental Project Manager, SFPUC, dated August 10, 2009.

be a significant impact when it occurs over a long period of time. Clarification is needed as to who decides if these streets can be used, under what circumstances, and who will enforce the decision. Also, Helen Drive will be impacted by construction worker trips, equipment and material delivery trips, and haul truck trips during the relining of the Sunset branch pipeline (page 5.5-11). This may be unavoidable but needs close supervision. As needed, mitigation measures should be adopted to minimize these potential impacts.” (Nicole Sandkulla, Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency [A-BAWSCA-W-05])

“The construction period runs from January 2011 through 2015 – 4 years. Most of the actual construction is planned between April 2011 and September 2014 – about 3.5 years. This is a very long time for continued significant construction impacts to affect the surrounding neighborhoods. This is a complicated project so there is a reasonable likelihood that construction will run longer than planned or that more work will occur on Saturday or after hours to finish the project on schedule, all of which would have greater impacts on the surrounding area. Mitigations need to be adopted that clearly acknowledge and consider this very long construction period. In addition, planned construction phasing schedule will also likely be revised somewhat during construction to deal with unforeseen circumstances, which means that cumulative impacts of this and other projects in the area will likely change long after the EIR is approved. Approved mitigation measures should also keep this in mind, acknowledging a fluid situation will exist.” (Nicole Sandkulla, Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency [A-BAWSCA-W-06])

“The hours of construction show as 7 AM to 6 PM Monday through Friday and Saturday 7 AM to 5 PM (the document says Saturday only “if necessary” – however there appears to be a good probability that Saturday work will have to be done frequently). Additionally, the proposal allows work to be done 24 hours a day, 7 days a week during shutdown periods (pages 3-37 and 3-38). There are 7 shutdown periods ranging from 1 month to 2.5 months in duration each, or a total of 12.5 months for the entire project out of a total of about 42 months for construction or about 30% of the time, which presumes everything goes according to schedule. This will be a significant impact on the surrounding area and mitigation should be adopted to minimize the overall impact on the neighboring community.” (Nicole Sandkulla, Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency [A-BAWSCA-W-09])

“The work hours and related construction need to be reviewed and approved in such a way that elements of construction are tightly planned well in advance and that controls and contingency plans are in place to head off problems that will impact the neighborhoods. This is especially important for night work where if problems arise they are addressed quickly and, if appropriate, construction can be shut down quickly. A precise plan of what work can be done, and when it can be done, needs to be required and adopted with a clear enforcement process and one person responsible and in charge for the SFPUC at the site. This is particularly critical for the 24/7-shutdown work.” (Nicole Sandkulla, Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency [A-BAWSCA-W-10])

“This is very complex project extending over a long period of time with unusually tough site working conditions, critical time deadlines and phasing that may change mid-project. The project is in the middle of a vibrant urban area and is a project that is vital to the region. Including the ideas and requirements noted herein as part of the project are critical to the success of the project and will be positive for the SFPUC as it will allow the SFPUC to be prepared to address all issues in this dynamic project in a timely way while supporting the surrounding community. Including these ideas and requirements will also be good for the community because it will enable them to

see that adequate advance planning and care has taken place to address their issues on this important project” (*Nicole Sandkulla, Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency [A-BAWSCA-W-21]*)

“In particular, the need for an effective construction stage enforcement unit that can cover all jurisdictions and all issues related to the project is important. Multi-jurisdiction enforcement with such a complicated project and one that is so highly visible to the public may be confusing at best and ineffective at worst. The SFPUC could take the lead in forming such a group, making sure there is inclusion of all those with potential jurisdiction, that there is a leader and the necessary funding resources, and the responsibilities and expectations are clear at the onset.” (*Nicole Sandkulla, Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency [A-BAWSCA-W-22]*)

“Many of the mitigation measures leave the responsibility for performance and enforcement in the hands of the contractor. To be effective either the SFPUC or its representative needs to make sure the mitigation are carried out. Of course, the mitigations would be required of the contractor as part of the contract, but finger pointing between the SFPUC and contractor over issues that arise will only do a disservice to the public and agitate an already difficult situation. All specifications should have enforceable penalties for contractor non-performance (both monetary and non-monetary as needed) on mitigation issues.” (*Nicole Sandkulla, Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency [A-BAWSCA-W-23]*)

Response [PD4]

These comments on the project description pertain more specifically to the duration of the construction period, the impacts on surrounding neighborhoods, the need for effective mitigation, and mitigation enforcement. However, since the commenter, BAWSCA, specifically references these comments as being on the Project Description chapter of the Draft EIR, they are responded to here.

The impact analyses in the Draft EIR considered the construction duration and hours, including anticipated shutdown periods when construction activities could occur through a 24-hour period, 7 days per week (as described on pages 3-37 to 3-38 in Section 3.6.5, *Construction Schedule*), and the potential impacts on surrounding neighborhoods and sensitive receptors. In compliance with CEQA, for each potentially significant impact identified in the EIR, the EIR identified feasible mitigation measures to avoid or substantially reduce the project’s significant environmental effect (CEQA Guidelines Section 15126.4[a]). The impacts and required mitigation measures for the proposed project are summarized in Table 1-2 in the Draft EIR (refer to pages 1-11 to 1-23 in Chapter 1, *Executive Summary*).

With regard to the comment concerning impacts on the local roadways and parking supply, the traffic analysis addresses construction-related traffic (i.e., construction worker trips, equipment and material delivery trucks, and haul truck trips) and parking impacts on local roadways in the following impact discussions.

- Impact TRA-1: Temporary reduction in roadway capacity from construction activities and increased traffic delays during construction (page 5.5-10 of Draft EIR)

- Impact TRA-2: Temporary increase in traffic load on roadways caused by construction-related vehicle trips and resultant impact on roadway level of service during construction (page 5.5-11 of Draft EIR)
- Impact TRA-3: Temporary displacement of on-street parking and school parking during construction (page 5.5-17 of Draft EIR)
- Impact TRA-4: Increased traffic safety hazards during construction (page 5.5-18 of Draft EIR)

With the exception of Impact TRA-2, these temporary construction impacts would be reduced to less-than-significant levels through implementation of Mitigation Measure TRA-1 (Prepare and implement a traffic control plan for HTWTP prior to and during project construction) (refer to pages 5.5-19 through 5.5-21). Impact TRA-2, although also a temporary construction impact, was determined significant and unavoidable, even with implementation of Mitigation Measure TRA-1, because a conservative approach was used for the analysis, which assumes all construction related vehicle trips would occur simultaneously for all project components with overlapping schedules (refer to the impact discussion on pages 5.5-11 to 5.5-12). CEQA requires the lead agency to balance, as applicable, the benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of a project outweigh the unavoidable adverse environmental effects, the effects may be considered acceptable (CEQA Guidelines Section 15093). When approving a project with significant unavoidable environmental effects, the SFPUC would be required by CEQA to prepare a statement of overriding considerations explaining the rationale in support of the infeasibility determination (Public Resources Code Section 21081; CEQA Guidelines Section 15093).

Regarding the comments about multi-jurisdictional enforcement, Mitigation Measure TRA-1 (page 5.5-19) states:

"The SFPUC and its construction contractor(s) will prepare and implement a traffic control plan and coordinate with Caltrans *and local jurisdictions* [emphasis added], as appropriate, for affected roadways and intersections..."

In addition to the other elements listed in the Draft EIR, Mitigation Measure TRA-1 requires the SFPUC to implement the actions relevant to the foregoing comments:

- "A parking plan will be prepared that identifies the availability of off-site parking for construction workers during peak construction periods when there is not enough capacity on the HTWTP site in the staging areas and along roadways..."
- To the extent applicable, the traffic control plan will conform to Caltrans' Manual of Traffic Controls for Construction and Maintenance Work zones.
- The contractor(s) shall tailor the above listed measures to reflect site-specific traffic and safety concerns as appropriate. *The specific measures in the traffic management plan may be subject to review and modification by agencies with authority over affected public streets.* [emphasis added]

Mitigation Measure TRA-2 (Employ an SFPUC WSIP projects construction coordinator) will be implemented to address cumulative traffic impacts (page 6-31). This measure states:

“...The SFPUC will identify and employ a qualified construction coordinator responsible for coordinating the project-specific traffic control plan developed as part of Mitigation Measure TRA-1... and public outreach (e.g., website, radio, and newspaper updates) to inform the public of construction activities, detour routes, and alternate routes.

The SFPUC construction coordinator will also coordinate with the California Department of Transportation (Caltrans), other county agencies, and local jurisdictions responsible for reviewing and/or approving the construction of other identified private and public development projects...to minimize traffic impacts [emphasis added] on local access roads, particularly local streets where sensitive receptors (e.g. schools, residences, or hospitals) are located. Throughout the construction schedule for the SFPUC projects in the WSIP Peninsula Region, the SFPUC construction coordinator shall work with local and regional agencies to minimize local and regional traffic impacts and shall incorporate these measures into the SFPUC project-specific traffic control plans.” [emphasis added]

Regarding the comment about enforcement of mitigation measures, as described in Section 5.1.4, *Mitigation Measures* (page 5.1-4), the SFPUC would be responsible for ensuring successful implementation of all the mitigation measures contained in the Mitigation Monitoring and Reporting Program (MMRP) if the proposed project is approved. The SFPUC has developed a comprehensive Environmental Construction Compliance Program to ensure that environmental requirements specified in the MMRP and environmental permits are implemented during construction. Environmental compliance is of critical importance to the SFPUC. The WSIP Environmental Construction Compliance Program is managed by the SFPUC’s Environmental Construction Compliance Manager (ECCM). The ECCM oversees the effectiveness of environmental compliance during construction including tracking and ensuring resolution of noncompliance actions for all WSIP projects.

An Environmental Compliance Manager (ECM) will also be assigned to HTWTP. The ECM will implement the MMRP, including managing Specialty Environmental Monitors (e.g., biologists, archaeologists, and paleontologists) and Environmental Inspectors. The Environmental Inspector and Specialty Environmental Monitors inspect, evaluate, verify, and document that construction activities are in compliance with conditions and requirements contained in the MMRP and environmental permits. The Environmental Inspector is responsible for implementing WSIP procedures that have been developed for documenting non-compliance occurrences and for ensuring that follow-up and corrective actions occur to resolve any non-compliance incidents. The Environmental Construction Compliance Program also includes several levels of environmental training to ensure that construction representatives are fully aware of the project’s environmental requirements. A comprehensive supervisory level training is provided to managers, supervisors, foremen, and inspectors prior to commencement of construction activities. Additionally a crew level environmental training is provided to all project personnel on an ongoing basis

during construction. Both of these trainings emphasize the project's environmental requirements and the consequences of non-compliant actions.

Also refer to responses for *Comments [T3], [N2], [N3], and [N4]* in Sections 3.7, *Transportation and Circulation*, and 3.8, *Noise*, respectively.

No revisions to the Draft EIR are required in response to these comments.

Operations and Maintenance

Comment [PD5]

In Section 3.7, *Operations and Maintenance* (page 3-39), “The text references ‘high rate clarifiers with plates.’ Since the existing sedimentation basins are planned to be removed, does this refer to elements of the revised solids handling system?” (*Nicole Sandkulla, Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency [A-BAWSCA-W-11]*)

Response [PD5]

The high rate clarifiers with plates refers to the proposed upgrade to the solids handling system discussed in Chapter 3, *Project Description*, subheading *Install High Rate Clarifiers* (page 3-15). The Draft EIR states that the new high rate clarifiers, which would include new polymer and ferric chloride systems, would process the backwash water from the filters more efficiently than the existing washwater clarifiers.

No revisions to the Draft EIR are required in response to this comment.

3.3 Plans and Policies

San Francisco General Plan

Comment [PP1]

“In accordance with the directive of the San Francisco General Plan that ‘Public access should be provided by the San Francisco Water Department to portions of its watershed lands which have high recreational value’, (Policy 1.2), this resource should be accommodated within the HTWTP project, rather than destroyed.” (*Christine Hanson, Chair, Skyline Stables [O-SkylineCH-W-07]*)

“...Policy 1.2 provides as follows: Make open space lands already in public ownership accessible to the public for compatible recreational uses. The City and County of San Francisco owns over 60,000 acres of open space lands in San Francisco, Alameda, Contra Costa and San Mateo Counties. These lands are managed as watershed lands...Public access should be provided by the San Francisco Water Department to portions of its watershed lands which have high recreational value, subject to restrictions required to protect water....” (*Dotty LeMieux, Attorney on behalf of Skyline Stables [O-SkylineDL-W-14]*)

“The draft EIR has not complied with the San Francisco General Plan regarding Recreation and Open Space. Under Objectives and Policies the objective is to preserve large areas of open space sufficient to meet the long-range needs of the Bay region.” (*Carole Bottarini [I-BottariniC-W-10]*)

Response [PP1]

The intent of Policy 1.2 of the *San Francisco General Plan* is to make open space lands already in public ownership accessible to the public for compatible recreational uses; consistent with the General Plan, the SFPUC Peninsula Watershed Management Plan (PWMP) emphasizes balancing public access with SFPUC stewardship priorities. Removal of the stables on the HTWTP site would not remove public access to watershed lands or conflict with objectives to preserve large areas of open space. Public access to City and County of San Francisco land in the Peninsula Watershed would still be provided. Refer to response to **Comment [R2]** in Section 3.10, *Recreation*, for issues pertaining to changes in trail access.

As stated in the Draft EIR in Chapter 4, *Plans and Policies* (page 4-9), the project would not affect land uses within the boundaries of the City and County of San Francisco and, overall, would be consistent with the policies of the *San Francisco General Plan*. Further, it would support the health and safety of the communities in the project area, as well as the health and safety of SFPUC water customers, by minimizing interruptions of water delivery during and following a seismic event and ensuring a seismically reliable water system.

No revisions to the Draft EIR are required in response to these comments.

3.4 Land Use and Land Use Planning**Removal of Stables would Alter Land Use****Comment [L1]**

“In its Land Use section...the DEIR refers to the Skyline Stables as a ‘secondary’ use and therefore summarily dismisses any environmental impact...No mitigations are required in this section.” The commenter also includes excerpts from the Land Use section. (*Dotty LeMieux, Attorney on behalf of Skyline Stables* [O-SkylineDL-W-03])

“Because the stables constitute a ‘secondary’ use of the site, the DEIR mistakenly consider their loss to be less than significant. This is not so. The loss of this facility is a direct effect...The total loss of the Skyline stables should have been treated as a primary effect, a direct physical change in the environment, resulting from the project...the total loss of this cultural, historical, and recreational facility is a direct impact of the Project and as such should have triggered mitigations.” The commenter also includes excerpts from CEQA Guidelines 15064 describing the difference between primary (direct) and secondary (indirect) effects as defined by CEQA. (*Dotty LeMieux, Attorney on behalf of Skyline Stables* [O-SkylineDL-W-08])

“The report also does not state that removal of the equestrian facility alters the character of the vicinity by eliminating the only equestrian facility in Millbrae, San Bruno, South San Francisco, San Mateo and Burlingame. The closest boarding facility in the vicinity is Park Pacifica Stables in Pacifica, which is a 15 mile drive from Skyline Stables...The report also does not address that the existing land use and land use activities are impacted by the removal of the equestrian facilities. The land that the Harry Tracy Water [Treatment] Plant is on has housed equestrians on it since the 1900s, before the SFPUC occupied the land. While the existing facility was constructed in the 1940s, the land has historically supported equestrian activities. While the San Francisco Planning Department feels this is a ‘secondary and subordinate’ land use, that does not

mean that closure of Skyline Stables is not a significant disruption to land use activities...”
(*Janine Micheli* [I-MicheliJ-W-04])

“The Draft EIR states that there will be no change in the existing character of the vicinity if the stables are removed. This is not true. And in fact, not only the character of the Harry Tracy Water Treatment Plant will be altered, but there will be no horses in Millbrae probably for the first time since the King of Spain granted the land to the Sanchez family. When the horses leave Harry Tracy Water Treatment Plant, the character of the land will be changed forever...” (*Christine Hanson, Chair, Skyline Stables* [O-SkylineCH-VSF-05])

Response [L1]

The foregoing comments express concern that the analysis of land use impacts fails to account for the loss of Skyline Stables, specifically including the related cultural, historical, and recreational impacts. As discussed in Section 5.2, *Land Use and Land Use Planning* (pages 5.2-2 to 5.2-5 of the Draft EIR), the recreational, historical, and cultural impacts associated with loss of the stables are addressed in Sections 5.4, *Cultural and Paleontological Resources* and 5.8, *Recreation* of the Draft EIR and Sections 3.6, *Cultural Resources* and 3.10, *Recreation* of this document. In each case, the Draft EIR has determined that the impacts on the physical environment associated with closure of the stables would be less than significant under CEQA.

The terms “direct” and “indirect” are used in the Draft EIR in the land use impact analysis as described in the Approach to Analysis section on page 5.2-2, to describe direct and indirect impacts on the physical environment. The terms “primary” and “secondary” are used in the Draft EIR to help explain that the stables use at the HTWTP site is a secondary land use, while the water treatment and supply is the primary use of the site.

In terms of existing land uses at the HTWTP site, the stables are secondary to the site’s primary land use, which is for water treatment facilities. Skyline Stables has a lease with the SFPUC to operate at the HTWTP site, subject to the SFPUC’s use of the site for water system needs. As stated on page 5.2-3 of the Draft EIR (Section 5.2.3, Impacts, subheading *Approach to Analysis*): “The land use activities associated with the horse stables and the lease itself are subordinate to SFPUC’s water treatment facilities and to the SFPUC’s duty to provide a safe, reliable, and cost-effective water delivery system to SFPUC customers. Leasing a portion of the HTWTP site to a private equestrian facility does not alter the over-arching purpose and function of the site as a water treatment and public water supply facility. Therefore, this EIR analyzes the HTWTP site as a public infrastructure land use and addresses impacts to ancillary operations of the horse stables in Section 5.8, *Recreation*.”

The land use effects from the loss of Skyline Stables are primarily recreational in nature. To the degree that the change in the character of the land use results in impacts to recreational land use activity, those impacts are analyzed in Section 5.8, *Recreation* of the DEIR. With regard to the existing character, the HTWTP site is a water supply facility. Under the lease agreement, the SFPUC has reserved rights to use the site exclusively for the water supply needs. Following are the text revisions made in response to these comments to provide additional information and clarification explaining why the removal of Skyline Stables would be a less than significant impact on land use.

Pages 5.2-4 of the Draft EIR (within Section 5.2.3, *Impacts*, subheading *Operational Impacts*, under Impact LU-2):

The proposed improvements would not result in a substantial, permanent alteration of existing land use character. The HTWTP would continue to operate as a water treatment and conveyance facility after implementation of the proposed project. The proposed project would displace the equestrian activities associated with Skyline Stables, but use of the stables is secondary and subordinate to the prevailing public infrastructure land use. Consequently, the proposed project would alter the use of the site by removing this secondary equestrian use, but would retain the site's water supply and treatment facility land use and therefore would not substantially alter the site's primary existing land use character. Project impacts on recreation, including equestrian activities are addressed in Section 5.8, *Recreation*.

No new significant environmental impacts would occur as a result of these changes to the Draft EIR.

Removal of Stables Physically Divides Community

Comment [L2]

"...The report does not address that removal of the equestrian facility will physically divide our community. Webster's definition of a community is 'a unified body of individuals.' The tenants of the equestrian facilities are united in our passion for horses; therefore, we are a community. It is not possible for 52 horses to be relocated together to existing equestrian facilities consequently, closure of the facility will result in the division of our community." (*Janine Micheli* [I-MicheliJ-W-03])

Response [L2]

The HTWTP site is on SFPUC property within the broader communities of Millbrae and the San Francisco Bay Area. The HTWTP is dedicated to water treatment and water delivery purposes. The Draft EIR notes that Skyline Stables has a lease to operate at the HTWTP site, and is subject to the SFPUC's use of the site for water system needs (refer to Section 5.2.1, *Setting*, on page 5.2-1). The Draft EIR states (Section 5.2, *Land Use and Land Use Planning*, page 5.2-3) that the significance criterion that pertains to physically dividing an established community applies to projects that involve permanent aboveground structures such as freeways, roadways, bridges, structures, or barriers that could physically divide or change the physical configuration of an established community. Because the proposed new facilities would be constructed on SFPUC land and would not physically divide a community (in this case, residential neighborhood), this criterion is not applicable to the proposed project and is not analyzed further in the Draft EIR. Note, also, that the persons boarding horses at Skyline Stables reside throughout the region, including San Francisco residents.

Notwithstanding that the term "community" can be defined very narrowly, such a definition is not within the accepted use of the term under CEQA. Whether a project has a significant effect under CEQA depends not on whether it adversely affects particular persons, but whether the project adversely affects the environment of persons in general. The project's impacts on the broader equestrian community are analyzed in the

recreational impact analysis in the Draft EIR (refer to pages 5.8-5 to 5.8-7 in Section 5.8, *Recreation*).

No revisions to the Draft EIR are required in response to this comment.

3.5 Aesthetics

Nighttime Lighting

Comment [A1]

“As indicated on page 5.3-7, nighttime construction lighting issues will likely be very significant for the residences especially during the 1 year, 24/7 work during shutdown. Mitigation Measure AES-1 (Implement light reduction measures) should go farther and be more specific about what else should be done to deal with construction lighting impacts. For example, if the temporary lights are run by generators, noise will increase. As such, lights should be connected to the grid. There are likely other methods of installing temporary lighting shields to better protect the surrounding area. This measure is too short on details.” (*Nicole Sandkulla, Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency [A-BAWSCA-W-12]*)

Response [A1]

The Draft EIR adequately addresses this issue. Light reduction measures are included as part of the proposed project. As described in Section 3.6.1, *Construction Methodology* (Draft EIR page 3-33), temporary lighting would be directed downward and inward to minimize visibility from adjacent residences. As described in Section 3.6.3, *Construction Staging* (Draft EIR page 3-36), the proposed project includes installation of temporary fencing (on the southern boundary of the HTWTP site), which would also reduce nighttime light effects on the area south of the HTWTP. The impact analysis in Section 5.3, *Aesthetics*, adequately addresses increased nighttime construction lighting under Impact AES-3 (Temporary creation of new sources of light or glare from construction activities) (Draft EIR pages 5.3-6 and 5.3-7), and mitigation is identified to ensure this impact would be less than significant. Mitigation Measure AES-1 (Implement light reduction measures) requires: The SFPUC and its contractor “will reduce lighting effects by implementing light reduction measures during construction. The amount of temporary exterior lighting installed will be minimized to the extent practicable. Temporary lights will be equipped with cut-off shields and directed downward and inward, away from adjacent residences.” (Refer to page 5.3-8 in the Draft EIR).

Further, Mitigation Measure NOI-1 (Employ noise-reducing measures during construction and limit hours of construction operation in Millbrae) requires the SFPUC to construct a noise barrier that also serves as a visual barrier: “Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors) to maintain construction noise levels at or below the performance standards....Effective locations for barriers to reduce noise from staging areas include the southeast edge of the staging area adjacent to Sycamore Drive and the northeast and southeast edges of the staging area adjacent to Helen Drive.” (Refer to page 5.6-44 in the Draft EIR 5.6-44 and Figure 5.6-6 for potential barrier locations). Mitigation Measure AIR-2 (Implement exhaust control measures during construction) requires the SFPUC to connect to grid power during construction at all sites, where

feasible: “Grid power will be used instead of diesel generators at all construction sites where it is feasible to connect to grid power.”

No revisions to the Draft EIR are required in response to this comment.

3.6 Cultural and Paleontological Resources

Cultural Impact from Loss of Stables

Comment [CR1]

“Because the stables constitute a ‘secondary’ use of the site, the DEIR mistakenly considers their loss to be less than significant. This is not so. The loss of this facility is a direct effect...The total loss of the Skyline Stables should have been treated as a primary effect, a direct physical change in the environment, resulting from the project...the total loss of this cultural, historical, and recreational facility is a direct impact of the Project and as such should have triggered mitigations.” The commenter also includes excerpts from CEQA Guidelines 15064 describing the difference between primary (direct) and secondary (indirect) effects as defined by CEQA. (*Dotty LeMieux, Attorney on behalf of Skyline Stables* [O-SkylineDL-W-08])

“The draft EIR inaccurately and inadequately describes the impact that the removal of Skyline Stables, located at the Harry Tracy Water Plant’s facility, will have on cultural, recreational and historic resources on the upper San Francisco Bay Peninsula.” (*Janine Micheli* [I-MicheliJ-W-01])

Response [CR1]

Please refer to *Response [LI]* in Section 3.4, *Land Use and Land Use Planning*, subheading *Removal of Stables would Alter Land Use*, regarding the use of the terms “direct” and “indirect” as opposed to “primary” and “secondary”.

In terms of existing land uses at the HTWTP site, the stables are considered a secondary land use to water treatment facilities, which is the primary use of the site. Skyline Stables has a lease with the SFPUC to operate at the HTWTP site, subject to SFPUC’s use of the site for water system needs, including, but not limited to, the right to enlarge, modify, expand, replace, and reconstruct the HTWTP.²²

In terms of evaluating impacts, removing the stables is analyzed as a direct impact of the project (not an indirect or secondary impact) throughout the EIR. The significance of impacts on the physical environment due to removal of the stables is addressed in Section 5.8, *Recreation*, of the Draft EIR. The direct impact (physical degradation of existing recreational resources) was determined to be less than significant because, notwithstanding impacts on a private equestrian facility, the proposed project would not degrade overall public access to equestrian recreational resources within a reasonable distance on the Peninsula (thus no mitigation required), which is addressed further in response to *Comment [R4]* in Section 3.10, *Recreation*, subheading *Impact Determination*, of this document. The significance of impacts on cultural resources due to removal of the stables is addressed in Section 5.4, *Cultural and Paleontological*

²² SFPUC. Lease between City and County of San Francisco, as Landlord and Skyline Stables Corporation, as Tenant, for the lease of a portion of the Harry Tracy Water Treatment Plant Site. November 1, 2005.

Resources, of the Draft EIR, where it was determined that there would be no impact (thus no mitigation required) because no cultural resources eligible for listing on State or federal registers of historical resources would be impacted. This is addressed further in response to **Comment [CR2]** in Section 3.6, *Cultural and Paleontological Resources*, subheading *Historical Significance of Stables*, below.

No revisions to the Draft EIR are required from these comments.

Historical Significance of Stables

Comment [CR2]

“...the loss of the stables not found to be of cultural or historical importance as they were determined to be built in 1963 and to have been modified...the date may be incorrect as anecdotal information from other commenters date the erection of the Skyline Stables facility to be in or about 1946, not 1963.” (*Dotty LeMieux, Attorney on behalf of Skyline Stables* [O-SkylineDL-W-05])

“An Agency has discretion in determining whether to treat a resource as historically significant even if it is not registered on a local or national list...Substantial evidence has been presented in the record to permit a discretionary finding of substantial historical significance of this equestrian facility. The failure of the commission to exercise its discretion is in error, and the DEIR should not be certified until a finding on the historical significance is made taking into consideration all the evidence produced.” (*Dotty LeMieux, Attorney on behalf of Skyline Stables* [O-SkylineDL-W-07])

“...the draft EIR concludes that Skyline Stables do not appear to be eligible for preservation as buildings of historical interest. While this may be true of the actual buildings themselves, it is worth considering the presence of horses in the North Peninsula area goes back several hundred years to the days of Spanish land grants and the supporting ranchland for Mission San Francisco. This heritage is rapidly being lost as horses are pushed off the land in urban and suburban parts of the Bay Area.” (*Form Letter, see individual commenters listed in Table 2-3* [I-FormLetter-01])

“...It [the Draft EIR] also said the Stables started in 1962. I know people that were there in the 1950’s.” (*Michelle Harrison* [I-HarrisonM-W-04])

“In Section 5.4 Cultural and Paleontological Resources, it is stated that the equestrian facilities are not a cultural resource...The Skyline Stables should be considered a cultural resource because while it is true that there were several horse stables in the San Mateo/Millbrae area, Skyline Stables is the only remaining facility in the area...is the only public stable remaining in the area...Many former and current tenants are active in local politics and commerce, hence the facility is a vital contributor to the local history of the area...The tenants...are members of the community and help shape the character of the vicinity...In summary, Skyline Stables are an important historical resource in San Mateo County and should be considered a cultural resource in the Draft EIR.” (*Janine Micheli* [I-MicheliJ-W-05])

“Skyline Stables is unique for its history and longevity in a suburban area that no longer includes horses. Horses and equestrian use of the land that the Harry Tracy Water Treatment Plant sits on predates the SFPUC ownership of the land. Later in the 1940s families from the surrounding area began building these little red barns.” (*Christine Hanson, Chair, Skyline Stables* [O-SkylineCH-VSF-04])

“...How old are the stables? ...Mr. Sugaya feels that the section on historical resources treating the stables is inadequate. And we would like to have that addressed in the comments and responses.” (*Commissioner Lee* [Lee-VSF-01])

“...Those stables have been there well over 50 years because I rode out of them 50 years ago, and Palomar as well...” (*President Miguel* [Miguel-VSF-01])

“Just add to what I said about inadequacy, I think there is some dispute here about what the date of construction is because this says ‘circa 1963,’ and that’s about 50 years ago...And some testimony, let’s say, from the audience has pegged it as 75. So I’d just like to add to that to what I meant by ‘inadequate’ – or to further augment my previous question.” (*Commissioner Sugaya* [Sugaya-VSF-01])

Response [CR2]

Several comments state that Skyline Stables existed on the site prior to the circa 1963 date stated in the Draft EIR. In response to these comments, additional research on the Skyline Stables property, as well as the equestrian cultural history of San Mateo County, was conducted in June 2010 at the San Mateo County History Museum Archives as well as the California State Library, California History Room in Sacramento, California. This research did not reveal any new information on earlier existence of the Skyline Stables on this site. Also, historic records on the stables property gathered as part of the original research conducted for the Draft EIR, including historic maps, aerial photographs, and permits were reviewed again. Review of these documents and of those gathered through the additional research revealed that the Skyline Stables buildings were formally established on the property no earlier than 1962. Although aerial photos taken in 1949 show some structures that may have served as stables, these structures do not appear on later aerials (1965) during the period Skyline Stables is known to have been formally established. Consequently, these older or initial structures appear to have been demolished or moved by 1962, at which time present-day Skyline Stables structures began to emerge on the property. The Draft EIR (pages 5.4-5 to 5.4-6 and pages 5.4-23 to 5.4-24) has been revised to change the date from 1940s to 1960s and to include information obtained from the additional research, as shown below (at the end of the entire response for cohesiveness with other text revisions) and in Chapter 4, *Draft EIR Revisions*, of this document.

A few comments state that the presence of horses in the North Peninsula area goes back hundreds of years and therefore the history of equestrian use of the land in the region was not adequately addressed in the Draft EIR. The additional research revealed information on the equestrian cultural history of the region and the Draft EIR (pages 5.4-5 to 5.4-6) has been revised to include this additional information in the *Historic Setting* section, as shown below (at the end of the entire response for cohesiveness with other text revisions) and in Chapter 4, *Draft EIR Revisions*, of this document. However, this additional information does not change the impact conclusion.

Some comments state that the equestrian heritage is rapidly being lost as horses are pushed off the land in urban and suburban parts of the Bay Area. In any case, the Skyline Stables were evaluated as a structure within its appropriate historic context under the California Register of Historic Resources (CRHR) Criteria and found not eligible. CEQA requires an assessment of impacts on the physical manifestation of the State’s heritage.

Broader social implications, such as the loss of a way of life, are not within the purview of CEQA.

Some comments state that the Skyline Stables property should be considered eligible for listing because of the presence of horses on the land. The presence of horses on the land was considered within the expanded historic context, since the Skyline Stables buildings were the subject of the evaluation. Research did not reveal specific information about the presence of horses on the property prior to the formal establishment of the Skyline Stables property in 1962. As stated above, Skyline Stables were evaluated as a structure within its appropriate historic context under the CRHR Criteria and found not eligible (refer to Draft EIR pages 5.4-23 to 5.4-24 in Section 5.4.1 *Setting* subheading *Known and Potential Cultural Resources, Skyline Stables*). CEQA requires an assessment of impacts on the physical manifestation of the State's heritage because the purpose of CEQA is to describe potential impacts to the physical environment (refer to Draft EIR pages 5.4-28 to 5.4-29 in 5.4.2 *Regulatory Framework* subheading *State*).

One comment stated that Skyline Stables should be considered an important local historical resource because it is the only remaining equestrian facility in the area and it has association with important people in the region who have shaped the community and who have had ties to local commerce and politics. Under CEQA, properties 50 years old or older must be considered under CRHR Criteria, which has been consistently used for WSIP and other SFPUC projects. Although the stables have been at the site for less than 50 years, they were nonetheless evaluated under the CRHR Criteria. The overall goal of the Criteria is to set forth guidelines with which to evaluate the historic significance of a property within its appropriate historic context. The Criteria address historic resources within a framework of specific types of possible historic associations. Therefore, a property's historical significance in association with specific historic events, trends, or people needs to be demonstrated in order to convey significance and meet one of the Criteria. Whether or not a resource merely exists as the first, last, or only remaining property is only important if the resource conveys significance within its appropriate historic context. The two historic themes with which the Skyline Stables property could be associated are equestrian culture in San Mateo County and/or the development of the SFPUC's regional water system. Within these historic context themes, individuals known to be associated with this property were not found to be significant. The Draft EIR (pages 5.4-23 to 5.4-24) has been revised to provide more information on this topic as shown below (at the end of the entire response for cohesiveness with other text revisions) and in Chapter 4, *Draft EIR Revisions*, of this document.

One comment states that an agency can find Skyline Stables historic regardless of the recommendation of eligibility in the Draft EIR. As stated in CEQA guidelines, "Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant in the architectural, engineering, scientific, economic, agricultural, education, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record." Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the CRHR (14[3] CCR 15064.5[a][3]). Extensive research revealed no information about the property having a direct and important association to the equestrian cultural history of the region. In consideration of this research, the Skyline Stables property was evaluated under CRHR

Criteria in the Draft EIR and found not eligible. Therefore, in light of this evidence, the Major Environmental Analysis Division of the San Francisco Planning Department, as the CEQA Lead Agency, does not consider Skyline Stables a historical resource under CEQA.

Following are the text revisions made in response to these comments to provide additional information and clarification explaining why the removal of Skyline Stables would be a less than significant impact on historical resources. Entire subsections have been included for cohesiveness and context.

Pages 5.4-5 to 5.4-6 of the Draft EIR (within Section 5.4.1, *Setting*, subheading *Background Information*):

Historic Period

Early History

European settlement of San Francisco Bay Area lands previously inhabited by native Californians of the Ohlone tribe was initiated by 17th and 18th century Spanish expeditions into the region, including sailing and land traveling parties led by Sebastián Vizcaíno (1602), Gaspar de Portolá (1769), Fernando de Rivera y Moncada (1774), and Juan Bautista de Anza (1776). Following the establishment in 1776 of the Mission San Francisco de Asís at the Laguna de los Dolores in San Francisco, a series of auxiliary missions and ranches were developed down the Peninsula, representing the first San Mateo County settlements by people of European origin. Located in the county and situated along El Camino Real, the main route through the local area and California at that time, the auxiliary mission of San Mateo (1793) and Las Pulgas Rancho (1798) were two early European settlements (Hynding, 1982; Stanger, 1963). The auxiliary mission of San Mateo was located at San Mateo Creek near El Camino Real at what formerly had been an Ohlone village. It is located outside the C-APE for the project. Las Pulgas Rancho encompassed 35,240 acres bounded by San Mateo Creek to the north and San Francisquito Creek to the south, extending 3.5 miles from San Francisco Bay to the hills. Lands that were part of the Las Pulgas Rancho are located within the C-APE.

After Mexico won independence in 1821, several Mexican governors granted ranchos consisting of lands within or near the project area. These included the 15,000-acre Buri-Buri Rancho, granted to José Antonio Sánchez in 1835 (encompassing present-day San Bruno and Millbrae), and San Pedro Rancho (present-day Pacifica), granted to Francisco Sánchez in 1839 (Babal, 1990).

From the Gold Rush through the 1850s, rancho landholdings in the area were subdivided into smaller parcels as Americans increasingly migrated to the new State of California. San Mateo County was organized by an act of the California Legislature in 1856. Within a tumultuous year, during which established residents wrested control of the new county government from San Francisco political interests, the county seat moved from Belmont to Redwood City. Stage coach lines were established connecting San Francisco and San Jose through San Mateo. Resort activity began along the Peninsula stage line during this period, with Crystal Springs Inn—thought to be located south of the Jepson

Laurel tree along the Sawyer Camp Trail—becoming the best-known resort in the San Mateo area. In 1864, the San Francisco & San Jose Rail Road Company completed an alignment through San Mateo. The Southern Pacific Railroad Company (later the Central Pacific) acquired this railroad line in 1868. The arrival of the railroad attracted a rush of wealthy individuals to the area, including William Ralston, Darius Mills, George Howard, James Flood, and later, railroad magnate Leland Stanford. These figures established sizeable estates in the area. Small settlements grew into towns such as San Mateo, Millbrae, and San Bruno (Babal, 1990; Hynding, 1982; Stanger, 1963).

Between 1860 and 1900, San Mateo County’s population nearly doubled, from 5,300 to 12,000. Despite the modern convenience of railroad access to neighboring areas, the region grew at a slower rate than other Bay Area counties during the latter part of the 19th century. A significant amount of land on the Peninsula was purchased by railroad companies and the elite of San Francisco, a process that stifled growth. The Peninsula became known for its favorable climate, suburban living, and the recreational activities afforded by the region’s open land. Sportsmen took advantage of the deer, game birds, and fishing, while bicyclists enjoyed new roads such as El Camino Real. Coyote Point became one of the most popular bathing beaches in the Bay Area during this era. Equestrian culture also began to flourish as the region’s open space, climate, and wealth enabled horse breeding, and pleasure riding, which in turn encouraged the eventual development of race tracks. In an effort to emulate British aristocracy, wealthier local residents associated with the Burlingame Country Club began participating in equestrian sports common to elite English society, such as the English hunt and polo. The region’s lack of native foxes, coupled with unsatisfying attempts to substitute coyotes for foxes, limited the success of English hunts. However, the game of polo gained substantial popularity over the years. Before World War I, the Burlingame Country Club hosted internationally significant polo teams. Both the English hunt and polo continued as equestrian activities into the 20th century (Clinton, 1969; Postel, 1988; Svanevik and Burgett, 2009).

Within San Mateo County, the San Bruno area appealed to visitors interested in gambling activities such as prize fighting and horse races. In 1898, the Western Turf Association, which also owned the Ingleside Race Track in western San Francisco, purchased 120 acres of land historically associated with the Buri Buri Rancho and used it to raise cattle and horses for the Tanforan Race Track, located in San Bruno (just north of I-380, between Huntington Avenue and El Camino Real). The racing operation was developed as a world-class facility featuring thoroughbred competition. By the turn of the 20th century, horse racing was a well-established sport in the region and a central pastime for wealthy San Franciscans (Fredricks, 1989; Hynding, 1982; Shoecraft, 1988).

20th Century

During the first half of the 20th century, transportation and technological development helped transform San Mateo County from an agrarian community and a destination for sports enthusiasts and sports entertainment into a region of expanding suburbs and industrial parks.

~~During the first half of the 20th century, transportation and technological development helped transform San Mateo County into a region of expanding suburbs and industrial parks. Beginning in the 1920s, highway development created new auto transportation alternatives in the region, including the Bay Shore, Skyline, and Coastal Highways. During the 1930s, highway expansion, construction of a deep water port at Redwood City, and development of the San Francisco Airport at Mills Field provided transportation infrastructure which fostered economic development. WWII-era development, including military installations at locations such as Coyote Point and Tanforan, played a role in the region's emerging electronics industry. Nurtured by brainpower from Stanford University, electronics helped bring prosperity to San Mateo County during post-war decades as companies such as Ampex, EIMAC, Lenkurt, Litton, Dalmo-Victor, and Varian flourished (Hynding, 1982).~~

Such prosperity generated suburban growth in San Mateo County communities such as San Bruno, Hillsborough, Burlingame, Belmont, and San Carlos during the post-war decades. Modest bungalows increasingly occupied space east of El Camino Real from San Bruno south to San Carlos. After WWII, more affluent white-collar suburban tracts of ranch style and two-story residences were increasingly developed across the county (Hynding, 1982). In 1954 the Stoneson Development Company initiated construction of the Millbrae Meadows suburban housing tract on the former Maco Construction Company earth-borrow site. That year, Trousdale Corporation also initiated construction of a housing development on Millbrae portions of former Mills Estate lands. Having acquired the Spring Valley Water Company properties in San Mateo County in 1930, the City of San Francisco sold its former 186-acre Silva Ranch lands, which became the site of mid-20th century housing development. (Harris, 1972; Millbrae Historical Society, 2007; *San Francisco Chronicle*, 1958.). The San Andreas and Crystal Springs Reservoirs came to serve as western barriers to further housing development. As they had during the late 19th century, lands in the vicinity of the San Andreas and Crystal Springs Reservoirs attracted a new generation of recreationists who picnicked, hiked, and rode horses in the area.

Horse racing remained a popular attraction to the region throughout the 20th century and continued to promote the equestrian culture that had developed in the county in decades prior. By 1902, the Tanforan Race Track had been purchased by the California Jockey Club. The club used the track for a myriad of activities, including stock parades, trotting races, polo games, and golf driving contests. The California Auto Club also leased the track during the early 1900s for auto races, which became a popular sport in the region. Aviation and automobile-related events took over as the main attraction when the State of California outlawed betting on horses in 1910. By the early 1920s, the facility was modernized and reopened as a race track, only to be closed after two seasons. When pari-mutuel betting was legalized in the state during the early 1930s, the track reopened and the Bay Meadows racetrack was established in nearby San Mateo. Some of the most famous champion horses, including Seabiscuit (owned by Hillsborough's Charles Howard), raced at both tracks during this period. The San Mateo County economy benefited from rich and famous visitors who came to see such world-renowned horses race at the tracks before World War II. In accordance with Executive Order 9066, the Tanforan Race Track was one of the

many race-track facilities in the state utilized during World War II as a transfer center for Japanese citizens being moved to relocation camps. After the war, the track reopened and competed with the more modern Bay Meadows. In 1964, a fire destroyed the Tanforan Race Track. The land is currently occupied by the Tanforan Shopping Center (Darold 1989; Postel 1988). Bay Meadows was closed in August of 2008, and the facility was demolished later that year (Fimrite 2008).

During the 20th Century, recreation facilities constructed in the area to serve the growing population included parks, playgrounds, and community centers (Stanger 1946). With new construction came the development of recreational outlets for families settling in the area. As early as 1933, the Millbrae Golf and Country Club acquired more than 140 acres (the last land of original Sánchez family inheritance to be sold) which became the site of the Green Hills Country Club (Harris, 1972; Stanger, 1946).

In 1943, the Capuchino Land Company deeded property that includes the present-day HTWTP to the City and County of San Francisco (CCSF) for future use by the Water Department. Sometime between the mid-1940s and the early 1960s, the Skyline Stables organization entered into a lease agreement with the CCSF to utilize roughly 13 acres of the 52.3-acre parcel to develop a boarding and stable facility on the property. During this era there were likely horses on the property as it served as pasture land. Since the early 1960s, the only commercial aspect of the Skyline Stables operation has been the housing of animals, as the horse owners are responsible for feeding and caring for their own animals. Through the lease agreement with the San Francisco Water Department (now SFPUC), horse owners at Skyline Stables have been able to ride on trails located on CCSF-owned watershed lands west of Skyline Boulevard and I-280, with special access permits for equestrian activity. The trails are accessed through the paved utility vehicle tunnel that extends under I-280. Historic research and review of aerial photos indicate that construction of the present-day Skyline Stables facilities had begun by 1962. Aerial photos taken before 1962 show buildings that may have served as stables but do not appear on later aerials. These buildings appear to have been demolished by 1962, at which time present-day Skyline Stables structures began to emerge in other locations on the property. In 1977, the *Millbrae Sun* featured an article on Skyline Stables, noting that at that time Skyline Stables had reached its 61-horse boarding limit and a waiting list had been established. The article also noted that Skyline Stables did not offer open public access in the form of renting horses for riding and that, like most horse-boarding facilities in the region at the time, Skyline Stables facility provided a “luxury of a fortunate few who can spend their days galloping above the noise of the city cars and buses” (*Millbrae Sun* 1977). By the 1980s, the Skyline Stables operation boarded approximately 48 horses in 18 barns and maintained a 50-foot-diameter training arena (Hanson 2008; San Mateo County 1974; San Mateo County 1982; Permit; SFPUC 1946–1998; Aerial Photograph Photo File 2166360.5; USGS Montara Mountain 1949, 1956, 1968).

The stables originally included barns located in three areas: the Cove (Group A), Bottom of Hill, and Top of Hill (both in Group B). The structures in Group A were constructed before the structures in Group B. The facility also originally included one large arena and a 50-foot-diameter training arena. Barns and corrals

were built independently by local families (Hanson, 2008; San Mateo County, 1974; San Mateo County, 1982; SFPUC, 1946–1998; USGS Montara Mountain 1949, 1956, 1968).

Although there were a few SFPUC structures on the property before 1963, Skyline Stables was overall set in a rural landscape with few SFPUC buildings and structures until 1972, when the SFPUC added the large San Andreas Water Treatment Plant (currently known as the HTWTP) south of the stables facility (Melosi, 2000; SFPUC, 2005).

As noted above, the Bay Area, like most of California, experienced a population boom following World War II that led to several suburban developments. The development of land that was open space led several outdoor enthusiasts to become involved in the conservation movement to ensure that Bay Area local governments recognized the importance of open space hiking, biking, and horseback riding. The conservation movement led to the creation of entities such as the East Bay Regional Park District (EBRPD) and the California Coastal Commission, which have been able to successfully preserve land for public uses. In 1972, Bay Area voters approved Measure R, which created the Mid-Peninsula Regional Open Space District (MROSD) to preserve open space in Santa Clara and San Mateo Counties. Since the 1970s, the MROSD's boundaries have expanded to include areas of Santa Cruz County and areas extending to the Pacific Ocean in San Mateo County. Watersheds also serve as open space preserves. Although for many years the SFPUC land and reservoirs were off limits for public use without special permits, the development of modern water purification systems and the creation of designated public trails have allowed for more public access to the land for hiking, biking, and equestrian activity (pleasure riding) (Mid-Peninsula Regional Open Space District, 2010; Rusmore, 2002; and SFPUC, 2004).

Beginning in the 1970s, the combination of white-collar suburban affluence and increasingly high-tech-driven economic activity in San Mateo County began to spread to the south, initiating the rise of “Silicon Valley” in Santa Clara County. The mid-Peninsula area continued to flourish economically. San Andreas and Crystal Springs Reservoirs came to serve as barriers to further western spread of suburban housing development in the area. As they had since the latter 19th century, the open areas in the vicinity of these reservoirs continued to attract a new generation of outdoor recreation enthusiasts who participated in activities such as hiking, biking, jogging, swimming and tennis. Although equestrian activity in the Bay Area remains an important part of the culture of the region, over the past several decades it has begun to decline with continued suburban development in San Mateo County (Khanh 2003).

Page 5.4-13 of the Draft EIR (within Section 5.4.1, *Setting*, subheading *Architectural History Research*):

Additional background research was conducted to arrive at a general understanding of the history of the Peninsula water system, with a focus on the development of the Spring Valley and the Hetch Hetchy systems. Research was undertaken at the California State Library in Sacramento, the San Mateo County

Library, the San Mateo County Department of Public Works, SFPUC Archives, Records of the Office of the General Manager, and the ICF International cultural staff library. Property-specific research was conducted at the San Mateo County Assessor and Recorder's Office in Redwood City. Various sources, including area histories, newspaper indices, and maps, were used to build a historic context and themes in which architectural resources could be evaluated for significance.

On June 15 and June 22, 2010, additional research was conducted at the San Mateo County History Museum Archives. Further research was also conducted at the California State Library, California History Room in Sacramento, California.

Pages 5.4-23 to 5.4-24 of the Draft EIR (within Section 5.4.1, *Setting*, subheading *Known and Potential Cultural Resources*):

Skyline Stables

Description. Skyline Stables includes two sets of stables located on SFPUC property on the HTWTP site. The stables occupy just over 13 acres and are located in two separate areas: the Cove (upper stables) and the Top of the Hill and Bottom of the Hill stables (lower stables). The Cove is located immediately northwest of the HTWTP and Top of the Hill and Bottom of the Hill stables are located north of the Cove. Both sets of stables are located among large trees.

The Cove is comprised of 10 barn buildings and a shed situated in a circular formation surrounding an arena. Barns in the Cove are supported by concrete slab foundations with several featuring raised wood foundations. Barn roofs are flat or low-pitched gabled and are covered with composition material. One shed in this group features a roof covered with corrugated metal. Barn walls feature vertical board and batten, vertical T-111, vertical or horizontal wood siding, and plywood siding. The equipment shed features walls clad with corrugated metal. Doors are original single entry Dutch or open and windows consist of original open units and replacement sliding and fixed metal sash units with one barn featuring a window covered with plywood. All barns in this group feature wood or metal corrals.

The Top of the Hill and Bottom of the Hill stable group is comprised of 16 barn buildings set in a linear formation. These barns are supported by concrete slab foundations with a few exceptions, including a raised wood foundation, a concrete perimeter foundation, and raised brick foundation on three barns. Barn roofs are single and split-level flat shed style covered with composition material and corrugated metal. Walls are clad with vertical board and batten, vertical wood, T-111 and plywood siding. Doors are original single entry wood or metal, Dutch or open frame. One barn features a partial porch sheltering a single entry wood door. Window openings are sparse and consist of original open and infilled units. All barns in this group feature wood or metal corrals.

Evaluation. Skyline Stables do not appear to meet the criteria for listing in the CRHR. The period of significance for the property is the date of construction, circa 1962. (Refer to the discussion under 5.4.1, *Setting*, subheading *Background Information*). ~~Historic records indicate that the Capuchino Land Company originally owned the Skyline Stables parcel, but that the land was deeded to the~~

City of San Francisco on April 21, 1943. Skyline Stables were sited on the parcel by 1963, encompassing just over 13 acres of the 52.3-acre parcel belonging to SFWD. The stables originally included barns located in three areas: the Cove (Group A), Bottom of Hill and Top of Hill, (Group B). The Cove was constructed first and Group B was added soon after. The facility also originally included one large arena and a 50-foot training arena. Barns and corrals were built independently by local families. Prior to the construction of I-280, the Stables' main entrance was located at Skyline Boulevard and was later moved near the HTWTP (Hanson, 2008; USGS, Montara Mountain 1949, 1956, 1968).

Prior to 1971, the stables held a maximum of 40 horses. By August 1977, Skyline Stables held a maximum horse capacity of 61 and kept a waiting list for those interested in leasing stables. By 1992, the stables housed 52 horses leased by 16 families. SFWD continues to lease the land to Skyline Stables, which is managed by the Skyline Stables Board, a nonprofit organization. The stable has continued to function as a private horse stable since its construction in the mid-1960s. (Bleifuss, 1997; *Millbrae Sun*, 1977; Rasmussen, 1982;).

The yard and barns have undergone modifications for repairs as needed since their initial construction in the early 1960s. Fenestration on some barns has been replaced with modern units. Also, siding and roofing material have been modified over time. By 1982, the arena was moved to its current location in the cove and altered to accommodate generators presumably to provide night lighting. It is presently 60 feet by 100 feet in size (Hanson 2008).

Skyline Stables was built in circa 1963 for families who leased the land from SFWD. San Mateo County as a whole, and specifically the Millbrae and San Bruno areas, have a long equestrian culture history dating back to the mid to late 1800s. In addition to horse riding for recreation (pleasure riding), over the years, San Mateo County continued to be on the forefront of developments in equestrian sports such as the English hunt and polo riding, horse breeding, and racing. Local race tracks such as Tanforan and Bay Meadows were popular, well-known places throughout the 20th century and attracted people to the region (Clinton, 1969; Darold, 1989; Fredricks, 1989; Hynding, 1982; Postel, 1988; Shoecraft, 1988; Svanevik and Burgett, 2009).

Stables and boarding facilities such as the Skyline Stables can be found throughout the county, as they are structures built as a necessity to support equestrian activities (Appendix C). As a place to board horses in the region, Skyline Stables has a natural association with the region's long equestrian cultural history. However, having an association with historic events and trends is not sufficient to qualify a resource for eligibility under California Register of Historical Resources (CRHR) Criterion 1 because the resource must be considered specifically significant within its appropriate historic context of which it is associated (PRC Section 5024.1[c][1]). For example, within the historic context of the equestrian culture in San Mateo County, resources that could be found eligible under Criterion 1 would need to have a direct association to specific events that shaped developments in pleasure riding, equestrian sports and activities, such as the English hunt and polo riding, horse breeding, and racing facilities in the region. Skyline Stables was constructed in the mid- to late 20th

century, after the equestrian culture was firmly established in the region. The Skyline Stables is one of several horse stables in the San Mateo County/Millbrae area built in the early to mid-20th century and during this era, Skyline Stables is not a unique distinctive property.

Additionally, considering that the structures are on SFPUC land, it is appropriate to also view the buildings within the context of the development of SFPUC's regional water system. The SFPUC allowed Skyline Stables to lease land on its property (sometime between the 1940s and early 1960s) and construct stables for private sublease. As a later 20th century addition to the SFPUC property, the stables (circa 1962) are not associated with other significant resources on the land that are representative of the history and development of the regional water system. Therefore, the stables do not appear to be important resources within that context. In addition summary, Skyline Stables is not known to be directly associated with events that have made a significant contribution within the historic contexts of the equestrian culture within San Mateo County as a whole, specifically the Millbrae and San Bruno areas of the region, or the development of the SFPUC's regional water system to the history of the Millbrae area, San Mateo County, or the nation as a whole; therefore, Skyline Stables does not appear to meet CRHR Criterion 1.⁶

Research indicated that some of the stables on the property were constructed by local families who boarded their horses at the facility. Specifically, the Van der Steer, Hanson, Genis, and Solis families are known to be associated with the construction of a few of the stables on the property (Hanson 2008). Research did not reveal any specific historic information regarding these families. In order for resources to be found eligible under Criterion 2, the people associated with the property must be individually significant within the historic context under which the property is being evaluated. It must be illustrated that the people associated with the property gained prominence within their related profession or group association through work or events that transpired at the property, thus representing their historic contributions. Construction of or use of the resources does not provide adequate correlation to tie individuals to a property under Criterion 2 (U.S. Department of the Interior, 1998). Consequently, the facility is not known to be directly associated with persons or individuals who have made significant contributions to the history of the local area, the region, the state, or the nation through the Skyline Stable property. Therefore, it does not appear to meet CRHR Criterion 2.

In addition, the facility is not known to be directly associated with persons who have made significant contributions to the history of the local area, the region, the state, or the nation. Hence, it does not appear to meet CRHR Criterion 2. Architecturally, the Skyline Stables buildings are simple utilitarian barns and stable structures commonly produced throughout California during the second half of the 20th century. The subject buildings do not display any distinctive characteristics of a type, period or method of construction; they are not known to be associated with the work of a master architect or designer; and therefore do not appear to meet CRHR Criterion 3.

Furthermore, the yard and barns have undergone modifications for repairs as needed since their initial construction in the early 1960s. Also, siding and roofing material have been modified over time. By 1982, the arena was moved to its current location in the Cove, and is currently approximately 60 feet by 100 feet in size (Hanson 2008).

The Skyline Stables facility has been modified since its establishment in the early 1960s to accommodate more horses in support of its operation as a boarding facility. Also, the addition of the HTWTP to the property in 1972 disrupted the original setting of the stables facility (Melosi, 2000; SFPUC, 2005). Consequently, the Skyline Stables do not represent its period of significance, circa 1962, which is the date the stables were formally established. Moreover, the historic integrity of the stables has been compromised by alterations and modifications made as needed through the present day. Therefore, in consideration of all criteria, and the fact that the potential for eligibility under CRHR criteria is compromised by the loss of integrity needed for the facility to convey its significance, the Skyline Stables do not appear eligible for listing in the CRHR. As a result, the property is also not considered a historical resource for the purposes of CEQA.

⁶ See the *Regulatory Framework* section (5.4.2) for a listing and detailed explanation of the CRHR criteria.

Page 5.4-38 to 5.4-42 of the Draft EIR (within Section 5.4.4, *References*) has been revised as follows to include references consulted and to change author name from an individual (Rasmussen) to an organization (San Mateo County) in one entry:

Clinton, Mary Jane. 1969. "A History of the Horsey Set." San Mateo Times, Supplement, July 25, 1969: 35A. 75-401: Clippings, 75-401: horses, horse racing, horse breeding. San Mateo County History Museum Archives, Redwood City, CA.

Fimrite, Peter. 2008. "Bay Meadows bids farewell to Bay Area." SF Gate. May 12, 2008. Available through http://articles.sfgate.com/2008-05-12/bay-area/17152495_1_bay-meadows-racing-horses. Accessed on June 22, 2010.

Fredricks, Darold E. 1989. San Bruno People and Places. The San Bruno History Association. San Bruno, California.

Khanh, Truong Phuoc. 2003. "Peninsula Towns See Equine Decline." San Jose Mercury News, January 5, 2003: 1B, 6B. 75-401: Clippings, 75-401: horses, horse racing, horse breeding. San Mateo County History Museum Archives, Redwood City, CA.

Midpeninsula Regional Open Space District. 2010. About Us – Our History. Available through http://www.openspace.org/about_us/our_history.asp. Accessed on June 23, 2010.

Postel, Mitchell P. 1988. Peninsula Portrait: A Pictorial History of San Mateo County. Windsor, Northridge, California.

Rasmussen, Terri. 1982. Horse/ Stable Permit. County of San Mateo Department of Environmental Management. Planning and Development Division. Document File No. SP 80-13. On file at the San Francisco Planning Department. File # PLN 1999-00395.

Rusmore, Jean. 2002. Bay Area Ridge Trail: Ridgetop Adventures Above San Francisco Bay. Wilderness Press. Berkeley, California.

San Francisco Public Utilities Commission (SFPUC). 1946-1998 Aerial Photograph Photo File 2166360.5. On file at the SFPUC Archives, Records of the Office of the General Manager. San Francisco, California.

_____. 2004. Peninsula Watershed Management Plan (PWMP). Final. Updated: January 11, 2008. Available: <http://www.sfwater.org/Files/Reports/3-Env_Set_Impacts.pdf>. Accessed: June 23, 2010.

San Mateo County. 1974. San Mateo County Zoning Hearing Officer Meeting. March 1, 1974. Document File No. SP 80-13.. File # PLN 1999-00395. San Mateo County Department of Environmental Management. Planning and Development Division. On file at the San Francisco Planning Department, San Francisco, California.

San Mateo County. 1982. Application for Stable/Horse Permit. October 31, 1982. Document File No. SP 80-13. File # PLN 1999-00395. San Mateo County Department of Environmental Management. Planning and Development Division. On file at the San Francisco Planning Department, San Francisco, California.

Shoecraft, Don. 1988. The History of San Bruno: The Crossroads Community. City of San Bruno 75th Anniversary Committee. San Bruno, California.

Svanevik, Michael and Shirley Burgett. 2009. "In the late 1800s, Peninsula horses Were Tops." Daily News, January 17, 2009: 6-7. 75-401: Clippings, 75-401: horses, horse racing, horse breeding. San Mateo County History Museum Archives, Redwood City, CA.

U.S. Department of the Interior. 1998. How to Apply the National Register Criteria for Evaluation. National Register of Historic Places. National Park Service, Cultural Resources. Washington, D.C.

No new significant environmental impacts would occur as a result of these changes to the Draft EIR.

3.7 Transportation and Circulation

Existing Conditions

Comment [T1]

“AADT (average daily traffic) on US 101 on the stretch between Highway 92 and Interstate 380 is approximately 230,000 instead of 146,000 vehicles according to 2008 Caltrans Traffic and Vehicle Systems Unit.” (*Ronald Popp, Director of Public Works, City of Millbrae [A-Millbrae-W-01]*)

Response [T1]

The discrepancy for the average daily traffic (ADT) count on US 101—146,000 vehicles versus 230,000 vehicles—is due to the difference in data sources, time frame and count locations. The 230,000 ADT count is based on 2008 data available on the Caltrans website (Caltrans Traffic and Vehicle Data Systems Unit). The 146,000 ADT count is based on 2009 traffic counts obtained by CHS Consulting Group (CHS), traffic engineering firm, specifically for the Draft EIR traffic analysis.

The 146,000 vehicle count represents “real-time” traffic counts on US 101 at a location just north of the US 101/I-380 junction for the period between May 1, 2009 and May 10, 2009, using the Caltrans' Freeway Performance Measurement System available at <http://pems.eecs.berkeley.edu>. CHS used this data because it was the most recent data available at the time, instead of using 2008 data available in the official Caltrans website. According to CHS, the approximately 35% difference between the 146,000 ADT in 2009 count and the 230,000 ADT count in 2008 (i.e., 84,000) is likely attributable to two factors. Approximately 15% of the difference may be attributable to the decrease in traffic volumes from 2008 to 2009, which is likely from less commute traffic and less airport traffic due to the economic downturn. Approximately 20% of the difference may be attributable to the difference in count locations on US 101. According to the Caltrans website, the traffic volume on US 101 at the San Francisco Airport interchange (City of Millbrae's count location) is expected to be approximately 20% greater than a location north of the I-380 interchange (CHS count location) because it includes more traffic passing between I-380 and the airport. The difference in the traffic counts would not change the conclusions in the EIR.

No revisions to the Draft EIR are required in response to this comment.

Comment [T2]

“Helen Drive is not a principal arterial, instead, it is a minor arterial between Larkspur and Magnolia. Additionally, Helen Drive north of Larkspur is a collector street and not a designated truck route; therefore, it is prohibited from being used as a haul route for the subject project.” (*Ronald Popp, Director of Public Works, City of Millbrae [A-Millbrae-W-02]*)

“Hillcrest Boulevard is a collector street and not an arterial as stated; Hillcrest Boulevard is not a designated haul route; therefore, it cannot be used as a haul route for trucks.” (*Ronald Popp, Director of Public Works, City of Millbrae [A-Millbrae-W-03]*)

“Helen Drive is not a designated haul route. Additionally, Meadows School is in the vicinity of the project site and all precaution must be exercised to ensure safety of our school children.”
(Ronald Popp, Director of Public Works, City of Millbrae [A-Millbrae-W-04])

Response [T2]

According to the Millbrae Street Classification System (Map 4-2 in the City of Millbrae General Plan), Hillcrest Boulevard is a Minor Arterial and Helen Drive is a Minor Arterial between Magnolia and Larkspur and is a residential street north of Larkspur. These classifications were confirmed by the City of Millbrae.²³ The transportation setting section has been revised to clarify these classifications. Additionally for clarification, the transportation setting section has been revised to omit the paragraph under Truck Routes because it is repeating information from the project description about the proposed access routes and is not describing existing conditions on local roadways. In response to these comments, the text has been changed as shown:

Page 5.5-2 of the Draft EIR (Section 5.5.1, *Setting*, subheading *Local and Site Access*):

Helen Drive is a residential street that connects Junípero Serra County Park and Magnolia Avenue. Helen Drive serves as the secondary access route to the HTWTP site near the intersection of Helen Drive and Brookside Lane (**Figure 5.5-1**). In the vicinity of the project area, Helen Drive is a two-lane roadway with one lane and on-street parking in each direction. The street is approximately 38 feet wide including curbside parking. Helen Drive is designated as a ~~Principal~~ Minor Arterial between Larkspur Drive and Magnolia Avenue in the City of Millbrae General Plan. In the vicinity of the project area, the speed limit on Helen Drive is 25 mph.

Page 5.5-3 of the Draft EIR (Section 5.5.1, *Setting*, subheading *Local and Site Access*):

Hillcrest ~~Boulevard~~Avenue is an east-west residential street that extends from I-280 to El Camino Real. Hillcrest ~~Boulevard~~Avenue is a two-lane roadway with one lane in each direction (**Figure 5.5-1**). The street is approximately 34 feet wide including curbside parking. Hillcrest ~~Boulevard~~Avenue has an on-ramp to southbound I-280 and an off-ramp from northbound I-280 via the Millbrae Avenue exit. Hillcrest ~~Boulevard~~Avenue is designated as ~~an~~ a Minor Arterial Road in the City of Millbrae General Plan. In the vicinity of the project area, the speed limit on Hillcrest ~~Boulevard~~Avenue is 25 mph.

Page 5.5-3 of the Draft EIR (Section 5.5.1, *Setting*, subheading *Truck Routes*):

Truck Routes

~~As described in Section 3.6.4, *Site Access and Project Workforce*, primary construction access to the project area would be from I-280 and onto Crystal Springs Road, which is the primary entrance to the HTWTP site. Construction truck traffic, deliveries, and most vehicles would enter and exit the site through the primary entrance on Crystal springs Road....”~~

²³ Lim, Khee. City Engineer. City of Millbrae, Department of Public Works, Millbrae, CA. June 18, 2010—telephone conversation with Diana Roberts, Associate Consultant, ICF International.

The designation of haul routes is discussed in Section 5.5.2, *Regulatory Framework* (on page 5.5-8 of the Draft EIR), which states: “The City of Millbrae Municipal Code requires that all hauling of equipment and materials into and out of a construction site be made along a specific haul route approved by the transportation engineer of the City of Millbrae. Millbrae evaluates potential haul routes based on factors including, but not limited to, the provision of adequate turning radius and general traffic conditions such as sight distance, speed, and traffic volumes (City of Millbrae, 1998).”

As stated in the project description in Section 3.6.4, *Site Access and Project Workforce* (on page 3-36 of the Draft EIR), the primary construction access to the project area would be from I-280 and onto Crystal Springs Road. The Helen Drive entrance would be the secondary access point and, generally, only small construction vehicles (pickup trucks, pilot trucks, personnel vehicles) would enter and exit the HTWTP site using this access point. Larger construction vehicles would use Helen Drive only during the relining of the Sunset Branch Pipeline, which extends to Helen Drive. During the approximately 6-month construction period (projected for July 2013–December 2013) for this part of the project, there would be an estimated 19 truck trips on a typical day associated with the Sunset Branch Pipeline relining activities. Construction vehicles and equipment could include backhoes/excavators, concrete trucks/pump trucks, contractor vehicles/pickup trucks, cranes, dump trucks/hauling trucks, trailers/flat beds/low boys, and possibly pile drivers or drills if shoring is required (refer to Table 3-2 on page 3-29 of the Draft EIR.)

The analysis under Impact TRA-2 (Temporary increase in traffic load on roadways caused by construction-related vehicle trips and resultant impact on roadway level of service during construction) addresses potential impacts of hauling on local roadways (refer to the discussion beginning on page 5.5-11 of the Draft EIR). The required Mitigation Measure TRA-1 (Prepare and implement a traffic control plan for HTWTP prior to and during project construction) addresses haul trucks on local roadways, states that the plan will be prepared in coordination with local jurisdictions with authority over the affected public streets, and includes several specific measures to ensure the safety of school children (refer to discussion beginning on page 5.5-19 of the Draft EIR). Among other measures, the mitigation includes:

- “When feasible, truck trips (haul trucks and heavy construction equipment) on Helen Drive shall be avoided during the typical school drop-off and pick up hours for Meadows Elementary School... If avoiding these hours is infeasible, the construction contractor will provide additional flaggers shall be provided during school drop-off and pick-up hours near the intersections of Helen Drive/Mosswood Lane and Helen Drive/Banbury Lane (where crosswalks to the school are located)” and “at the intersections of Helen Drive/Mosswood Lane and Helen Drive/Banbury Lane (where crosswalks to the school are located) to manage traffic flow and maintain traffic safety”.
- “When feasible, truck trips (i.e., haul trucks, heavy construction equipment) will be scheduled outside AM (7:00 a.m. to 9:00 a.m.) and PM (4:00 a.m. to 6:00 p.m.) peak commute trips. If avoiding these hours is infeasible, additional flaggers shall be provided at the intersections of Helen Drive/Mosswood Lane, Helen Drive/Banbury Lane, and Crystal Springs Road/Crestmoor Drive to manage traffic flow and maintain safety.”

- “Prior to construction activities associated with the access pit for relining Sunset Branch Pipeline, the SFPUC or the construction contractor will provide school officials with a final 48-hour reminder notice of the timing, location, and duration of construction activities in the parking lot or roadway....”

While the traffic setting section has been updated as discussed above, the impact discussion and required mitigation are adequate, and no changes to these sections of the Draft EIR are required.

No new significant environmental impacts would occur as a result of these changes to the Draft EIR.

Traffic Control Plan

Comment [T3]

“The document suggests that preparation of a traffic control plan will work to mitigate traffic issues. This is a good idea but several questions remain: what standards will be used; how will the local agencies, residents and other stakeholders be involved in setting plan parameters; what is the time deadline for preparing the plan? There are many qualifiers in this mitigation such as: ‘when feasible,’ and ‘extent feasible.’ Clarification about who decides what is feasible is important. (Nicole Sandkulla, Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency [A-BAWSCA-W-13])

Response [T3]

Refer to ***Response [PD4]*** with regard to traffic impacts and the need for effective mitigation and mitigation enforcement. Because the BAWSCA letter specifically references this comment as being part of Chapter 3, *Project Description* of the Draft EIR, the response is included with other comments and responses on the project description.

3.8 Noise and Vibration

Noise Standards

Comment [N1]

“Different jurisdictions have different standards for construction activities. For example San Mateo County and the City of Millbrae have different noise ordinance standards. Where this occurs it would be most effective to choose the most restrictive for the project and use it rather than have different standards apply on one side or the other of a city boundary line. People in the area won't care which jurisdiction the noise is coming from, they will just want it dealt with. In this way, there would be one standard to apply for the entire project. A good example of this is at the bottom of page 5.6-14. San Mateo County has noise exemptions for certain work, but Millbrae does not (page 5.6-15). Also it is likely these ordinances were developed with shorter project duration in mind – not 4 years of total work with 1 year of 24/7 work in one focused area. Standards relevant to the scope and location of this project should be adopted and used.” (Nicole Sandkulla, Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency [A-BAWSCA-W-14])

Response [N1]

Local noise standards for San Mateo County, the City of Millbrae, and the City of San Bruno are discussed in detail in the Draft EIR (pages 5.6-12 to 5.6-16 in Section 5.6, *Noise and Vibration*). The approach to the analysis, including the application of local noise standards to the impact assessment, is discussed on pages 5.6-16 through 5.6-18 of the Draft EIR. The discussion on page 5.6-18 states:

“Potentially affected land uses are located in the Cities of Millbrae and San Bruno and San Mateo County. San Mateo County quantitative noise standards are the most conservative for construction noise, and Millbrae quantitative noise standards are the most conservative for operation noise. Millbrae’s prohibition of construction noise during nighttime hours is the most restrictive limit on the hours of operation of construction. These most conservative or restrictive standards are used to assess the significance of noise impacts.”

Accordingly, as suggested in this comment, the most restrictive noise standards are in fact applied to the project noise impact assessment. The commenter’s statement that “it is likely these ordinances were developed with shorter project duration in mind” is speculative. These noise ordinances do not differentiate between long and short-term construction projects.

No revisions to the Draft EIR are required in response to this comment.

Noise Mitigation**Comment [N2]**

“Who decides what ‘appropriate noise controls’ will be? Who measures and verifies that the performance standard dB goals are being met? When? How often? Timeliness in responding to these issues is important. Nighttime controls are critical because about 12 months of project construction work can occur 24/7 with potential impacts occurring in the middle of the night.” (Nicole Sandkulla, Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency [A-BAWSCA-W-15])

Response [N2]

As stated in the project description in the Draft EIR (page 3-25 in Section 3.4, *SFPUC Standard Construction Measures*), the SFPUC has established standard construction measures for all WSIP projects that would be implemented as part of the proposed project.²⁴ As described under Mitigation Measure NOI-1 (Employ noise-reducing measures during construction and limit hours of construction operation in Millbrae) on page 5.6-43 of the Draft EIR, “the project contractor will be required to implement appropriate noise controls to reduce construction noise levels at noise-sensitive uses” and “will determine the specific methods to meet the performance standards.” Through the project’s required MMRP and contract specifications, the contractor is obligated to conform to these noise standards.

²⁴ SFPUC. 2007. Standard Measures to be Included in Construction Contracts and Project Implementation. From Susan Leal, General Manager, and Tony Irons, Deputy General Manager, to Michael Carlin, Tom Franza, Barbara Hale, Harlan Kelly, Julie Labonte, Irina Torrey, Ivy Fine, and Tony Winnicker. February 7

As described under Mitigation Measure NOI-4 (Prepare and implement a Noise Control Plan prior to and during construction) on page 5.6-45 of the Draft EIR, “the SFPUC will ensure that construction-contract specifications include a requirement that the contractor submit to the SFPUC for review and approval, at least 28 days prior to commencing construction, a Noise Control Plan prepared by a qualified noise consultant, which is defined as a Board Certified Institute of Noise Control Engineering member or other qualified consultant or engineer approved by the project engineer.” As part of the Noise Control Plan (as stated on pages 5.6-45 and 5.6-46 of the Draft EIR):

“In addition SFPUC will assign a designated project liaison to be responsible for responding to noise complaints during the construction phases. The name and phone number of the liaison will be conspicuously posted at construction areas and on all advanced notifications. This person will take steps to resolve complaints, including periodic noise monitoring, if necessary. Results of noise monitoring will be presented at regular project meetings with the project contractor, and the liaison will coordinate with the contractor to modify any construction activities that generated excessive noise levels. A reporting program will be required that documents complaints received, actions taken to resolve problems, and effectiveness of these actions.

In the event that complaints are received regarding noise, the contractor shall address them as received and provide information to the SFPUC within 48 hours of being notified of the complaint, regarding the noise levels measured and activities that correspond to the complaints. These noise levels shall be compared to the information provided in the Noise Control Plan; and, if necessary, the effectiveness of implemented noise control measures shall be verified by the contractor. The contractor shall be responsible for ensuring that all implemented noise control measures are installed and use correctly, and that the construction activities are in compliance with the project noise specifications.

In the event that the thresholds are exceeded, the contractor shall work to reduce noise levels immediately and provide information to the SFPUC within 48 hours of the exceedance, identifying the source of the exceedance (e.g., unusually noisy method, broken muffler, emergency repair) and identifying the corrective actions that are being take to reduce the noise.”

As stated in Section 5.1, *Overview* (page 5.1-4 of the Draft EIR), the SFPUC would include all adopted mitigation measures, along with the conditions of permit approvals, in its construction-contract specifications, as applicable, to bind its contractor(s) to their implementation. Further, to ensure compliance with mitigation measures during project construction and implementation, CEQA requires that the MMRP be adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment (Public Resources Code Section 21081.6; CEQA Guidelines Section 15097).

No revisions to the Draft EIR are required in response to this comment.

Comment [N3]

“Due to the project site proximity to Meadows School on Helen Drive and residential neighborhood(s), extreme cautions shall be taken to minimize noise and vibration levels. Work

shall not be performed prior to 7:30 am or after 6:00 pm on weekdays and work shall not be performed on weekends at all.” (Ronald Popp, Director of Public Works, City of Millbrae [A-Millbrae-W-05])

Response [N3]

As stated in the project description in the Draft EIR (page 3-38 in Section 3.6.5, *Construction Schedule*, subheading *Construction Hours*), “typical construction hours (not during system shutdown periods) would occur between the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday. If necessary, construction work may occasionally occur on Saturdays between the hours of 7:00 a.m. and 5:00 p.m.”

The noise analysis in the Draft EIR (page 5.6-15 in Section 5.6.3, *Regulatory Framework*) states the Millbrae Noise Ordinance, which allows construction from 7:30 a.m. to 7:00 p.m. Monday through Friday, from 8:00 a.m. to 6:00 p.m. on Saturday, and from 9:00 a.m. to 6:00 p.m. on Sunday. The impact discussion in the noise analysis (Section 5.6.4, *Impacts*, Impact NOI-2 on page 5.6-38) addresses the fact that typical proposed construction timeframe of 7:00 a.m. to 6:00 p.m. weekdays is outside Millbrae’s 7:30 a.m. start time, and this is addressed by identifying Mitigation Measure NOI-1, which states construction work within Millbrae will be limited to the hours specified in the City’s noise ordinance (i.e., a 7:30 a.m. start instead of 7:00 a.m. start) to the extent feasible.

Mitigation Measures NOI-1 through NOI-5 in the Draft EIR (pages 5.6-43 to 5.6-46 in Section 5.6 *Noise and Vibration* subheading *Impact Analysis, Mitigation Measures*) identify specific measures to be implemented to control noise to the extent feasible at the Meadows Elementary School. These measures to control noise include specific limits on construction noise levels, hours of operation, and other methods such as the use of temporary barriers around noise-generating equipment. A detailed process for notifying the school about construction activity is also included.

Feasible measures to control noise will be implemented. However, as acknowledged in the Draft EIR, it may not be feasible to reduce noise to comply with local standards or significance thresholds in all cases; and there may be times prior to and/or during system shutdown when work could occur throughout a 24-hour period, 7 days per week. This level of activity could last for up to two months at a time. Because of this, the Draft EIR has identified construction noise impacts as significant and unavoidable.

With regard to the school and construction noise from work on the Sunset Branch Pipeline, this work will last approximately two months, and nighttime work will be limited.

No revisions to the Draft EIR are required in response to this comment. However, refer to Chapter 4, *Draft EIR Revisions*, under Chapter 3, *Project Description* for staff-initiated text changes related to the construction duration associated with the Sunset Branch Pipeline.

3.9 Air Quality

Air Quality Mitigation

Comment [AQ1]

“With construction potentially occurring up to 6 days per week for nearly 4 years—a significant portion of which will be 24/7—air quality is a major issue. The SFPUC should require strong mitigation measures. We recommend adopting AIR-1b (draft BAAQMD standards) but including the enhanced control measures and optional control measures from AIR-1a.” (*Nicole Sandkulla, Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency [A-BAWSCA-W-18]*)

Response [AQ1]

At the time the Draft EIR was prepared, the Bay Area Air Quality Management District (BAAQMD) had issued draft CEQA Guidelines not yet adopted that were subject to ongoing public comment. In order to provide a conservative impact determination, the Draft EIR analyzed the project under both the prior and recently adopted June 2010 BAAQMD CEQA Guidelines. The Draft EIR (page 5.7-26) stated that if the BAAQMD were to adopt the draft (new) guidelines prior to the SFPUC decision on whether to approve the proposed project, then the impact determinations under the new guidelines shall be valid, along with corresponding mitigation measures. The new BAAQMD CEQA Guidelines were approved on June 2, 2010 and all of the adopted CEQA thresholds of significance—except for the risk and hazards thresholds for new receptors—are effective June 2, 2010. The risk and hazards thresholds for new receptors are effective January 1, 2011. Therefore, the Draft EIR has been revised to indicate that the draft guidelines are no longer a “draft” but rather the “recently adopted” or “June 2010” guidelines; the mitigation measures retained in the EIR are based on the June 2010 Guidelines. These changes, which are staff initiated text changes (not changes made in response to comments), are shown in Section 4, *Draft EIR Revisions*, of this document. No new significant environmental impacts would occur as a result of these changes to the Draft EIR.

Comment [AQ2]

“In addition there should be a process and funding set up to assess and respond to environmental cleanup and health needs on properties in close proximity to the project on a periodic basis if necessary (i.e., owner washing or cleanup on private property, responding to allergic reaction situations or hazardous materials in airborne particles). This would authorize a process and scope for these types of issues before they are encountered in the field so timely action can be taken.” (*Nicole Sandkulla, Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency [A-BAWSCA-W-19]*)

Response [AQ2]

The additional measures being recommended are acknowledged; however, they are not required. The Draft EIR addresses construction emissions of criteria pollutants under Impact AIR-1 (Construction emissions of criteria pollutants) on pages 5.7-30 through 5.7-35, and the Draft EIR discloses the impacts associated with exposure to diesel particulate matter during construction under Impact AIR-2 (Exposure to diesel particulate matter [DPM] during construction) on pages 5.7-36 through 5.7-43. Feasible mitigation

measures are incorporated into the Draft EIR to reduce significant impacts to less-than-significant levels, where appropriate. For example, the BAAQMD-recommended exhaust controls were identified in Mitigation Measure AIR-2 (pages 5.7-52 and 5.7-53) and additional exhaust controls were identified in Mitigation Measure AIR-3 (pages 5.7-53 and 5.7-54) in the Draft EIR.

Please note that the staff initiated text revisions to Section 5.7, *Air Quality*, of the Draft EIR resulted in the consolidation of these mitigation measures (refer to Section 4, *Draft EIR Revisions*, subsection 5.7 *Air Quality* of this document to see these changes). Mitigation Measure AIR-1 includes provisions to prevent and minimize emissions of fugitive dust, as well as a mechanism to track and address complaints associated with fugitive dust generation. In the event that a complaint or high levels of dust are observed, corrective actions must be implemented to address the complaint or minimize emissions. In addition, if excessive dust conditions persist, the SFPUC has committed to implement additional, site-specific dust control measures as necessary to address the dust conditions. These measures, which are specified in Mitigation Measure AIR-1, include cleaning for dust emissions generated from project construction. The SFPUC has also committed to implement measures to reduce and minimize exhaust (including toxic air contaminant) emissions from construction equipment. These measures are identified in Mitigation Measure AIR-2.

Implementation of these measures would reduce the project's worst-case construction-related emissions of fugitive dust DPM below the BAAQMD threshold for particulate matter less than or equal to 2.5 microns in diameter (PM_{2.5}), lowering fugitive dust and DPM impacts at all receptor sites to less-than-significant levels. Further, impacts related to environmental cleanup on properties in proximity to the project site are discussed in Section 5.13, *Hazards and Hazardous Materials* (pages 5.13-11 through 5.13-17).

No revisions to the Draft EIR are required in response to this comment.

3.10 Recreation

Stables Private/Public Use

Comment [R1]

“This principle—that the discontinuation of a private land use may have distinctly public consequences—is well accepted in land-use law.... We perceive no reason why the same cannot be said of the loss of land devoted to private recreational use through its withdrawal from such a use as a result of being “up zoned” to accommodate incompatible uses. (*Ehrlich v. City of Culver City*, 1966 (12 Cal. 4th 854, 879))...these stables provide the only remnants of a time gone by, losing them would greatly impact the access of City dwellers to equestrian facilities...” (*Dotty LeMieux, Attorney on behalf of Skyline Stables* [O-SkylineDL-W-09])

“The EIR draft repeats that the stables are a private facility. This is incorrect. We are a secured public facility with locked gates because of Home Land Security.” (*Carole Bottarini* [I-BottariniC-W-01])

“The draft EIR states that Skyline Stables is a private facility. This is incorrect. Anyone can board a horse, take riding lessons and buy ownership of a barn. Skyline Stables is a public facility...” (*Carole Bottarini* [I-BottariniC-W-05])

“Several adults and children ride horses at Skyline. It is open to the public. Anyone can stable a horse there.” (*Michelle Harrison* [I-HarrisonM-W-01])

“The animals housed on this site are privately owned by individual families and are often the focus of family activities. These horses are not offered for hourly rentals.” (*Barbara Maeso Ruble* [I-MaesoB-VM-02])

“I would like to point out some inaccuracies in the Draft EIR. The Draft states that Skyline Stables is a private facility, but in fact it is a public facility where anyone can rent a stall, buy ownership or a barn, and take riding lessons.” (*Carole Bottarini* [I-BottariniC-VSF-01])

Response [R1]

Skyline Stables is a private facility because it operates under a private lease between Skyline Stables Corporation and the SFPUC. The horses kept at the stables are privately owned and permission to use the stables is limited to the tenants and subtenants of Skyline Stables. (For example, in 1992, Skyline Stables housed 52 horses that were privately owned by 16 families.²⁵). The general public cannot access or use the facility without permission as it is located within a fenced and locked facility that requires authorization to enter, and there are no horse rentals available to the general public.

No revisions to the Draft EIR are required in response to these comments.

Trail Access

The following comments concern equestrian access to the trails in the SFPUC watershed and trails in general.

Comment [R2]

“Like many of my fellow equestrians I am always concerned when I hear about the potential loss of a barn or stable...Our organization (Equestrian Trail Riders Action Committee, ETRAC) is mainly concerned with keeping horses on trails...if we lose the horses we will lose the trails and I am very concerned about both.” (*Lyndall Erb, Chair, Equestrian Trail Riders Action Committee* [O-ETRAC-W-01])

“Once the stables are closed there will be no access to the recreational San Andreas Trail by horses. The draft EIR states that there would be access off of Larkspur and along Skyline Drive near San Bruno Avenue. These areas have no place to park a truck and horse trailer and offload a horse safely. The draft EIR is incorrect.” (*Carole Bottarini* [I-BottariniC-W-04])

“My wife and I, along with several other people at Skyline Stables are members of the San Mateo County Parks Volunteer Horse Patrol. We regularly patrol the San Andreas and the Camp Sawyer trails. We have access to these trails from the facility we are currently located at. The

²⁵ Bleifuss, Alistair. 1997. Tour of Skyline Stables. Exhibit E. Crystal Springs Road, San Mateo, CA. File # PLN 1999-00395. On file at the San Francisco Planning Department.

Millbrae Sun. 1977. Home on the Range in Millbrae for Equestrian Lovers. August 1977.

San Mateo County. 1982. Application for Stable/Horse Permit. October 31, 1982. Document File No. SP 80-13. File # PLN 1999-00395. San Mateo County Department of Environmental Management. Planning and Development Division. On file at the San Francisco Planning Department, San Francisco, California.

environmental report states that there is access to these trails from the street parking area at the top of Larkspur Ave. While it is possible to access these trails from this location, it is not feasible to park a large truck and horse trailer, and have room to safely load and offload the animals and get ready to ride. It would put both the animals and the traveling public at jeopardy.” (*Allen Harrison* [I-HarrisonA-W-02]; *Allen Harrison* [I-HarrisonA-VM-02])

“Several of us are on the Volunteer Horse Patrol for the San Mateo County Parks. We ride and clear trails including the Camp Sawyer and San Andreas trail. We will no longer be able to access these trails.” (*Michelle Harrison* [I-HarrisonM-W-02])

“Skyline Stables is the home of several horses of the Volunteer Horse Patrol for the San Mateo County Parks. The members of VHP donate many hours to maintain and patrol the trails of San Mateo County Parks, including the San Andreas Trail, Sawyer Camp Trail and the Recreational Trail that joins these two trails between Larkspur and Hillcrest...The horses at Skyline Stables are uniquely situated to patrol the three aforementioned trails because of the direct access provided from Skyline Stables to San Andreas Trail via the utility vehicle tunnel that extends under I-280 (Section 5.8-3). No other alternative stable listed in the EIR has access to these three trails from their facility (Table 5.8-1). The report states that riders would have continued access to these trails via trailer access to the San Andreas trail (Section 5.8-7). Some members of the VHP do not have trailers and the parking areas mentioned in the report could be dangerous for trailers and horses to access due to limited space and the proximity to high traffic areas. The VHP horses and riders from Skyline Stables are the only volunteers assisting the county with patrols of these trails....” (*Barbara Maeso Ruble* [I-MaesoB-W-02])

“Another notable flaw in Section 5.8 is the statement that ‘Riders would have continued access to SFPUC trails (with trailer access to the San Andreas Trail) and other riding opportunities throughout the peninsula...the main parking lot and trailhead access to the San Andreas Trail are on the northeast shore of the San Andreas Reservoir off Larkspur Drive. Additional (informal) parking is available on Skyline Boulevard near San Bruno Avenue, which parallels the trail.’ Neither of these parking facilities is suitable for safe loading and unloading of horses. The street parking at the top of Larkspur drive is a busy off-ramp from I-280 and a normal sized horse trailer...generally could not be parked there since the majority of parking is usually occupied. The parking south of San Bruno Avenue is pull-in parking and as such, persons unloading their trailers would be forced to unload their horses into oncoming traffic traveling over 50 mph on Skyline Boulevard...therefore the destruction of Skyline Stables would effectively eliminate all equestrian use of the San Andreas Trail, Sawyer Camp Trail and other connecting trails.” (*Janine Micheli* [I-MicheliJ-W-08])

“My wife and I, along with several other people at Skyline Stables, are members of the San Mateo County Parks Volunteer Horse Patrol. We regularly patrol the San Andreas and Camp Sawyer Trails. We have access to these trails from the facility we are currently located at. The Environmental Report states that there is access to these trails from the street parking area at the top of Larkspur Avenue. While it is possible to access these trails from this location, it is not feasible to park a large truck and horse trailer and have room to safely load and off-load animals and get ready to ride. It would put both the animals and traveling public in jeopardy. If this facility closes, the use of horses of this trail will end. You will not see horses on this trail again.” (*Allen Harrison* [I-HarrisonA-VSF-02])

“...Several of us from Skyline Stables are on the San Mateo County Volunteer Horse Patrol. We ride and maintain trails... We ride out the gate from the plant onto the Camp Sawyer and San

Andreas Trail. We will not be able to do this anymore if the stable closes.” (*Michelle Harrison* [I-HarrisonM-VSF-01])

Response [R2]

Some commenters state that many Skyline Stables members are part of the San Mateo County Volunteer Horse Patrol and assist the San Mateo County Parks Department by observing and reporting trail use and conditions, providing general park information to the public, and assisting park visitors.

Some comments state that removing the stables from the HTWTP site would eliminate or leave insufficient equestrian access to the San Andreas Trail, Sawyer Camp Trail, and other trails in the area. If the project is implemented, these trails could not be accessed from the HTWTP site through the utility vehicle tunnel extending beneath I-280; however, the current public access to these and other trails in the watershed from other locations would not change. The project would not eliminate, degrade, or disrupt existing public access to any of the trails. The remainder of this response includes a description of the existing access, as well as the text revisions made to clarify the existing access.

The public currently has equestrian access to the trails in the SFPUC watershed both formally and informally. Formal access (reservations required) to the west side of watershed via the Fifield-Cahill Ridge Trail occurs at two trailheads with sufficient parking space to accommodate horse trailers. Primary access to the watershed is provided at Skyline Quarry, and secondary access is available via Portolá Gate (Sneath Lane). These trailheads provide gated access to the watershed and are typically used by equestrians in small to large groups who arrange trail rides in advance and are led by trained volunteer trail guides. A new Figure 5.8-4 showing the location of these trailheads and the trails in the watershed has been added to the Draft EIR (refer to Section 4, *Draft EIR Revisions*).

Informal access (reservation not required) to trails on the west side of the watershed is available from the Pacifica area via the Mori Ridge Trail, an existing multi-use trail that begins at the Shelldance Nursery (off of Highway 1) and intersects with the Sweeney Ridge Trail (in the SFPUC watershed) further to the east. Parking at Shelldance Nursery is sufficient to accommodate horse trailers.

Informal access to trails on the east side of the watershed is possible by parking along roads. Horse trailers have been observed in the Woodside area (i.e., Cañada Road and Edgewood Road) and along Skyline Boulevard.²⁶ However, roadside parking in these areas is not recommended due to safety concerns related to parking trailers and unloading horses adjacent to traffic. In addition, many of the trails providing access to the east side of the watershed are paved multi-use trails (shared with pedestrians, bikers, skaters) and thus are not considered ideal for equestrians. Some stables in the area, such as Millwood Ranch and Park Pacifica Stables, have direct access to the Sweeney Ridge Trail from Pacifica.

As further described in response to *Comment [R3]*, the project would not substantially impact the overall equestrian community's access to similar (or improved) equestrian

²⁶ Naras, Joe. Watershed Manager, SFPUC. Personal communication re: equestrian access to SFPUC watershed lands. July 30, 2010.

trails in the area.²⁷ In addition, it has been observed by SFPUC staff²⁸ that equestrian use of trails such as Sawyer Camp Trail or San Andreas Trail is very low because: (a) equestrians generally do not like to ride their horses on paved trails and (b) these trails can present conflicts between horses and other trail users (bicycles, joggers, hikers, strollers, etc.), particularly when trails are crowded (San Mateo County, 2006).²⁹ It is acknowledged that there is direct access for the individual equestrians using Skyline Stables to San Andreas Trail via the utility vehicle tunnel that extends under I-280, and removing the stables would eliminate this form of equestrian access to the San Andreas Trail. As described in the discussion under Impact REC-2 (Physical degradation of existing recreational resources from project operation), however, members of the general public would continue to have access to SFPUC trails and other riding opportunities throughout the Peninsula following implementation of the project (refer to page 5.8-7 in Section 5.8.3, *Impacts*, subheading *Impact Analysis, Operational*). Consequently, diminished access to the San Andreas Trail would not substantially degrade equestrian recreational resources in the area.

Some comments state that the Draft EIR wrongly identifies Larkspur Drive and Skyline Boulevard as access points for equestrians. Page 5.8-1 of the Draft EIR states that there is public access at these locations, but does not clarify that it is more appropriate for pedestrians and bicycles and not equestrians. Therefore, the Draft EIR has been revised to clarify the constraints at these locations and to identify other areas where the general public has equestrian access to trails in the watershed and where horse trailer parking is possible. See text changes shown below and in Section 4, *Draft EIR Revisions*, of this document. New Figure 5.8-4 has been included in Section 4 under *5.8 Recreation*.

Page 5.8-1 of the Draft EIR (Section 5.8.1, *Setting*, subheading *Vicinity Overview, General Recreation Facilities*):

General recreational facilities located in the study area include Junípero Serra County Park, Millbrae Meadows Swim Club, and San Andreas Trail (**Figure 5.8-1**). Junípero Serra County Park, which is located northeast of the site, can be accessed via a service road at the terminus of Helen Drive. The service road provides pedestrian and bicycle access to the park, and the entrance is approximately 100 feet from the HTWTP site. The Millbrae Meadows Swim Club is located adjacent to the HTWTP site's eastern boundary. The northern portion of the San Andreas Trail is located west of the HTWTP site on the west side of I-280, which separates the HTWTP site from the San Andreas Trail and the San Andreas Reservoir to the west, except for a narrow utility vehicle tunnel under the freeway. The paved utility vehicle tunnel provides access between the HTWTP site and the watershed for SFPUC personnel, as well as for equestrians from Skyline Stables, Incorporated (Skyline Stables), a private boarding facility for horses on property leased from the SFPUC within the HTWTP site (**Figure 5.8-2**). The northern section of the San Andreas Trail is in close

²⁷There is a master lease agreement between the SFPUC and Skyline Stables whereby the maximum number of horses is restricted to 52. Currently, there are approximately 40 horses (HDR, 2010)

²⁸ Naras, Joe. Watershed Manager, SFPUC. Personal communication re: equestrian access to SFPUC watershed lands. July 30, 2010.

²⁹ San Mateo County. Special Meeting San Mateo County Environmental Services Agency Parks and Recreation Commission. March 22, 2006.

proximity to the northeast shore of the San Andreas Reservoir, as shown in **Figure 5.8-1**. The San Andreas Reservoir is on SFPUC property and does not have public access for recreational uses (e.g., swimming, fishing, boating). However, there is public access to the San Andreas Trail, which is located on SFPUC land adjacent to the reservoir. The public access points for hikers and bikers are along Skyline Boulevard, which parallels the trail; and people park along Skyline Boulevard or where other streets cross Skyline Boulevard and end near the trail, providing small areas for parking (i.e., Larkspur Drive, Hillcrest Boulevard). The main parking lot and trailhead access to the San Andreas Trail are on the northeast shore of the San Andreas Reservoir off Larkspur Drive. Additional (informal) parking is available on Skyline Boulevard near San Bruno Avenue, which parallels the trail.

Access to the SFPUC watershed is generally restricted to protect water quality, minimize disturbance to sensitive wildlife and vegetation communities, reduce chance of fire ignition, and control the spread of invasive plants. However, recreational trails within the SFPUC watershed can be accessed by equestrians from several locations. These can be categorized as 1) locations with formal access by reservation to trails within the watershed and 2) locations with access to trails informally without reservations. Although access to the SFPUC watershed is available to a variety of recreational users (walkers, joggers, hikers, bikers, skaters, equestrians), this discussion focuses on equestrian access and is based on review of the SFPUC Fifield-Cahill Ridge Trail brochure (SFPUC 2003), the SFPUC Peninsula Watershed Management Plan (SFPUC 2008), the Bay Area Ridge Trail Council's map of GGNRA trails from Sweeney Ridge to Milagra Ridge (Bay Area Ridge Trail Council 2010), and conversations with the SFPUC watershed manager (Naras pers. comm.) and the Park Law Enforcement Specialist for the GGRNA (McFarlane pers. comm.).

Formal equestrian access (reservation required) is available at two "trailheads" (one trailhead at Skyline Quarry and one access point at the Portolá Gate) with parking that can accommodate horse trailers (Figure 5.8-4). These trailheads, described below, provide gated access to the west side of the watershed and to the Fifield-Cahill Ridge Trail, which is typically used by equestrians in small to large groups who arrange trail rides in advance and are led by trained volunteer trail guides.

- Skyline Quarry (primary access). This trailhead is located approximately 0.7 miles west of the intersection of lower Skyline Boulevard and Highway 92 and provides gated reservation only public access to the southern portion of Fifield-Cahill Ridge. There is designated parking at Skyline Quarry to accommodate horse trailers.
- Portolá Gate (Sneath Lane) (secondary access). This trailhead is located at the terminus of Sneath Lane, approximately 0.5-mile west of the Sneath Lane/Skyline Boulevard intersection, and provides gated access to the Sweeny Ridge Trail, which connects on its southern end to the north end of the Fifield-Cahill Ridge Trail. A specialized gate allows pedestrians and bicyclists unobstructed access to the Sweeney Ridge Trail, but equestrians cannot gain access without a key, must make

reservations in advance, and must be escorted by a volunteer trail guide while on the trail. There is limited room for vehicle parking and horse trailer access at this trailhead. Although not designed for it, horse trailers have occasionally been observed turning and parking at this location.

Informal equestrian access (reservation not required) to trails on the west side of the watershed is available from the Pacifica area, where equestrians can reach the Sweeney Ridge Trail via the Mori Ridge Trail, an existing multi-use trail that begins at the Shelldance Nursery (off of Highway 1) and intersects with the Sweeney Ridge Trail (in the SFPUC watershed) further to the east. Parking at Shelldance Nursery is sufficient to accommodate horse trailers. Access to the watershed from this location is accomplished by following the Mori Ridge Trail to the Sweeney Ridge Trail, then continuing south to the Fifield-Cahill Ridge Trail (along Sweeney Ridge terminating at the Portolá gate). Some stables in the area, such as Millwood Ranch and Park Pacifica Stables, have direct access to the Sweeney Ridge Trail from Pacifica.

Informal equestrian access to trails on the east side of the watershed is possible by parking along roads. Horse trailers have been observed in the Woodside area (i.e., Cañada Road and Edgewood Road located at the southern end and south of the watershed area) and along Skyline Boulevard. No official horse trailer parking areas are designated along these roads; and trailer parking is not recommended, particularly along narrow road shoulders, because it could be dangerous for trailers to turn and park and to unload horses. In addition, many of the trails providing access to the east side of the watershed are paved multi-use trails (shared with pedestrians, bikers, skaters) and thus are not considered ideal for equestrians.

Page 5.8-3 of the Draft EIR (Section 5.8.3, *Impacts*, subheading *Approach to Analysis, Equestrian Recreational Facilities*):

Skyline Stables operates private equestrian facilities on the HTWTP site pursuant to a lease from the SFPUC. The facilities on site include two stable areas and two exercise arenas (**Figure 5.8-2**). Together the two stable areas comprise 13 acres of land with accommodations for as many as 52 horses, including variously sized stalls and attached paddocks in 15 barn structures. The two exercise arenas are located near the secondary access entrance to HTWTP at Helen Drive. There is walking equestrian access (not public access) from the private equestrian facilities on the HTWTP site (east side of I-280) to the San Andreas Trail (west side of I-280) by using the existing paved SFPUC utility vehicle tunnel that extends under I-280 (**Figure 5.8-1**). Skyline Stables provides access to the San Andreas Trail, which connects to the Sawyer Camp Trail to the south (Figures 5.8-4). Both trails traverse the eastern side of the SFPUC watershed provides equestrian access from Skyline Stables to, a large network of paved and unpaved San Mateo County trails in the vicinity of the Crystal Springs and San Andreas Reservoirs.

Page 5.8-7 of the Draft EIR (Section 5.8.3, *Impacts*, subheading *Impact Analysis, Operational*):

Because of the availability of comparable, alternative boarding facilities to support equestrian recreation in the area, the loss of one private stable would not significantly degrade public access to equestrian recreational resources in the project vicinity. The proposed project could, however, result in some private horse owners having to board horses at less convenient locations than Skyline Stables, which may be an adverse economic impact on such individuals but would not represent a significant impact on the physical environment. Although increased distance to alternative boarding facilities would likely inconvenience some members of Skyline Stables, the project would not prevent equestrians from accessing comparable facilities. ~~In fact it~~ It is also possible that some boarders would find stables in closer proximity to their homes or places of employment. In addition, aside from the access through the HTWTP available only to Skyline Stables boarders, the proposed project would not eliminate public access as it is currently available to equestrian trails in the area. Riders would have continued access to SFPUC trails in the watershed (Figure 5.8-4) (with trailer access to the San Andreas Trail) and other riding opportunities throughout the Peninsula. ~~As described in Section 5.8.1, Setting, The main parking lot and trailhead Access to the San Andreas Trail are on the northeast shore of the San Andreas Reservoir off Larkspur Drive. Additional (informal) parking and access is available on Skyline Boulevard near south of San Bruno Avenue, which parallels the trail.~~ Due to the relatively small number of horses involved, the relative proximity of alternate locations (less than 35 miles), and the likely variability of travel patterns by horse owners and trainers (e.g., in some instances local trainers conduct daily horse care activities, whereas in other instances, some riders may travel less frequently to the stables), indirect transportation-related or air quality-related impacts would be less than significant.

Page 5.8-8 of the Draft EIR (within Section 5.8.4, *References*) has been revised as follows to include references consulted:

Bay Area Ridge Trail Council. 2010. GGNRA Sweeney Ridge to Milagra Ridge (map). Available: <http://www.ridgetrail.org/index.php?option=com_content&view=article&id=104&Itemid=120>. Accessed: August 2, 2010.

McFarlane, Mary Beth. Park Law Enforcement Specialist, National Park Service. Personal communication re: equestrian access to Sweeney Ridge. August 3, 2010.

Naras, Joe. Watershed Manager, SFPUC. Personal communication re: equestrian access to SFPUC watershed lands. July 30, 2010.

San Francisco Public Utilities Commission (SFPUC). 2008. Peninsula Watershed Management Plan. Available: <http://sfwater.org/detail.cfm/MC_ID/20/MSC_ID/177/C_ID/2162>. Accessed: July 27, 2010.

_____. 2003. Fifield-Cahill Ridge Trail, San Francisco Peninsula Watershed
(brochure).

No new significant environmental impacts would occur as a result of these changes to the Draft EIR.

Loss of Stables Impact Determination

The following comments concern the less-than-significant impact determination for the closing of Skyline Stables.

Comment [R3]

“You also state that there will be no impact on recreation with the loss of this stable. This is of course untrue as all those horses will no longer be in the vicinity and will not be part of the recreation in the area.” (*Lyndall Erb, Chair, Equestrian Trail Riders Action Committee [O-ETRAC-W-04]*)

“Since the DEIR claims that there is not any recreational impact to removing stables, I would like to challenge that ‘fact’.” (*Jo Egenes, Co-Chair, Woodside Area Horse Owners Association [O-WHOA-W-01]*)

“The DEIR notes that the completion of this project necessitates the complete removal of the Skyline Stables. It fails, however, to consider this a significant impact, nor does it provide any mitigation for the facility. A list of existing stables within 35 miles of the facility found at Appendix C does not substitute for such mitigation.” (*Dotty LeMieux, Attorney on behalf of Skyline Stables [O-SkylineDL-W-01]*)

“In summary, removing Skyline Stables from the HTWTP site would not be a significant impact on recreational resources because, notwithstanding impacts on a private equestrian facility, the proposed project would not degrade overall public access to equestrian recreational resources within a reasonable distance on the Peninsula...” (*Dotty LeMieux, Attorney on behalf of Skyline Stables [O-SkylineDL-W-04]*)

“Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large.” (*Form Email 1, see individual commenters listed in Table 2-3 [I-FormEmail1-01]; Form Post Card, see individual commenters listed in Table 2-4 [I-PostCard-01]; Laura Derry [I-DerryL-W-01]; Marianne Doar [I-DoarM-W-01]; C. Nicole Hamilton [I-HamiltonN-W-01]; Jill Harley [I-HarleyJ-W-01], Tricia Henry, Green Vista Stables [I-HenryT-W-01], Karine Landers [I-LandersK-W-01]; Nena Montgomery [I-MontgomeryN-W-02]; Lina Novy [I-NovyL-W-01]; Mimi Watson [I-WatsonM-W-01]; Michael Willin [I-WillinM-W-02]; Andrew Yang [I-YangA-W-01]; Norman Yim [I-YimN-W-01]*)

“...the draft EIR concludes that the removal of Skyline Stables, without providing replacement facilities would have no significant impact on equestrian recreational resources on the Peninsula. To the contrary, the loss of 52 horses from one of the last affordable boarding sites on the North Peninsula would have a significant negative impact on equestrian recreational resources in the area. Equestrian trails are not of much use without horses to ride on them. Not only would the owners of these horses be negatively impacted, there is an extended network of goods and

services providers that would be negatively impacted as well...In summary, the sections of the draft EIR that pertain to the removal of Skyline Stables without replacing them elsewhere on SFPUC land have not adequately reflected and assessed the likely impacts of this action.” (*Form Letter*, see individual commenters listed in Table 2-3 [I-FormLetter-04])

“Because the stables constitute a ‘secondary’ use of the site, the DEIR mistakenly consider their loss to be less than significant. This is not so. The loss of this facility is a direct effect...The total loss of the Skyline stables should have been treated as a primary effect, a direct physical change in the environment, resulting from the project...the total loss of this cultural, historical, and recreational facility is a direct impact of the Project and as such should have triggered mitigations.” The commenter also includes excerpts from CEQA Guidelines 15064 describing the difference between primary (direct) and secondary (indirect) effects as defined by CEQA. (*Dotty LeMieux, Attorney on behalf of Skyline Stables* [O-SkylineDL-W-08])

“The project would significantly degrade public access to equestrian recreational resources.” (*Carole Bottarini* [I-BottariniC-W-07])

“...the EIR which purports to be the basis of your notion that the 52 horses at Skyline Stables can be readily ‘moved’ such that there is no substantial negative recreational impact. This is fantasy. It is also irresponsibly negligent and reflects the utter lack of concern which your agency appears to have for the many families and horses which will be affected. Your EIR is at best self-serving, and at is worse irresponsible and dishonest.” (*Willa Chapman* [I-ChapmanW-W-01])

“The other, ugly reality, and one which appears to be so cavalierly dismissed by the EIR and your agency, is that the greatest likelihood of all is that ...the vast majority of horses at Skyline would wind up being euthanized...At a very minimum, a new and more responsible and honest EIR should be prepared.” (*Willa Chapman* [I-ChapmanW-W-04])

“...I can assure that the closing of this boarding and riding facility will have a significant impact on the local equine community.... the planned relocation of the boarders at Skyline to ‘other’ facilities will not be the easy task outlined in the draft EIR and I assure that this relocation will have a significant negative impact on those boarders. The CEQA process requires all impacts to be fully addressed and mitigated in a reasonable manner – the current draft EIR falls short of this requirement.” (*Bob Garcia* [I-GarciaB-W-02])

“Skyline Stables is not an island its loss will diminish all equestrians on the SF Peninsula. It would create a large recreational impact to remove the stables since the 52 horses would not be easily absorbed in surrounding stables.” (*Ronda Goldman & Gabriele Hoff* [I-GoldmanR-W2-01]; *Gabriele Hoff* [I-HoffG-W-01])

“...My comments and concerns are specifically focused on the project’s impact on recreational use, specifically on the significance of Skyline Stables..., and it concludes that the recreational impact would be negligible because there are other boarding areas within 35 mile radius that could absorb the horses. I strongly disagree, and believe the report itself neglected or ignored many key elements in its analysis that must be addressed. [These elements are identified as separate comments.]” (*Edward Hanson* [I-HansonE-W1-01]; *Edward Hanson* [I-HansonE-W2-01])

“It is the conclusion of the report that closing Skyline Stables ‘would not degrade overall public access to equestrian recreational resources within a reasonable distance of the Peninsula.’ It is

clear that the authors of this report do not have a horse or a loved one who is involved with horses. In its current state the report fails to adequately address the impact on recreational use and consequences of this project. Had the report sought actual input from the recreational users they are assessing they would have found out that the partnership between horse owners and the preservation of open space at the current location far outdates the presence of the SFPUC and is in fact responsible in many ways for securing and preserving the land use that makes the plant expansion possible.” (*Edward Hanson* [I-HansonE-W1-07]; *Edward Hanson* [I-HansonE-W2-07])

“...The conclusion...that there would be no impact on recreational use if Skyline Stables were to close...is not adequately supported by the analysis. In effect, closure of the stables would destroy the community of low income horse enthusiasts; remove urban access to equine facilities, and lead, quite frankly, to the death and endangerment of many horses as the horses located at Skyline Stables are not in and of themselves of great capital value...” (*Edward Hanson* [I-HansonE-W1-09]; *Edward Hanson* [I-HansonE-W2-09])

“Losing 52 stalls in this area would adversely impact the local horse community.” (*Karen Johnson* [I-JohnsonK-W1-02]; *Karen Johnson* [I-JohnsonK-W2-02])

“...The draft environmental impact report states in several places that removing Skyline Stables from the HTWTP site would not have significant impact on recreational resources (pages 5.8-6, 5.8-7, 6.43, 6.44 and Table 6.2). I strongly disagree.” (*Barbara Maeso Ruble* [I-MaesoB-W-01])

“The draft EIR inaccurately and inadequately describes the impact that the removal of Skyline Stables, located at the Harry Tracy Water Plant’s facility, will have on cultural, recreational and historic resources on the upper San Francisco Bay Peninsula.” (*Janine Micheli* [I-MicheliJ-W-01])

“...The report states ‘Physical degradation of a recreational area or facility does not typically result in a significant impact under CEQA if the public retains access to similar alternative resources because the overall recreational resources have not been significantly degraded.’ The report then justifies the removal of Skyline Stables by presenting an incredibly flawed study on alternative equestrian resources. This ‘study’ was a phone and internet survey of equine facilities within a 35-mile area. However, several critical factors that must be considered in the definition of equivalent equestrian facilities are overlooked. First, the distance that is considered to be equivalent [within 35 miles] is unreasonable and does not take realistic travel conditions into account. It is unreasonable and unrealistic to expect people that reside and work in the northern peninsula to travel over 3 hours round-trip to the south or east bay or the coast to care for their animals. Most of the tenants live within 10 miles of Skyline Stables and care for their animals daily....” (*Janine Micheli* [I-MicheliJ-W-06])

“In summary, Section 5 [5.8 *Recreation*] is seriously flawed and the conclusions are drawn from data that is wildly inaccurate. Therefore, there is no validity to the statement at the conclusion of the section ‘In summary, removing Skyline Stables from the HTWTP site would not be a significant impact on recreational resources because, notwithstanding impacts on a private equestrian facility, the proposed project would not degrade overall public access to equestrian recreational resources within a reasonable distance on the Peninsula.’ As addressed above [under comments regarding ‘Concerns about loss of trails and access to trails’], there will be severely reduced access to equestrian resources. (*Janine Micheli* [I-MicheliJ-W-09])

“...The draft Environmental Impact Report (EIR) has deemed that the removal of the stables that are permitted to house 52 horses has no significant impact. The EIR as it now stands maintains that the horses living at this location can be ‘absorbed’ into stables in the surrounding area. This report fails to note that most of the places the horses are supposed to move to cost more than 5 times what it costs to keep a horse at the non-profit Skyline Stables. Even so most of these other stables are full with a waiting list.” (*Cathy Mueller* [I-MuellerC-W2-02])

“The draft environmental impact report (EIR) has deemed that the removal of the stables that are permitted to house 52 horses has no significant impact. That is just plain wrong. The EIR as it now stands maintains that the horses living at this location can be ‘absorbed’ into stables in the surrounding area. This report fails to note that most of the places these horses are suppose to be moved to are full with a waiting list, and the cost of some of these stables is more than 5 times what it costs to keep a horse at the non-profit Skyline Stables.” (*Tanya Rebarchik* [I-RebarchikT-W-02])

“...The EIR states that there will be minimal impact on us and our horses, as we can move them to other facilities on the peninsula (it never is an impact if it doesn’t affect you). The cost to board him will double or in some places triple the price we are paying now, especially during this economic times. Some have a waiting list and others are not the best of places to board a horse at. Then there is the long drive 35 to 45 minutes one way, and over an hour going and coming back, and don’t forget the gas!” (*Frank & Angie Ribera* [I-RiberaFA-W-01])

“The draft Environmental Impact Report (EIR) has deemed that the removal of the stables that are permitted to house 52 horses has no significant impact...I am a horse owner on the peninsula and I can tell you that closing the stables and making 52 horses find other accommodations is a very large number of horses to be ‘absorbed’ somewhere else...this is to vehemently protest the judgment that the removal of the stables ‘has no significant impact’”. (*Hue Simpson* [I-SimpsonH-W-01])

“Losing Skyline Stables will cause a significant impact.” (*Christine Hanson, Chair, Skyline Stables* [O-SkylineCH-VM-01])

“The recreational impact has been deemed to be less than significant in this report and, thus, no mitigation required. In respect to the horse stables, there has been a failure to consider economic diversity of horse owners in general. For this particular stable, moving to another stable or these horse owners will result in between a two to four times increase in monthly boarding...” (*Phillip Lim* [I-LimP-VM-01])

“The other aspect of this is the loss of the recreational diversity...it’s part of that diversity of recreation which is very, very critical. And what the horse recreation is beyond just getting on a horse or this concept of going on a trial ride. It teaches people many, many things.” (*Phillip Lim* [I-LimP-VM-03])

“Losing Skyline Stables would cause a significant impact.” (*Christine Hanson, Chair, Skyline Stables* [O-SkylineCH-VSF-01])

“[beginning of comment is about the speaker’s personal life and experiences with horses]... The Draft EIR states that there is no impact with the removal of stables. But where are city people suppose to go to learn about horses, farm animals, and the natural world? Where are we suppose to go out and play? Where are we suppose to get back to nature? Where are urban people suppose

to discover the mystery of the horse?” (*Laura Stevens, Heather Hill Riding Academy* [I-StevensL-VSF-01])

Response [R3]

The analysis of the project’s potential impacts on recreation was prepared in accordance with the CEQA Guidelines. A “significant” effect on the environment is generally defined as a substantial or potentially substantial adverse change in the physical environment (CEQA Guidelines Section 15358). The approach used to analyze the effects of the proposed project on recreation is clearly described in the Draft EIR (page 5.8-2 in Section 5.8.3, *Impacts*, subheading *Approach to Analysis*).

The analysis considered the project’s potential effect on specific recreational facilities and then evaluated them in the context of the overall recreational resource. As stated on page 5.8-2:

“Physical degradation of a recreational facility does not typically result in a significant impact under CEQA if the public retains access to similar alternative resources, because the overall recreational resource has not been significantly degraded... Accordingly, the EIR analyzes the proposed project’s potential impacts on specific recreation-related facilities (including the equestrian facility on the HTWTP site) and evaluates the significance of these potential impacts in the context of remaining alternative resources.”

In response to comments regarding the project's impact on equestrian recreational resources, this document expands on the discussion provided in the Draft EIR. Whether a project has a significant effect under CEQA, however, depends not on whether it adversely affects particular persons, but on whether the project adversely affects the environment of persons in general.

In order to evaluate the availability of equestrian recreation resources to the public, the lead agency commissioned a survey in 2009 to (1) assess the availability of equestrian resources in the area and (2) to gauge available capacity at other facilities to board the horses currently located at Skyline Stables. As discussed below, the 2009 survey was limited in scope and undercounted available equestrian resources. This response explains the methodology used in the 2009 survey and describes updated results from a subsequent 2010 survey commissioned by the SFPUC. Lastly, this response addresses specific comments regarding opportunities for similar equestrian resources in the area.

The 2009 survey was conducted on behalf of the lead agency by an independent consultant (ICF Jones & Stokes). The purpose of the survey was to identify equestrian boarding facilities and equestrian recreational resources comparable to and located in the same region as the Skyline Stables. First, research was conducted to identify suitable boarding facilities to contact. The research included compiling a list of boarding facilities for horses that were located within a 35-mile radius on the Peninsula or in the South Bay (but not across the bay) and that advertised features similar to those of Skyline Stables. The 35-mile radius was considered reasonable because it is a common distance to drive and an ordinary trip for many recreational pursuits (e.g., surfing, golfing, hiking), including equestrian recreation.

An initial list of 20 facilities was compiled for the 2009 survey. Of the 20 facilities, 11 facilities were selected to be surveyed because they appeared to offer boarding features similar to those of Skyline Stables including easy access from urban areas on the Peninsula, similar types of shelter, and similar or better recreational amenities (with emphasis on access to open space, arenas, and trails). The 11 facility managers were contacted by phone and email and asked to participate in a survey. The purpose of the survey was to identify specific characteristics of the facilities and determine if there were spaces available for boarding. Of the 11 facilities selected to be surveyed, contacts at two of the facilities (Palo Mar Stables and Park Pacifica) declined to participate. Because of their close proximity to Skyline Stables, they were considered relevant and information was included to the extent it was available from maps and the internet. The survey identified between 45 and 56 vacancies available. The results of the survey were considered in determining the availability of equestrian facilities similar to Skyline Stables for the recreation analysis in the Draft EIR. The Draft EIR included a figure showing the location of the facilities surveyed (Figure 5.8-3 in Section 5.8, *Recreation*), a summary of the survey results (Table 5.8-1 in Section 5.8, *Recreation*), and a more detailed inventory of the survey results including the boarding fees (Table C-1 in Appendix C).

In response to ongoing direct discussions with the Skyline Stables, SFPUC commissioned a different independent consultant (HDR) to conduct an additional survey in 2010. The purpose of the 2010 survey was to update the availability of stables at the facilities surveyed in 2009 and identify any additional nearby facilities that are similar to Skyline Stables – including a review of current classified advertisements for private barns (Bay Area Equestrian Network, 2010). The 2010 survey reflects information from 23 facilities, compared to 10 facilities successfully reached in 2009.³⁰

The 2010 survey identified at least 206 openings in San Mateo County, with 123 in a stall or sheltered paddock and 83 spaces in pasture-only boarding.³¹ The 2010 survey further suggests that there may be additional openings as some boarding stables consider boarding applications or queries individually rather than quote actual availability or openings. Typical monthly boarding costs at the stables with confirmed vacancies range from \$100 to \$450 for pasture-only, and from \$185 to \$685 for a stall/shelter (more if a training package is included).³² It should be pointed out that at least one stable offered to lower its fees to accommodate groups of several boarders. Information from the 2010 survey has been added to Appendix C of the Draft EIR (Table C-2).³³ Table 5.8-1 (Equestrian Boarding Facilities in Project Vicinity), Figure 5.8-3 (Locations of Equestrian Boarding Facilities in Project Vicinity), and Appendix C (Equestrian Boarding Facilities and Trail Access within 35 Miles of the Project Area) have been revised to include boarding facilities identified in both the 2009 and 2010 surveys, as staff initiated changes. Refer to Chapter 4, *Draft EIR Revisions*, subheading 5.8, Recreation, and subheading Appendix C.

³⁰ HDR, 2010. San Mateo County Equestrian Capacity Survey Memorandum. Prepared for the San Francisco Public Utilities Commission. August 2010.

³¹ Ibid.

³² Ibid.

³³ It should be noted that the two facilities mentioned by commenters as having availability (Clermont Equestrian at Cypress Ridge [I-ClermontC-W-01] and Millwood Ranch [I-TongM-W-01]) are included in the 2010 survey.

In addition, the surveys very likely undercount comparable equestrian facilities and recreational opportunities because not all stables participated in the survey and due to the limited geographic scope of the survey. For example, the surveys were limited to San Francisco Peninsula and South Bay locations within 35 miles of Skyline Stables. Based on the comments received on the Draft EIR, it is clear that many people who use Skyline Stables travel from San Francisco. Although areas north of San Francisco in Marin County were not included in the survey, there are several facilities in that area that might actually be closer for some residents of San Francisco. According to the Marin Horse Council website (www.marinhorsecouncil.org),³⁴ there are 22 boarding facilities in Marin County, including a non-profit facility in Sausalito. Additionally, there is a facility specializing in retired and older horses in Petaluma, and a facility providing therapeutic riding for people with disabilities in Nicasio. Similarly, the Bay Area Equestrian Network website (<http://www.bayequest.info/>)³⁵ contains listings for multiple stables and ranches across the San Mateo Bridge in the East Bay (e.g., boarding availability at the Rocking S Ranch in Fremont Hills, 30 miles east of the Skyline Stables' current location).

The survey further undercounts available equestrian resources because it does not capture informal arrangements with individuals on private property. For example, the Bay Area Equestrian Network currently advertises private barns for lease, including a 10-horse barn in Sonoma, approximately 25 miles from the Golden Gate Bridge, and a 4-horse barn for lease in Woodside (Bay Area Equestrian Network, 2010). Furthermore, the surveys conducted to date only measure existing capacity. Although outside the scope of the HTWTP project, a group of boarders from Skyline Stables could potentially negotiate a minor expansion of an existing facility or relocate their horses and barns to an alternate property.

In summary, the 2009 and 2010 surveys suggest that persons residing in the Peninsula and in the Bay Area have access to a number of equestrian recreational resources. The survey results show boarding capacity in the area sufficient to accommodate the 40 horses currently boarded at Skyline Stables. Although the facilities included in the survey vary in size, they provide recreational opportunities and amenities comparable to those at Skyline Stables (such as size of the stalls, availability of paddocks or pasture, basic services, enclosed exercise/training arenas, access to trails, and hours of service).³⁶

Whether a recreational impact is significant under CEQA depends not on whether it adversely affects particular persons, but whether the project adversely affects the environment of persons in general. As described above, the area within 35 miles of Skyline Stables contains enough equestrian facilities to absorb the displaced horses from Skyline Stables. Accordingly, the relocation would not require construction of additional facilities nor would it substantially degrade the availability of recreational resources to persons in general. As described in the Draft EIR (Section 5.8, *Recreation* on page 5.8-5) and in the equestrian surveys, current boarders at Skyline Stables would continue to have access to similar facilities within the area. Similarly, the loss of equestrian access from

³⁴ Marin Horse Council. 2010. Boarding Facilities. Available: <http://www.marinhorsecouncil.org/resources.htm> Accessed: July 23, 2010.

³⁵ Bay Area Equestrian Network. 2010. Boarding Facilities. Available http://www.bayequest.info/Business/showBusi_8_11.htm Accessed: July 23, 2010

³⁶ HDR, 2010. San Mateo County Equestrian Capacity Survey Memorandum. Prepared for the San Francisco Public Utilities Commission. August 2010.

Skyline Stables to the San Andreas Trail would not result in a significant impact to equestrian recreational resource because this access is available only to boarders at Skyline Stables, not to the public, and because a number of trail riding opportunities elsewhere in the region would remain unaffected by the proposed project (refer to response to *Comment [R2]*).

As described in response to *Comment [G2]*, the closure of Skyline Stables would result in potential social and economic effects on current tenants and their subtenants. Some horse owners may have to travel farther to maintain their horses and some may have to pay more expensive boarding rates. As described in the response to *Comment [G2]*, these horse owners have options for trying to avoid or minimize the economic and social changes associated with closure of Skyline Stables (e.g., some horse boarding options exist at relatively comparable rates, and some economic concerns may be addressed through lease termination negotiations with the SFPUC). The relatively high market rates for horse ownership in the region, however, constitute baseline conditions and are part of the existing equestrian recreational landscape. Similarly, 30 minutes to an hour driving times for recreational activities are commonplace in the urban/suburban Bay Area, as evidenced by the use of Skyline Stables by San Francisco residents. These social and economic effects do not elevate the closure of Skyline Stables into a significant environmental impact. Even if a horse owner were to sell his or her horse, that person would continue to have access to riding, horse-sharing, and equestrian communities on the Peninsula and in the Bay Area.

For the foregoing reasons, the Draft EIR properly determined that removing Skyline Stables from the HTWTP site would be a less-than-significant impact on recreational resources. Notwithstanding closure of a private equestrian facility and potential social and economic effects on individual horse owners, the proposed project would not degrade overall public access to equestrian recreational resources within a reasonable distance on the Peninsula. Sufficient capacity currently exists elsewhere to accommodate the horses that would be displaced, and the SFPUC's termination of the Skyline Stables lease would not require construction or expansion of new equestrian facilities. Thus, no mitigation measures are required.

No revisions to the Draft EIR are required in response to these comments.

No Comparable Equestrian Facility

The following comments concern the availability of comparable equestrian facilities in the region.

Comment [R4]

“In your draft report you state that the ‘nearby’ existing stables could absorb these horses. I think if you really researched the stables and availability you would find that is a broad statement and not necessarily true. Some of the stables listed are specific training stables and the cost for most recreational riders is prohibitive. Other are full and have waiting lists, some are very far away from where the current boarders live. A stable in Milpitas is not a viable option for someone who lives in San Francisco. 52 horses is a significant number of horses. I think you will find that most boarding stables could not take in another 5 horses much less ten or more. There are a few stables in the near vicinity of Skyline and most of those are full.” (*Lyndall Erb, Chair, Equestrian Trail Riders Action Committee [O-ETRAC-W-02]*)

“In order for the DEIR to be correct it should not just list stables within 50 miles of the current stable. It should list the stables within 10 miles and the cost and space available in those stables.” (Lyndall Erb, Chair, Equestrian Trail Riders Action Committee [O-ETRAC-W-05])

“As of May 5, phone calls to all equine boarding places in San Francisco Peninsula showed only minimal spaces available...” (Jo Egenes, Co-Chair, Woodside Area Horse Owners Association [O-WHOA-W-02])

“Skyline Stables represents the last of its kind: an equestrian facility available to San Francisco residents to board a horse and ride on trails. There are no similar facilities available in the area. Other facilities are full, not available to “independents” who do not place horses ‘in training’ with a trainer at the facility, prohibitively expensive, and/or too distant to be practically available.” (Christine Hanson, Chair, Skyline Stables [O-SkylineCH-W-01])

“...Skyline Stables is available to local residents who want an affordable, independent facility to board a horse and ride on trails. This is a disappearing option. It has become common for facilities to work with professional trainers, allotting trainers a certain number of stalls...In order to board a horse at the facility one must place the horse “in training” with a professional trainer, at a fee ranging from \$450-\$800 per month...Skyline Stables does not require that horses be placed in training. Skyline is open to any member of the public to board a horse without such restrictions.” (Christine Hanson, Chair, Skyline Stables [O-SkylineCH-W-02])

“...there is virtually no capacity even at those prohibitive prices. There is no capacity at the lower-priced facilities. Moreover, the only facility with any reasonable capacity is remote, and not a practical option for working people...Also much of the available capacity at this facility is pasture located on steep hilly terrain...The Appendix C survey is out of date, and the most affordable facilities...are full with long waiting lists...The only alternative listed in the survey that has available space is the Clermont Equestrian facility which is too inaccessible to be practical...Moreover, Clermont charges \$350-\$450 for open pasture, and \$650 for a stall...” (Christine Hanson, Chair, Skyline Stables [O-SkylineCH-W-04])

“With its non-profit status and the way the stables are organized as a coop of smaller barns, it would be an ideal location for community programs that utilize volunteer labor and bring the experience of horses to handicapped children, kids at risk, veterans, abused women and so many other people...Skyline Stables represents a unique resource for San Francisco residents.” (Christine Hanson, Chair, Skyline Stables [O-SkylineCH-W-06])

“...these stables provide the only remnants of a time gone by, losing them would greatly impact the access of City dwellers to equestrian facilities, particularly those who may be of lower income status, who currently utilize the non-profit, cooperative Skyline Stables.” (Dotty LeMieux, Attorney on behalf of Skyline Stables [O-SkylineDL-W-06])

“The listing of stables within 35 miles of Skyline Stables does not mitigate the environmental damage...the DEIR provides a list of some 18 boarding facilities within 25 miles of the current facility. Later, at Appendix C, it lists the same facilities with the cost to board there and availability of space as of the date of 2009.” The commenter also provides text excerpt [from the DEIR] with this information. (Dotty LeMieux, Attorney on behalf of Skyline Stables [O-SkylineDL-W-10])

“As seen at figure 5.8.3 Skyline stables are the closest such facility to the City, so rather than being just one of many available equestrian facilities, they are unique in their ability to serve city dwellers...Other stables are geographically farther away, uniformly more expensive and most have limited capacity.” (*Dotty LeMieux, Attorney on behalf of Skyline Stables* [O-SkylineDL-W-11])

“The draft Environmental Impact Report (EIR) has deemed that the removal of the stables that are permitted to house 52 horses has no significant impact. The EIR as it now stands maintains that the horses living at this location can be ‘absorbed’ into stables in the surrounding area. However, this report fails to note that most of the places these horses are suppose to be moved to are full with a waiting list, and the cost of some of these stables is more than 5 times what it costs to keep a horse at the non-profit Skyline Stables.” (*Form Email 2, see individual commenters listed in Table 2-3* [I-FormEmail2-02]; *Nola Masterson, Science Futures* [I-MastersonN-W-02])

“Skyline Stables is unique. It has been in the same location for over 60 years. The stables are managed by a non-profit corporation whose leaders are elected by the boarders. The boarders buy their own hay and do all the work themselves; this keeps the stabling very affordable. It is also a 15-minute drive from San Francisco in the mid-Peninsula area of San Bruno and Millbrae. Skyline Stables offers a place for folks on a tight budget to enjoy a pastime deeply tied to our history and the region – Horses! Closing such a resource will be a great loss.” (*Form Email 2, see individual commenters listed in Table 2-3* [I-FormEmail2-04]; *Marilyn Garcia* [I-GarciaM-W-02]; *Nola Masterson, Science Futures* [I-MastersonN-W-04])

“...the draft EIR lists 19 equestrian facilities that are stated to provide viable alternative stabling for all the horses currently at Skyline Stables. The EIR fails to account for a number of points: The list was based on a 35 mile radius from the current location at Skyline Stables. However, Skyline Stables is one of the few boarding facilities serving the North and mid-Peninsula, as can be seen clearly on Figure 5.8-3 of the draft EIR. San Francisco no longer has any horse boarding facilities, so San Francisco horse owners already have no choice but to travel some distance from their homes to where their horses are kept. The majority of listed facilities are in the South Peninsula to South Bay areas which would necessitate far longer travel times. The list takes no account of typical traffic conditions between Skyline Stables and the listed facilities, much less for those having to drive from points within San Francisco. Travel times are likely to be far longer than miles alone would suggest. The list takes no account of whether any of the listed facilities actually have the spaces available to absorb 52 horses. Many boarding barns are full with long waiting lists.” (*Form Letter, see individual commenters listed in Table 2-3* [I-FormLetter-02])

“The list [the 19 equestrian facilities identified in the draft EIR as viable alternative stabling for all the horses currently at Skyline Stables] makes no comment on the price or suitability of the listed boarding facilities. As a non-profit corporation run by the boarders themselves, Skyline Stables is an affordable option for horse owners of modest incomes. It is likely that these owners would not be able to absorb a 5-fold increase in boarding fees, which would be the case for some of the listed facilities...Between the distances and the expense, many of the boarders at Skyline Stables may feel they have no option other than trying to sell their animals. In today’s economic climate, sales are extremely difficult. Older and/or unrideable horses, in particular, are sadly likely to end up transported to out of state auctions and from there on to slaughter houses in Canada or Mexico.” (*Form Letter, see individual commenters listed in Table 2-3* [I-FormLetter-03])

“The draft also states that the stable is ‘not a unique property’ but it is the only non-profit stabling facility on the Peninsula.” (*Carole Bottarini* [I-BottariniC-W-02])

“Skyline Stables is the only non-profit low cost facility in San Francisco and Peninsula.” (*Carole Bottarini* [I-BottariniC-W-06])

“The EIR draft is flawed because in this survey...they neglected to obtain the costs involved in their boarding facilities or the availability of these places...” (*Carole Bottarini* [I-BottariniC-W-08])

“...Skyline Stables is unique. There is no hired help to do the chores. Every horse owner is completely responsible for his/her horse. There are no other stables in north San Mateo County that is structured this way. Other stables do all the chores and charge accordingly...” (*Irene Buchner* [I-BuchnerI-W-01])

“...One of the great virtues of the Skyline Stables is that the cost of boarding there is less than anywhere on the coast. This is significant because so many of the horses are ‘retired’ horses, horses twenty or more years old, owned for most of their lives by the people who board them at Skyline...The reality is, the average mileage from Skyline to other horse board facilities is almost 60 miles. In addition, the availability of stalls and/or pasture for 50 or more horses simply doesn’t exist.” (*Willa Chapman* [I-ChapmanW-W-02])

“...boarders might want to know that we provide pasture board for just \$350 and could lower it further to \$295 if people who don’t need access to our indoor arena or daily blanketing service, to help offer an alternative and affordable option for them, so they don’t have to sell their horses... There are lots of trails onsite and nearby as well.... There is also some nearby San Francisco owned land, so if you would like to discuss relocating the stables to there for the boarders, please contact me....” (*Craig Clermont, Clermont Equestrian at Cypress Ridge* [I-ClermontC-W-01])

“I have been in the equestrian community of this area for over 10 years...I have been at several boarding facilities over the years, and I can honestly say there are very few situations such as Skyline Stables. There are a lot of facilities for people that are above a modest income but very few for those of us that don’t have a whole lot to go around but love our horses and the horse community...Skyline Stables is really the only affordable place on the peninsula that is worth holding onto, that is safe for the horse and riders, and as a great group of people.” (*Michelle Fox* [I-FoxM-W-01])

“The environmental impact report suggests that the horses (up to 52) can be absorbed in or around couldn’t be more false. There may never have been a more difficult time to find affordable boarding for a horse and it’s almost impossible to find one a home...” (*Patricia Griffin* [I-GriffinP-W-02])

“Mr. Clermont sent this kind offer of reduced pasture fee to me...Please note that not all horses can survive in a pasture environment, only the hardiest and most sound. This would not help our unsound aged horses. Ad a reduced rate of \$295 we would still be paying more than we do at present for decreased facilities usage. Our horses also would not be sleeping at night in a warm stall as they do now.” (*Chris Hanson* [I-HansonC-W-01])

“Skyline Stables is a nonprofit organization, no mention was made in the comparison of boarding facilities as to the for profit nature of horse boarding...all of the facilities used for comparison

used in the report are for profit institutions or privately owned. This distinction has a major impact on the ability to board a horse at reasonable rates. I propose and would like to see future revisions of the EIR address the fact that there are no other boarding facilities that are non profit and house as many horses as Skyline Stables. The current EIR must address the fact that the number of horse permits, 52 horses cannot be easily absorbed into existing recreational facilities.” (Edward Hanson [I-HansonE-W1-02]; Edward Hanson [I-HansonE-W2-02])

“A look at the EIR’s own analysis (see appendix C) shows that of the 18 comparable facilities interviewed there were not enough capacity within 35 miles. The majority of facilities responding that they only had room for 1-2 horses. 1-2 horses is turnover rate for a full facility. Roughly 40% of the facilities that did respond to the survey reported being at capacity, and one can only suspect that the reason so many inquiry phone calls were not returned is because the facilities were full and not interested in new boarders. The main exception being a singular facility with the capacity to take in 30-40 horses at a comparable cost of \$800 per month board. (High rent keeps boarding space open and exclusive.)” (Edward Hanson [I-HansonE-W1-04]; Edward Hanson [I-HansonE-W2-04])

“The report states that the other boarding facilities shown in Table 5.8-1 that have similar amenities to Skyline Stables (Section 5.8-3). What the report does not address is that the cost of these amenities at the facilities in the project vicinity far exceeds the cost of Skyline Stables, which is a non-profit self care facility. The other facilities listed are business for profit, and as such, charge much higher rates to board a horse. The other facilities shown in Table 5.8-1 can be as much as 35 miles from the current location, making it unreasonable to visit once or twice per day as the occupants of Skyline Stables currently do to care for their animals.” (Barbara Maeso Ruble [I-MaesoB-W-03])

“...The report made no mention of where the owners and users of the facility are from. In fact many of the horse caretakers coming from the city have located their horses at Skyline Stables because of its proximity to their homes. The option of simply closing the facility would in fact move horses farther from the urban centers in the bay area. In doing so, it would not only impact the horse owners who would have to commute greater distances and increase their carbon emissions to reach their animals, it would also decrease opportunities for city residents to interact with horses...” (Edward Hanson [I-HansonE-W1-06]; Edward Hanson [I-HansonE-W2-06])

“...In the environmental report it stated that there are plenty of other stable facilities to place 52 horses located at the Skyline Facility, what the environmental report does not address is the cost of these facilities. Skyline Stables is a one of a kind. It is non-profit, low cost self care facility...There is no other facility like this on the Peninsula. All other stable facilities are about five times greater in price than Skyline Stables...There is no other stable facility less than twenty minutes away...” (Allen Harrison [I-HarrisonA-W-01]; Allen Harrison [I-HarrisonA-VM-01])

“The environmental report stated there were several stables in the San Mateo/Millbrae area. I don’t know of any others except Skyline Stables.” (Michelle Harrison [I-HarrisonM-W-03])

“It cost us \$120 to board and another \$100 for hay a month at Skyline Stables. That is \$220. We are a non-profit facility. We feed clean and care for our horses. There are no other non-profit facilities in the South Bay. While there are a few places to board 30 miles from here the cost would be 5 times as much as we pay now.” (Michelle Harrison [I-HarrisonM-W-05])

“As an owner of a boarding facility, the ability to absorb displaced horses from another stable would be difficult as we [Green Vista Stables] are full and have a waiting list. Many other stables are in the same situation as development & businesses are encroaching on range/pasture land, reducing the number of boarding facilities available.” (*Tricia Henry, Green Vista Stables* [I-HenryT-W-02])

“Secondly, while the report [the equestrian capacity study in Appendix C of the Draft EIR] lists occupational capacities of the alternative facilities, it does not address the current occupancy rate at each facility. All of the facilities listed do not have adequate available boarding facilities for several horses. In fact, most have no availability. Third, the survey did not assess current boarding rates at these facilities. The average monthly rate at Skyline Stables is \$220; these rates are affordable because of the unique nature of our co-op environment...The boarding rates at the listed facilities range from approximately \$500 to over \$1,200 per month...this is a significant increase in the rates that tenants would have to pay, and it does not take into account costs associated with driving...farther...Due to all of the above factors, the majority of these facilities should not be considered comparable or equivalent alternatives.” (*Janine Micheli* [I-MicheliJ-W-07])

“The report’s definition of reasonable distance [with regard to other equestrian facilities] does not take into account critical factors.” (*Janine Micheli* [I-MicheliJ-W-10])

“Why Skyline Stables is unique. It has been in the same location for over 60 years – a 15-minute drive from San Francisco in the Peninsula area of San Bruno and Millbrae. The suburbs have grown up around the stables. The boarders do all the work themselves; this keeps the stabling very affordable...” (*Cathy Mueller* [I-MuellerC-W2-01])

“The EIR as it now stands maintains that the horses living at this location can be ‘absorbed’ into stables in the surrounding area. This report fails to note that most of the places the horses are supposed to move to cost more than 5 times what it costs to keep a horse at the non-profit Skyline Stables. Even so most of these other stables are full with a waiting list.” (*Cathy Mueller* [I-MuellerC-W2-03])

“Add to this the difficulty in finding other adequate stabling for horses.” (*Lina Novy* [I-NovyL-W-02])

“The EIR report suggests that there are equivalent facilities available, but it is clear to anyone who has actually researched this, that there is nothing available which will adequately house the many horses who are currently at Skyline. Even if there were barn spaces available, the cost and the distance would be prohibitive to most of the middle and lower-middle class families who use this facility.” (*Lisa Quoresimo* [I-QuoresimoL-W-02])

“This report fails to note that most of the places these horses are suppose to be moved to are full with a waiting list, and the cost of some of these stables is more than 5 times what it costs to keep a horse at the non-profit Skyline Stables. There really are no other stables close by, and certainly not with that amount of free space!” (*Tanya Rebarchik* [I-RebarchikT-W-03])

“Skyline Stables is unique. It has been in the same location for over 60 years. The stables are managed by a non-profit corporation whose leaders are elected by the boarders. The boarders buy their own hay and do all the work themselves; this keeps the stabling very affordable. It is also a 15-minute drive from San Francisco in the mid-Peninsula area of San Bruno and Millbrae.

Stables in the Bay Area are getting fewer and farther between all the time. As a local equestrian, I find it is a very sad trend to watch.” (*Tanya Rebarchik* [I-RebarchikT-W-04])

“I’m writing about the EIR that will affect the Skyline Stables. The equestrian community has been made aware that this report may suggest that closing the stable and simply leaving it to horse owners to find new boarding will be an easy task. This is very likely an untrue assumption. This particular stable is unique in the way it is managed and the way boarders are charged. Further, many if not most of the boarding facilities on the peninsula have waiting lists for new openings.” (*Bob Rosenberg* [I-RosenbergB-W-01])

“...I know every stable within 35 miles of Skyline Stables cited in Appendix C. Where the board is similar, the facilities are not, and where the facility is comparable board is at least 3 times the cost. Space is limited and getting more so with every closure. I can count 600 stalls that have closed on the peninsula in the last 5 years...” (*Laura Stevens, Heather Hill Riding Academy* [I-StevensL-W-02])

“My name is Millard Tong of Millwood Ranch in Pacifica. I can take all 52 horses which need homes. I’m located in Pacifica. www.millwoodranch.com.” (*Millard Tong, Millwood Ranch* [I-TongM-W-01])

“Currently there are very few options for these horses. It is near impossible to find a cost effective alternative for these horse owners. This has not been mentioned in the EIR for relocating the water tanks.” (*Summer Tompkins Walker* [I-WalkerS-W-02])

“I understand that the county has stated that the horses inhabited at Skyline can be placed in other local stables, but those stables are much more expensive, and thus some of the horse owners would have to part way with their beloved horses – either by selling them or by killing them (no euphemisms needed). I don’t think one should have to be rich in order to have the privilege of doing what they love....” (*Andrew Yang* [I-YangA-W-02])

“The Draft EIR states that the horses housed at Harry Tracy Water Treatment Plant can be absorbed into other stables in the area. What is not reflected in the Draft EIR is the disparity of pricing between Skyline Stables and those listed, nor does it reflect any availability of stalls or paddocks....” (*Christine Hanson, Chair, Skyline Stables* [O-SkylineCH-VM-03])

“Skyline Stables is also unique for its history and longevity in an area that has developed in a manner that does not include horses...the fact that the barns at Skyline Stables survived today in this area is unique. The rest of those barns described are long gone, and the horses have gone with them. This point is illustrated in Figure 5.8-3 in the Draft EIR. It shows the northern peninsula to be almost devoid completely of stables...” (*Christine Hanson, Chair, Skyline Stables* [O-SkylineCH-VM-07])

“...the analysis in the impact report implies that or alludes to being able to be absorbed into the local network of stables. This is not necessarily true...Also, you have to consider the economic times right now being a low spot...as the economy improves, this market will also improve, and demand for horse stabling will increase significantly.” (*Phillip Lim* [I-LimP-VM-02])

“The opportunity provided by the Water District to house horses at the site is a unique and valuable facility for the people of northern San Mateo County...It’s the home of several horses and riders of the San Mateo County Volunteer Horse Patrol. As members of the patrol, we donate

hours to maintain many trails in the San Mateo County Parks, including Sawyer Camp Trail and San Andreas Trail. This assists the County to keep these facilities available to the public during the budget shortfalls currently being experienced.” (*Barbara Maeso Ruble* [I-MaesoB-VM-01])

“Most of the other stables I go to, my students arrive – they arrive harried. They arrive in between their flute lesson and their soccer lesson. And their diver, their mother, is crazed. They’ve come from long distances. And Skyline Stables is completely different. Most of the people that are at the stables are from Millbrae or San Bruno or San Francisco. They are local. They come to the stables and hang out...It’s just a completely different feel than the other stables in the area....” (*Laura Stevens, Heather Hill Riding Academy* [I-StevensL-VM-02])

“...Your EIR is not correct. We could not absorb 50 horses.” (*Larry DeYoung* [I-DeyoungL-VM-01])

“...if you take a look at your own documents as to number of facilities within ten miles of Harry Tracy, it’s a very small number. The facilities over on the coast are typically 13-plus miles away. To go down to Polhemus is 12 miles. It’s a long distance. I own three horses. My horses happen to be at a unique facility, like Harry Tracy. I travel ten miles with my two daughters to go down there. I do it four to five times a week...The impact that this has on our children in a unique environment to where they can be seen, where they can be left a little bit, and where they can nurture and grow is very unique – probably 20 miles to the next place similar to Harry Tracy.” (*Mike Bushue, Vice-Chair, Equestrian Trail Riders Action Committee* [O-ETRAC-VM-01])

“...Skyline Stables is a one-of-a-kind. It is a nonprofit, low-cost, self-care facility. Prices are kept low because the boarders perform all the work needed to run the facility. There is no other facility like this on the Peninsula. All other stable facilities are about five times greater in price than Skyline Stables...The Environmental Report states that Skyline Stables is one of several stables in the San Mateo-Millbrae area built in the early to mid 20th century and is not a unique property. What has happened to all these other stable facilities in this area? Only two still exist – a ten-stall facility located off of Polhemus Road in San Mateo, and the Skyline Stables...” (*Allen Harrison* [I-HarrisonA-VSF-02])

“...At the bottom of Polhemus Avenue, there’s a facility – it’s actually triangular shaped – that has potential. There were equestrians there for quite some time, and they didn’t maintain that facility. Now as you drive by, which I drive by it frequently, it’s very shabbily covered with all kinds of foliage and fauna...I think that the facility could be cleaned up, put a clean and green facility there...Horses, with their fecal being picked up on a daily routine and these people maintaining a clean and green environment I think would be a wonderful addition to that community off of Polhemus as well as to the school and church across the street.” (*Richard Fraser* [I-FraserR-VSF-01])

“The Draft EIR states that the horses housed in the Harry Tracy Water Treatment Plant can be absorbed into other stables in the area. In the Draft EIR, there is a list of stables and their capacity. What is not reflected in the Draft EIR is the disparity of pricing between Skyline Stables and those listed. Also the Draft EIR does not note availability. Most of the places listed are full with no vacancy available.” (*Christine Hanson, Chair, Skyline Stables* [O-SkylineCH-VSF-03])

“Skyline Stables is unique for its history and longevity in a suburban area that no longer includes horses. Horses and equestrian use of the land that the Harry Tracy Water Treatment Plant sits on predates the SFPUC ownership of the land. Later in the 1940s families from the surrounding area

began building these little red barns.” (*Christine Hanson, Chair, Skyline Stables* [O-SkylineCH-VSF-04])

“The Draft also states the stable is not a unique property. But in fact it is the only nonprofit stabling facility in San Francisco and in the Peninsula.” (*Carole Bottarini* [I-BottariniC-VSF-02])

“The Draft EIR is also flawed because in the survey taken by Jones and Stokes, in Table 5.8-1 regarding the other stables in the area, they neglected to obtain the cost of each boarding facility of the availability of the facility. I am on a waiting list 30 miles away for just a pasture, which is all I can afford. I am no eight blocks from Skyline Stables.” (*Carole Bottarini* [I-BottariniC-VSF-04])

“Those of us who can will go down the Peninsula. But I can count 500 stalls that have been closed on the Peninsula in the last five years, and I’m not counting Bay Meadows Race Track. In 2009 the horse census in Woodside showed that half the number of horses were registered there as in the previous decade. At \$2 million an acre, the public boarding facilities are being turned into private compounds.” (*Laura Stevens, Heather Hill Riding Academy* [I-StevensL-VSF-02])

“I think Palomar Stables are closed too. They were out by Daly City. So I think that there are really now none. This may be the closest to San Francisco that I’m aware of.” (*Commissioner Antonini* [Antonini-VSF-02])

“I do find where you point out other stables in the vicinity. I don’t know, and I did not read closely if you analyzed the cost differences in there, which of course is a factor which has been mentioned because obviously if you’re trying to substitute something, comparison of the cost for – you know, the situation may not be analogous to each other. And we have had some testimony on that. So it might be well to have something in there or – at least part of the testimony related to that as part of the record.” (*Commissioner Antonini* [Antonini-VSF-04])

“I think that the recreation section of the EIR has to take, perhaps, a better look at what is available because it should take into consideration, in my estimation, pricing out various forms of recreation, in this case, riding. And to my knowledge, the stables and the services that are available close to San Francisco are extremely pricey, both Marin and the Peninsula. And this is one of the last, if not the last, that is relatively affordable for this type of recreation.” (*President Miguel* [Miguel-VSF-02])

Response [R4]

The comments listed above express the opinion that the below-market cost of boarding at Skyline Stables and its proximity to Millbrae and San Francisco make it incomparable to other equestrian facilities in the area. As discussed above in the response to ***Comment [R3]*** the 2009 and 2010 surveys demonstrate a number of varied equestrian facilities offering similar features as Skyline Stables (e.g., stalls, paddocks, pasture, access to trails, arenas, etc) and ample opportunities for equestrian recreation. Regarding comments on the cost of other facilities, the updated 2010 survey indicates that typical monthly boarding costs at the stables with confirmed vacancies range from \$100 to \$450 for pasture-only, and from \$185 to \$685 for a stall/shelter (more if a training package is included).³⁷ While Skyline Stables rates vary according to rates set forth in subleases, the average Skyline Stables rent falls within the range of prices for use of other equestrian

³⁷ Ibid.

facilities in the area.³⁸ Regardless, economic impacts alone are not "significant impacts" on the environment under CEQA (refer to *Response [G4]*). For the foregoing reasons, as described in *Response [R3]*, the impact on equestrian recreational resources was determined to be less than significant. Thus, no mitigation measures are required.

No revisions to the Draft EIR are required in response to these comments.

3.11 Cumulative Impacts

Cumulative Recreational Impact

Comment [C1]

"...this facility will represent yet another of several equine boarding facilities which have been closed down for the sake of 'improvements' in the recent years. Horseback riding not only allows...persons with disabilities access to wilderness areas...provides today's children a way to see and enjoy the outdoors. Horseback riding is an historic part of our culture...horses are an important part of Search and Rescue teams...Taking away yet another facility has a 'trickle down' effect which can lead to horses disappearing in this area or only being owned by the ultra rich." (*Jo Egenes, Co-Chair, Woodside Area Horse Owners Association [O-WHOA-W-04]*)

"The DEIR concludes at [on page] 6-43 that the loss of the stables would have no cumulative impact...However, the loss over the years of recreational opportunities, open space and agricultural operations have been dramatic. Losing the Skyline Stables puts these kinds of activities even more out of the reach of City dwellers and changes the character of the area...The loss of these facilities over the years in both San Francisco and San Mateo County in close proximity to San Francisco is ignored altogether." (*Dotty LeMieux, Attorney on behalf of Skyline Stables [O-SkylineDL-W-13]*)

"Space is limited and getting more so with every closure. I can count 600 stalls that have closed on the peninsula in the last 5 years and I am not counting Bay Meadows Race Track. In 2009, the horse census in Woodside, showed that half the number of horses were registered there as in the previous decade. Yes, there is a horse census in Woodside. At 2 million dollars an acre, the public boarding stables are being turned into private compounds and they are not being replaced." (*Laura Stevens Heather Hill Riding Academy [I-StevensL-W]*)

"As an owner of a boarding facility, the ability to absorb displaced horses from another stable would be difficult as we are full and have a waiting list. Many other stables are in the same situation as development & businesses are encroaching on range/pasture land, reducing the number of boarding facilities available." (*Tricia Henry, Green Vista Stables [I-HenryT-W]*)

Response [C1]

The cumulative impact analysis adequately addresses potential cumulative effects of the project, including cumulative impacts on cultural and recreational resources. As described in the Draft EIR (page 6-7 in Section 6.2, *Cumulative Impacts*), "cumulatively considerable" means a project's incremental effects are significant when viewed in connection with other projects; and if a lead agency determines that a project's incremental effect is not cumulatively considerable, it does not need to consider that

³⁸ Ibid.

effect significant (CEQA Guidelines Section 15130[a]). In the Draft EIR, impacts to cultural and recreational resources were determined to be less than significant. Refer to impact discussions for cultural resources (beginning on page 5.4-29 in Section 5.4.3, *Impacts*) and for recreational resources (beginning on page 5.9-4 in Section 5.8.3, *Impacts* of the Draft EIR). As described in Section 5.19, *Agricultural Resources* (on page 5.19-2), there would be no impact to agricultural resources and thus no contribution to a cumulative impact. Also refer to Section 6.2.2, *Cumulative Impacts Analysis, Recreation* (on pages 6-42 to 6-44) in the Draft EIR. The Draft EIR demonstrates there are sufficient equestrian recreational resources available to the public and to the region. Consequently there would be no significant cumulative impact to recreational resources in the area. The Draft EIR includes the following conclusion at the end of the discussion (on page 6-44):

“The new treated water reservoir and other elements of the proposed project would require permanent closure of Skyline Stables. The combination of the construction-related access impacts from the CS/SA Transmission Upgrade Project and the long-term operating impact associated closure of Skyline Stables would not result in a significant cumulative impact to recreational resources because taken together, the projects would not significantly degrade public access to equestrian recreational resources (less than significant) (see Section 5.8, *Recreation*).”

Additionally, the following responses to comments in this document address issues raised by the comments. *Comment [G2]* in Section 3.1, *General Comments*, explains why the Draft EIR does not address social issues. *Comment [L2]* in Section 3.4, *Land Use and Land Use Planning*, discusses the stables as a secondary use and addresses impacts on the existing character of the vicinity. *Comment [CR2]* in Section 3.6, *Cultural and Paleontological Resources*, discusses the historical context of the stables and the less-than-significant impact determination. *Comment [R3]* in Section 3.10, *Recreation*, discusses the less-than-significant impact determination for removing the stables.

No revisions to the Draft EIR are required to respond to these comments.

Additional Mitigation Needed

Comment [C2]

“The text notes seven areas of impact that cannot be mitigated (TRA-2, NOI-1, NOI-2, AIR-1, and CUMUL-R, CUMUL-5 and CUMUL-6). Many projects have unavoidable impacts but most projects do not last 4 years with lots of possible weekend and 24/7 work. Therefore, thinking of the impacts as longer term rather than temporary is more appropriate. The SFPUC should also recognize this and be willing to ‘go the extra mile’ in addressing issues and ‘making things right’ with people in the neighborhood and the local agencies. We recommend that tools such as those listed below be employed to help deal with these longer term adverse impacts: a) Setting up hands-on, rapid response team of experts and project leaders to deal with any significant issue within 48 hours with one prominent team leader in charge, b) Insure that neighborhoods, agencies, schools and other stakeholders are advised timely of upcoming issues, what complaints have been received and their disposition, and that stakeholders have easy and quick access to the team about any issue, c) That aggressive enforcement of all construction requirements is guaranteed by the SFPUC and that decision channels and responsibilities are clean and timely, and d) That contingency funding is set aside to deal with issues such as cleanup, dust, noise, traffic, safety and hazardous materials on an ongoing expeditious basis and that access to the

funding is pre-authorized for quick action. This would apply where an item is not covered by contract work or the contractor is not performing and the work needs to be done immediately.” (Nicole Sandkulla, Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency [A-BAWSCA-W-20])

Response [C2]

Feasible mitigation measures were developed to substantially reduce significant impacts to less-than-significant levels; however, as the commenter notes, some of the impacts identified were determined to be unavoidable. CEQA requires the approving agency to balance, as applicable, the benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of a project outweigh the unavoidable adverse environmental effects, the effects may be considered acceptable (CEQA Guidelines Section 15093). When approving a project with significant unavoidable environmental effects, the SFPUC would be required by CEQA to prepare a statement of overriding considerations explaining the rationale in support of the infeasibility determination (Public Resources Code Section 21081; CEQA Guidelines Section 15093).

The overall purpose of the proposed project is to support the HTWTP’s function within the SFPUC regional water system with respect to water quality, seismic response, and delivery reliability through 2030, and to produce adequate water supply to meet water delivery needs in the service area through 2018. It was necessary for the SFPUC to build in some flexibility during construction (e.g., nighttime construction activities and construction duration) given shutdowns and treatment capacity required by the facility. As disclosed in the Draft EIR (pages 6-52 to 6-53 in Chapter 6, *Other Topics Required by CEQA*), the project impacts that cannot be reduced to a less-than-significant level would be construction-related traffic impacts (the SFPUC cannot ensure that Caltrans would approve the traffic control measures at the intersection of the I-280 on-ramp and Cunningham Way [page 5.5-17]); construction-related noise impacts (resulting temporary increases in ambient noise levels associated with relining the Sunset Branch pipeline [page 5.6-33] and construction activities that occur outside the hours allowed in the City of Millbrae’s noise ordinance [page 5.6-38]); construction-related emissions (construction-related oxides of nitrogen [NO_x] emissions [pages 5.7-34 and 5.7-35]; and cumulative traffic (temporary decrease in LOS [from D to E] at the intersection of the I-280 on-ramp and Cunningham Way [page 6-26]), noise (e.g., exceedance of sleep disturbance threshold [page 6-34]), and emissions impacts (e.g., DPM emissions [page 6-36]).

The SFPUC’s construction management plan and procedures is integrated throughout the construction management team, including the project designated communications liaison (SFPUC, 2009).^{39,40} The residents will have 24/7 access to staff including an active response line that will contact the appropriate person on weekends or after hours if necessary as described in response to *Comment [N2]*.

³⁹ SFPUC. 2009. Construction Management Plan. Revision 3. March 2009.

Available: <http://sfwater.org/detail.cfm/MC_ID/15/MSID/374/C_ID/3813>.

⁴⁰ SFPUC. 2010. WSIP Construction Management Procedures. Revision 20. July 26, 2010.

Available: <http://sfwater.org/detail.cfm/MC_ID/15/MSID/374/C_ID/4418/ListID/1>.

The SFPUC intends to implement and enforce all mitigations through an adopted MMRP. Refer to **Response [PD4]** above for a discussion on SFPUC's Environmental Construction Compliance Program.

No revisions to the Draft EIR are required in response to this comment.

4

Draft EIR Revisions

This section includes text changes made subsequent to the publication of the HTWTP Long-Term Improvements Project Draft EIR, including those made in response to comments as identified in Section 3, *Comments and Responses*, in this document and other changes initiated by staff to clarify content and provide additional information received after the release of the Draft EIR. None of the text changes result in new or significant environmental impacts than those previously disclosed in the Draft EIR.

This section presents revisions to the Draft EIR in the order they appear in the Draft EIR; thus, the revisions are organized by chapter and section and then by Draft EIR page number (or the first page number if there is more than one). In each change, new language is double underlined, while deleted text is shown in ~~strike-out~~.

Chapter 1. Executive Summary

1.2 Overview of SFPUC Regional Water System

Page 1-2 of the Draft EIR (within Section 1.2, *Overview of SFPUC Regional Water System*), has been revised as follows, as a staff initiated text revision, to correct the number of BAWSCA wholesale agencies:

The wholesale customers are largely represented by the Bay Area Water Supply and Conservation Agency (BAWSCA), which consists of ~~27~~ 26 total customers.

Page 1-5 of the Draft EIR (within Section 1.2.1, *SFPUC Water System Improvement Program*, subheading *Summary of Water Supply/Operations Impacts*), footnote 3 has been revised in response to **Comment [G4]** (summarized in Section 3 of this document) to correct the date cited for the Lower Crystal Springs Dam Improvements Project (LCSDIP) Draft EIR:

³ Based on best available information at that time, the PEIR made the conservative determination that the WSIP would result in a potentially significant and unavoidable (SU) impact on fisheries in Crystal Springs Reservoir related to inundation of spawning habitat upstream of the reservoir (PEIR Ch 5, Sec 5.5.5, Impact 5.5.5-1). The project-level fisheries analysis in the Lower Crystal Springs Dam Improvements Project (LCSDIP) Draft EIR, published in ~~February 2009~~ March 2010, determined this impact to be less than significant based on more detailed site-specific data (LCSDIP Draft EIR Ch 5, Sec 5.13, Impact BI-15). To be conservative, this EIR relies on the PEIR's SU impact determination for the PEIR's Crystal Springs Reservoir fisheries impact. The lead agency will update

this EIR to be consistent with the LCSDIP Project Final EIR if it is certified (scheduled for ~~September~~ October 2010) prior to finalizing this EIR.

Pages 1-11 to 1-23, Table 1-2, *Summary of Impacts and Mitigation Measures for the Proposed Project*, of the Draft EIR, has been revised as follows, as a staff initiated text revision to update changes made to the Draft EIR. The summary table is 13 pages long, thus only the pages with changes are shown below:

Table 1-2. Summary of Impacts and Mitigation Measures for the Proposed Project

5.7. AIR QUALITY

Construction

Impact AIR-1: Construction emissions of criteria pollutants (All project components: PSM, using current- prior BAAQMD CEQA Guidelines; All project components: SU, using <u>draft June 2010</u> BAAQMD CEQA Guidelines)	<p>Mitigation Measure AIR-1: Implement BAAQMD dust control measures during construction (AIR-1a under current BAAQMD CEQA Guidelines or AIR-1b under draft BAAQMD CEQA Guidelines)</p> <p><i>Mitigation Measure AIR-1a: Implement BAAQMD dust control measures during construction (under current BAAQMD CEQA Guidelines)</i></p> <p><i>Mitigation Measure AIR-1b: Implement BAAQMD dust control measures during construction (if draft BAAQMD CEQA Guidelines are adopted)</i></p> <p>Mitigation Measure AIR-2: Implement BAAQMD basic exhaust control measures during construction (under current and draft BAAQMD CEQA Guidelines)</p> <p>Mitigation Measure AIR-3: Implement BAAQMD additional exhaust measures during construction (under draft BAAQMD CEQA Guidelines)</p>
Impact AIR-2: Exposure to diesel particulate matter during construction (All project components: LS, under current- prior BAAQMD CEQA Guidelines; PSM, under <u>draft June 2010</u> BAAQMD CEQA Guidelines)	<p>Mitigation Measure AIR-2: Implement BAAQMD basic exhaust control measures during construction (under current- prior and June 2010 BAAQMD CEQA Guidelines)</p> <p>Mitigation Measure AIR-3: Implement BAAQMD additional exhaust measures during construction (under June 2010 draft BAAQMD Guidelines)</p>
Impact AIR-3: Generation of odors during project construction (All project components: LS, under current- prior and <u>draft June 2010</u> BAAQMD CEQA Guidelines)	No mitigation required
Impact AIR-4: Conflict between GHG construction emissions and any applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. (All project components: LS under current- prior and <u>draft June 2010</u> BAAQMD CEQA Guidelines)	No mitigation required
Operation	
Impact AIR-5: Conflict with implementation of applicable regional air quality plans addressing criteria air pollutants and State goals for reducing emissions (All project components: LS, under current- prior and <u>June 2010</u> BAAQMD CEQA Guidelines)	No mitigation required

Table 1-2. Summary of Impacts and Mitigation Measures for the Proposed Project

Impact AIR-6: Generation of odors from project operation (All project components: NI, under current prior and <u>June 2010</u> BAAQMD CEQA Guidelines)	No mitigation required
Impact AIR-7: Conflict between operational emissions and an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (Treated water reservoirs: NI; Treatment process and chemical storage facilities: LS; Site improvements: NI; under current prior and <u>June 2010</u> BAAQMD CEQA Guidelines)	No mitigation required
CUMULATIVE IMPACTS	
Impact CUMUL-5: Cumulative increases in noise (SU)	<p>Mitigation Measure NOI-1: Employ noise-reducing measures during construction and limit the hours of construction operation in Millbrae</p> <p>Mitigation Measure NOI-2: Distribute public notice of planned construction to adjacent residences, Meadows Elementary School, and the Millbrae Meadows Swim Club prior to construction</p> <p>Mitigation Measure NOI-3: Conduct worker awareness training for noise reduction prior to construction</p> <p>Mitigation Measure NOI-4: Prepare and implement a noise control plan prior to and during construction</p> <p><u>Mitigation Measure NOI-5: Limit heavy trucks in residential areas to 2 truck passages per hour during nighttime hours.</u></p>
<p>Notes:</p> <p>NI = No Impact</p> <p>LS = Less than Significant Impact</p> <p>PSM = Potentially Significant Impact, Mitigable</p> <p>SU = Significant Unavoidable Impact</p>	

Chapter 2. Introduction and Background

2.2 Project Background

Page 2-1 of the Draft EIR (within Section 2.2.1, *SFPUC Regional Water System Overview*) has been revised as follows in response to **Comment [G5]** (summarized in Section 3 of this document) to improve readability:

The source of the water supply is a combination of local supplies from streamflow and runoff in the Alameda Creek watershed ~~of~~ and in the San Mateo and Pilarcitos Creeks watersheds (referred to together as the Peninsula watershed), augmented with imported supplies from the Tuolumne River watershed.

Page 2-2 of the Draft EIR (within Section 2.2.1, *SFPUC Regional Water System Overview*), has been revised as follows, as a staff initiated text change, to update the status of the SFPUC wholesale customers (i.e., Skyline County Water District is now part of California Water Service [CWS] – Bear Gulch). Figure 2-2 in the Draft EIR, following page 2-2, has also been revised accordingly.÷

The SFPUC serves about one-third of its water supplies directly to retail customers, primarily in San Francisco, and about two-thirds of its water supplies to wholesale customers by contractual agreement. The wholesale customers are largely represented by the Bay Area Water Supply and Conservation Agency (BAWSCA), which consists of ~~27~~ 26 total customers, shown in **Figure 2-2**.

Page 2-2 of the Draft EIR (within Section 2.2.2, *SFPUC Water System Improvement Program*) has been revised as follows in response to **Comment [G5]** (summarized in Section 3 of this document) to improve readability:

At a project-level of detail, the PEIR evaluated the environmental impacts of the ~~WSIP~~ WSIP's water supply strategy and, at a program-level of detail, it evaluated the environmental impacts of the WSIP's facility improvement projects.

Chapter 3. Project Description

3.6. Project Construction

Page 3-33 of the Draft EIR (within Section 3.6.1, *Construction Methods, Subheading, Pipeline Relining*), has been revised as follows, as a staff initiated text revision, to clarify the duration of the construction schedule:

Relining of pipelines (also called slip-lining) involves inserting a new pipeline within an existing pipeline. There would be no ground disturbance to the area around the existing pipeline except at the access pits where the pipeline would be accessed (typically at two locations, one on each end of the pipeline segment being relined) and at concrete reaction blocks around the existing pipeline. For the Sunset Branch Pipeline that extends off site, the access pit would be in Helen Drive or in the Meadows Elementary School parking lot at the location shown in **Figure 3-5**. Construction work at the off-site access pit would last approximately 1 month, and additional work at the Sunset Branch Pipeline would take another month, for a total of two months.

Chapter 4. Plans and Policies

4.1 Applicable Zoning, Plans, and Policies

Page 4-1 of the Draft EIR (within Section 4.1.1, *City and County of San Francisco Plans and Policies*) has been revised as follows, as a staff initiated text revision, to correct the citation for the *Peninsula Watershed Management Plan*:

The SFPUC is guided by the San Francisco City Charter along with other city plans and policies. These plans include the *San Francisco General Plan* (CCSF, 1988), which sets forth the comprehensive, long-term land use policy for the



Legend

(Wholesale customers and members of Bay Area Water Supply and Conservation Agency)

- | | |
|---|--------------------------------------|
| 1 Alameda County Water District | 13 Mid-Peninsula Water District |
| 2 City of Brisbane | 14 City of Millbrae |
| 3 City of Burlingame | 15 City of Milpitas |
| 4a CWS – Bear Gulch | 16 City of Mountain View |
| 4b CWS – Mid-Peninsula | 17 North Coast County Water District |
| 4c CWS – South San Francisco | 18 City of Palo Alto |
| 5 Coastside County Water District | 19 Purissima Hills Water District |
| 6 City of Daly City | 20 City of Redwood City |
| 7 City of East Palo Alto | 21 City of San Bruno |
| 8 Estero Municipal Improvement District | 22 City of San Jose (North) |
| 9 Guadalupe Valley Municipal Improvement District | 23 City of Santa Clara |
| 10 City of Hayward | 24 Stanford University |
| 11 Town of Hillsborough | 25 City of Sunnyvale |
| 12 City of Menlo Park | 26 Westborough Water District |

NOTE: For the purposes of this EIR, the California Water Service (CWS) Company is a single wholesale customer with three different water service districts.

* Portions of Coastside County Water District not served by the SFPUC regional water system.

Source: BAWSCA 2006

Figure 2-2
SFPUC Water Service Area
San Francisco and SFPUC Wholesale Customers
SFPUC Harry Tracy Water Treatment Plant Long-Term Improvements Project

CCSF, and the *San Francisco Sustainability Plan* (Sustainable City, 1997), which addresses the long-term sustainability¹ of the City. In addition, the SFPUC has adopted various plans and policies that further direct its activities, including the *Peninsula Watershed Management Plan* (Peninsula WMP) (CCSF SFPUC, 2004) and the *Water Enterprise Environmental Stewardship Policy* (SFPUC, 2006). These plans and policies, as applicable to the proposed project, as well as other relevant plans and policies, are discussed herein.

4.3 References

Page 4-11 of the Draft EIR (within Section 4.3, *References*) has been revised as follows, as a staff initiated text revision, to delete a duplicate reference entry for the *Peninsula Watershed Management Plan* that incorrectly identifies the author as City and County of San Francisco. A reference entry for this document correctly identifying the author as San Francisco Public Utilities Commission already exists in the list of references.

~~_____. 2004. Peninsula Watershed Management Plan. Final. Updated: January 11, 2008. Available: <http://sfwater.org/Files/Reports/3_Env_Set_Impacts.pdf>. Accessed: August 14, 2008.~~

Chapter 5. Environmental Setting and Impacts

5.2 Land Use and Land Use Planning

Page 5.2-4 of the Draft EIR (within Section 5.2.3, *Impacts*, subheading *Operational Impacts*, under Impact LU-2) has been revised in response to **Comment [L1]** (summarized in Section 3 of this document) to provide additional information and clarification explaining why the removal of Skyline Stables would be a less than significant impact on land use.

The proposed improvements would not result in a substantial, permanent alteration of existing land use character. The HTWTP would continue to operate as a water treatment and conveyance facility after implementation of the proposed project. The proposed project would displace the equestrian activities associated with Skyline Stables, but use of the stables is secondary and subordinate to the prevailing public infrastructure land use. Consequently, the proposed project would alter the use of the site by removing this secondary equestrian use, but would retain the site's water supply and treatment facility land use and therefore would not substantially alter the site's primary existing land use character. Project impacts on recreation, including equestrian activities are addressed in Section 5.8, *Recreation*.

5.4 Cultural and Paleontological Resources

Pages 5.4-5 to 5.4-6 of the Draft EIR (within Section 5.4.1, *Setting*, subheading *Background Information*) have been revised as follows to provide additional information on the historical context of Skyline Stables and equestrian use in the area in response to

¹ Sustainability or sustainable development can be defined as development that meets the needs of the present without compromising the ability of future generations to meet their needs.

Comment [CR2] (summarized in Section 3 of this document). The entire subsection has been included for cohesiveness and context.

Historic Period

Early History

European settlement of San Francisco Bay Area lands previously inhabited by native Californians of the Ohlone tribe was initiated by 17th and 18th century Spanish expeditions into the region, including sailing and land traveling parties led by Sebastián Vizcaíno (1602), Gaspar de Portolá (1769), Fernando de Rivera y Moncada (1774), and Juan Bautista de Anza (1776). Following the establishment in 1776 of the Mission San Francisco de Asís at the Laguna de los Dolores in San Francisco, a series of auxiliary missions and ranches were developed down the Peninsula, representing the first San Mateo County settlements by people of European origin. Located in the county and situated along El Camino Real, the main route through the local area and California at that time, the auxiliary mission of San Mateo (1793) and Las Pulgas Rancho (1798) were two early European settlements (Hynding, 1982; Stanger, 1963). The auxiliary mission of San Mateo was located at San Mateo Creek near El Camino Real at what formerly had been an Ohlone village. It is located outside the C-APE for the project. Las Pulgas Rancho encompassed 35,240 acres bounded by San Mateo Creek to the north and San Francisquito Creek to the south, extending 3.5 miles from San Francisco Bay to the hills. Lands that were part of the Las Pulgas Rancho are located within the C-APE.

After Mexico won independence in 1821, several Mexican governors granted ranchos consisting of lands within or near the project area. These included the 15,000-acre Buri-Buri Rancho, granted to José Antonio Sánchez in 1835 (encompassing present-day San Bruno and Millbrae), and San Pedro Rancho (present-day Pacifica), granted to Francisco Sánchez in 1839 (Babal, 1990).

From the Gold Rush through the 1850s, rancho landholdings in the area were subdivided into smaller parcels as Americans increasingly migrated to the new State of California. San Mateo County was organized by an act of the California Legislature in 1856. Within a tumultuous year, during which established residents wrested control of the new county government from San Francisco political interests, the county seat moved from Belmont to Redwood City. Stage coach lines were established connecting San Francisco and San Jose through San Mateo. Resort activity began along the Peninsula stage line during this period, with Crystal Springs Inn—thought to be located south of the Jepson Laurel tree along the Sawyer Camp Trail—becoming the best-known resort in the San Mateo area. In 1864, the San Francisco & San Jose Rail Road Company completed an alignment through San Mateo. The Southern Pacific Railroad Company (later the Central Pacific) acquired this railroad line in 1868. The arrival of the railroad attracted a rush of wealthy individuals to the area, including William Ralston, Darius Mills, George Howard, James Flood, and later, railroad magnate Leland Stanford. These figures established sizeable estates in the area. Small settlements grew into towns such as San Mateo, Millbrae, and San Bruno (Babal, 1990; Hynding, 1982; Stanger, 1963).

Between 1860 and 1900, San Mateo County's population nearly doubled, from 5,300 to 12,000. Despite the modern convenience of railroad access to neighboring areas, the region grew at a slower rate than other Bay Area counties during the latter part of the 19th century. A significant amount of land on the Peninsula was purchased by railroad companies and the elite of San Francisco, a process that stifled growth. The Peninsula became known for its favorable climate, suburban living, and the recreational activities afforded by the region's open land. Sportsmen took advantage of the deer, game birds, and fishing, while bicyclists enjoyed new roads such as El Camino Real. Coyote Point became one of the most popular bathing beaches in the Bay Area during this era. Equestrian culture also began to flourish as the region's open space, climate, and wealth enabled horse breeding, and pleasure riding, which in turn encouraged the eventual development of race tracks. In an effort to emulate British aristocracy, wealthier local residents associated with the Burlingame Country Club began participating in equestrian sports common to elite English society, such as the English hunt and polo. The region's lack of native foxes, coupled with unsatisfying attempts to substitute coyotes for foxes, limited the success of English hunts. However, the game of polo gained substantial popularity over the years. Before World War I, the Burlingame Country Club hosted internationally significant polo teams. Both the English hunt and polo continued as equestrian activities into the 20th century (Clinton, 1969; Postel, 1988; Svanevik and Burgett, 2009).

Within San Mateo County, the San Bruno area appealed to visitors interested in gambling activities such as prize fighting and horse races. In 1898, the Western Turf Association, which also owned the Ingleside Race Track in western San Francisco, purchased 120 acres of land historically associated with the Buri Buri Rancho and used it to raise cattle and horses for the Tanforan Race Track, located in San Bruno (just north of I-380, between Huntington Avenue and El Camino Real). The racing operation was developed as a world-class facility featuring thoroughbred competition. By the turn of the 20th century, horse racing was a well-established sport in the region and a central pastime for wealthy San Franciscans (Fredricks, 1989; Hynding, 1982; Shoecraft, 1988).

20th Century

During the first half of the 20th century, transportation and technological development helped transform San Mateo County from an agrarian community and a destination for sports enthusiasts and sports entertainment into a region of expanding suburbs and industrial parks.

~~During the first half of the 20th century, transportation and technological development helped transform San Mateo County into a region of expanding suburbs and industrial parks.~~ Beginning in the 1920s, highway development created new auto transportation alternatives in the region, including the Bay Shore, Skyline, and Coastal Highways. During the 1930s, highway expansion, construction of a deep water port at Redwood City, and development of the San Francisco Airport at Mills Field provided transportation infrastructure which fostered economic development. WWII-era development, including military installations at locations such as Coyote Point and Tanforan, played a role in the region's emerging electronics industry. Nurtured by brainpower from Stanford

University, electronics helped bring prosperity to San Mateo County during post-war decades as companies such as Ampex, EIMAC, Lenkurt, Litton, Dalmo-Victor, and Varian flourished (Hynding, 1982).

Such prosperity generated suburban growth in San Mateo County communities such as San Bruno, Hillsborough, Burlingame, Belmont, and San Carlos during the post-war decades. Modest bungalows increasingly occupied space east of El Camino Real from San Bruno south to San Carlos. After WWII, more affluent white-collar suburban tracts of ranch style and two-story residences were increasingly developed across the county (Hynding, 1982). In 1954 the Stoneson Development Company initiated construction of the Millbrae Meadows suburban housing tract on the former Maco Construction Company earth-borrow site. That year, Trousdale Corporation also initiated construction of a housing development on Millbrae portions of former Mills Estate lands. Having acquired the Spring Valley Water Company properties in San Mateo County in 1930, the City of San Francisco sold its former 186-acre Silva Ranch lands, which became the site of mid-20th century housing development. (Harris, 1972; Millbrae Historical Society, 2007; *San Francisco Chronicle*, 1958.). The San Andreas and Crystal Springs Reservoirs came to serve as western barriers to further housing development. As they had during the late 19th century, lands in the vicinity of the San Andreas and Crystal Springs Reservoirs attracted a new generation of recreationists who picnicked, hiked, and rode horses in the area.

Horse racing remained a popular attraction to the region throughout the 20th century and continued to promote the equestrian culture that had developed in the county in decades prior. By 1902, the Tanforan Race Track had been purchased by the California Jockey Club. The club used the track for a myriad of activities, including stock parades, trotting races, polo games, and golf driving contests. The California Auto Club also leased the track during the early 1900s for auto races, which became a popular sport in the region. Aviation and automobile-related events took over as the main attraction when the State of California outlawed betting on horses in 1910. By the early 1920s, the facility was modernized and reopened as a race track, only to be closed after two seasons. When pari-mutuel betting was legalized in the state during the early 1930s, the track reopened and the Bay Meadows racetrack was established in nearby San Mateo. Some of the most famous champion horses, including Seabiscuit (owned by Hillsborough's Charles Howard), raced at both tracks during this period. The San Mateo County economy benefited from rich and famous visitors who came to see such world-renowned horses race at the tracks before World War II. In accordance with Executive Order 9066, the Tanforan Race Track was one of the many race-track facilities in the state utilized during World War II as a transfer center for Japanese citizens being moved to relocation camps. After the war, the track reopened and competed with the more modern Bay Meadows. In 1964, a fire destroyed the Tanforan Race Track. The land is currently occupied by the Tanforan Shopping Center (Darold 1989; Postel 1988). Bay Meadows was closed in August of 2008, and the facility was demolished later that year (Fimrite 2008).

During the 20th Century, recreation facilities constructed in the area to serve the growing population included parks, playgrounds, and community centers (Stanger 1946). With new construction came the development of recreational outlets for families settling in the area. As early as 1933, the Millbrae Golf and

Country Club acquired more than 140 acres (the last land of original Sánchez family inheritance to be sold) which became the site of the Green Hills Country Club (Harris, 1972; Stanger, 1946).

In 1943, the Capuchino Land Company deeded property that includes the present-day HTWTP to the City and County of San Francisco (CCSF) for future use by the Water Department. Sometime between the mid-1940s and the early 1960s, the Skyline Stables organization entered into a lease agreement with the CCSF to utilize roughly 13 acres of the 52.3-acre parcel to develop a boarding and stable facility on the property. During this era there were likely horses on the property as it served as pasture land. Since the early 1960s, the only commercial aspect of the Skyline Stables operation has been the housing of animals, as the horse owners are responsible for feeding and caring for their own animals. Through the lease agreement with the San Francisco Water Department (now SFPUC), horse owners at Skyline Stables have been able to ride on trails located on CCSF-owned watershed lands west of Skyline Boulevard and I-280, with special access permits for equestrian activity. The trails are accessed through the paved utility vehicle tunnel that extends under I-280. Historic research and review of aerial photos indicate that construction of the present-day Skyline Stables facilities had begun by 1962. Aerial photos taken before 1962 show buildings that may have served as stables but do not appear on later aerials. These buildings appear to have been demolished by 1962, at which time present-day Skyline Stables structures began to emerge in other locations on the property. In 1977, the *Millbrae Sun* featured an article on Skyline Stables, noting that at that time Skyline Stables had reached its 61-horse boarding limit and a waiting list had been established. The article also noted that Skyline Stables did not offer open public access in the form of renting horses for riding and that, like most horse-boarding facilities in the region at the time, Skyline Stables facility provided a “luxury of a fortunate few who can spend their days galloping above the noise of the city cars and buses” (*Millbrae Sun* 1977). By the 1980s, the Skyline Stables operation boarded approximately 48 horses in 18 barns and maintained a 50-foot-diameter training arena (Hanson 2008; San Mateo County 1974; San Mateo County 1982; Permit; SFPUC 1946–1998; Aerial Photograph Photo File 2166360.5; USGS Montara Mountain 1949, 1956, 1968).

The stables originally included barns located in three areas: the Cove (Group A), Bottom of Hill, and Top of Hill (both in Group B). The structures in Group A were constructed before the structures in Group B. The facility also originally included one large arena and a 50-foot-diameter training arena. Barns and corrals were built independently by local families (Hanson, 2008; San Mateo County, 1974; San Mateo County, 1982; SFPUC, 1946–1998; USGS Montara Mountain 1949, 1956, 1968).

Although there were a few SFPUC structures on the property before 1963, Skyline Stables was overall set in a rural landscape with few SFPUC buildings and structures until 1972, when the SFPUC added the large San Andreas Water Treatment Plant (currently known as the HTWTP) south of the stables facility (Melosi, 2000; SFPUC, 2005).

As noted above, the Bay Area, like most of California, experienced a population boom following World War II that led to several suburban developments. The

development of land that was open space led several outdoor enthusiasts to become involved in the conservation movement to ensure that Bay Area local governments recognized the importance of open space hiking, biking, and horseback riding. The conservation movement led to the creation of entities such as the East Bay Regional Park District (EBRPD) and the California Coastal Commission, which have been able to successfully preserve land for public uses. In 1972, Bay Area voters approved Measure R, which created the Mid-Peninsula Regional Open Space District (MROSD) to preserve open space in Santa Clara and San Mateo Counties. Since the 1970s, the MROSD's boundaries have expanded to include areas of Santa Cruz County and areas extending to the Pacific Ocean in San Mateo County. Watersheds also serve as open space preserves. Although for many years the SFPUC land and reservoirs were off limits for public use without special permits, the development of modern water purification systems and the creation of designated public trails have allowed for more public access to the land for hiking, biking, and equestrian activity (pleasure riding). (Mid-Peninsula Regional Open Space District, 2010; Rusmore, 2002; and SFPUC, 2004).

Beginning in the 1970s, the combination of white-collar suburban affluence and increasingly high-tech-driven economic activity in San Mateo County began to spread to the south, initiating the rise of "Silicon Valley" in Santa Clara County. The mid-Peninsula area continued to flourish economically. San Andreas and Crystal Springs Reservoirs came to serve as barriers to further western spread of suburban housing development in the area. As they had since the latter 19th century, the open areas in the vicinity of these reservoirs continued to attract a new generation of outdoor recreation enthusiasts who participated in activities such as hiking, biking, jogging, swimming and tennis. Although equestrian activity in the Bay Area remains an important part of the culture of the region, over the past several decades it has begun to decline with continued suburban development in San Mateo County (Khanh 2003).

Page 5.4-13 of the Draft EIR (within Section 5.4.1, *Setting*, subheading *Architectural History Research*) have been revised as follows to provide additional information on the historical context of Skyline Stables and equestrian use in the area in response to **Comment [CR2]** (summarized in Section 3 of this document). The entire subsection has been included for cohesiveness and context.

Additional background research was conducted to arrive at a general understanding of the history of the Peninsula water system, with a focus on the development of the Spring Valley and the Hetch Hetchy systems. Research was undertaken at the California State Library in Sacramento, the San Mateo County Library, the San Mateo County Department of Public Works, SFPUC Archives, Records of the Office of the General Manager, and the ICF International cultural staff library. Property-specific research was conducted at the San Mateo County Assessor and Recorder's Office in Redwood City. Various sources, including area histories, newspaper indices, and maps, were used to build a historic context and themes in which architectural resources could be evaluated for significance.

On June 15 and June 22, 2010 additional research was conducted at the San Mateo County History Museum Archives. Further research was also conducted at the California State Library, California History Room in Sacramento, California.

Pages 5.4-23 to 5.4-24 of the Draft EIR (within Section 5.4.1, *Setting*, subheading *Known and Potential Cultural Resources*) have been revised as follows to provide additional information on the historical context of Skyline Stables and equestrian use in the area in response to *Comment [CR2]* (summarized in Section 3 of this document). The entire subsection has been included for cohesiveness and context.

Skyline Stables

Description. Skyline Stables includes two sets of stables located on SFPUC property on the HTWTP site. The stables occupy just over 13 acres and are located in two separate areas: the Cove (upper stables) and the Top of the Hill and Bottom of the Hill stables (lower stables). The Cove is located immediately northwest of the HTWTP and Top of the Hill and Bottom of the Hill stables are located north of the Cove. Both sets of stables are located among large trees.

The Cove is comprised of 10 barn buildings and a shed situated in a circular formation surrounding an arena. Barns in the Cove are supported by concrete slab foundations with several featuring raised wood foundations. Barn roofs are flat or low-pitched gabled and are covered with composition material. One shed in this group features a roof covered with corrugated metal. Barn walls feature vertical board and batten, vertical T-111, vertical or horizontal wood siding, and plywood siding. The equipment shed features walls clad with corrugated metal. Doors are original single entry Dutch or open and windows consist of original open units and replacement sliding and fixed metal sash units with one barn featuring a window covered with plywood. All barns in this group feature wood or metal corrals.

The Top of the Hill and Bottom of the Hill stable group is comprised of 16 barn buildings set in a linear formation. These barns are supported by concrete slab foundations with a few exceptions, including a raised wood foundation, a concrete perimeter foundation, and raised brick foundation on three barns. Barn roofs are single and split-level flat shed style covered with composition material and corrugated metal. Walls are clad with vertical board and batten, vertical wood, T-111 and plywood siding. Doors are original single entry wood or metal, Dutch or open frame. One barn features a partial porch sheltering a single entry wood door. Window openings are sparse and consist of original open and infilled units. All barns in this group feature wood or metal corrals.

Evaluation. Skyline Stables do not appear to meet the criteria for listing in the CRHR. The period of significance for the property is the date of construction, circa 1962. (Refer to the discussion under 5.4.1, *Setting*, subheading *Background Information*). ~~Historic records indicate that the Capuchino Land Company originally owned the Skyline Stables parcel, but that the land was deeded to the City of San Francisco on April 21, 1943. Skyline Stables were sited on the parcel by 1963, encompassing just over 13 acres of the 52.3-acre parcel belonging to SFPUC. The stables originally included barns located in three areas: the Cove (Group A), Bottom of Hill and Top of Hill, (Group B). The Cove was constructed first and Group B was added soon after. The facility also originally included one large arena and a 50-foot training arena. Barns and corrals were built independently by local families. Prior to the construction of I-280, the~~

Stables' main entrance was located at Skyline Boulevard and was later moved near the HTWTP (Hanson, 2008; USGS, Montara Mountain 1949, 1956, 1968).

Prior to 1971, the stables held a maximum of 40 horses. By August 1977, Skyline Stables held a maximum horse capacity of 61 and kept a waiting list for those interested in leasing stables. By 1992, the stables housed 52 horses leased by 16 families. SFPUC continues to lease the land to Skyline Stables, which is managed by the Skyline Stables Board, a nonprofit organization. The stable has continued to function as a private horse stable since its construction in the mid-1960s. (Bleifuss, 1997; *Millbrae Sun*, 1977; Rasmussen, 1982).

The yard and barns have undergone modifications for repairs as needed since their initial construction in the early 1960s. Fenestration on some barns has been replaced with modern units. Also, siding and roofing material have been modified over time. By 1982, the arena was moved to its current location in the cove and altered to accommodate generators presumably to provide night lighting. It is presently 60 feet by 100 feet in size (Hanson 2008).

Skyline Stables was built in circa 1963 for families who leased the land from SFPUC. San Mateo County as a whole, and specifically the Millbrae and San Bruno areas, have a long equestrian culture history dating back to the mid to late 1800s. In addition to horse riding for recreation (pleasure riding), over the years, San Mateo County continued to be on the forefront of developments in equestrian sports such as the English hunt and polo riding, horse breeding, and racing. Local race tracks such as Tanforan and Bay Meadows were popular, well-known places throughout the 20th century and attracted people to the region (Clinton, 1969; Darold, 1989; Fredricks, 1989; Hynding, 1982; Postel, 1988; Shoecraft, 1988; Svanevik and Burgett, 2009).

Stables and boarding facilities such as the Skyline Stables can be found throughout the county, as they are structures built as a necessity to support equestrian activities (Appendix C). As a place to board horses in the region, Skyline Stables has a natural association with the region's long equestrian cultural history. However, having an association with historic events and trends is not sufficient to qualify a resource for eligibility under California Register of Historical Resources (CRHR) Criterion 1 because the resource must be considered specifically significant within its appropriate historic context of which it is associated (PRC Section 5024.1[c][1]). For example, within the historic context of the equestrian culture in San Mateo County, resources that could be found eligible under Criterion 1 would need to have a direct association to specific events that shaped developments in pleasure riding, equestrian sports and activities, such as the English hunt and polo riding, horse breeding, and racing facilities in the region. Skyline Stables was constructed in the mid- to late 20th century, after the equestrian culture was firmly established in the region. The Skyline Stables is one of several horse stables in the San Mateo County/Millbrae area built in the early to mid-20th century and during this era, Skyline Stables is not a unique distinctive property.

Additionally, considering that the structures are on SFPUC land, it is appropriate to also view the buildings within the context of the development of SFPUC's regional water system. The SFPUC allowed Skyline Stables to lease land on its

property (sometime between the 1940s and early 1960s) and construct stables for private sublease. As a later 20th century addition to the SFPUC property, the stables (circa 1962) are not associated with other significant resources on the land that are representative of the history and development of the regional water system. Therefore, the stables do not appear to be important resources within that context. In addition summary, Skyline Stables is not known to be directly associated with events that have made a significant contribution within the historic contexts of the equestrian culture within San Mateo County as a whole, specifically the Millbrae and San Bruno areas of the region, or the development of the SFPUC's regional water system to the history of the Millbrae area, San Mateo County, or the nation as a whole; therefore, Skyline Stables does not appear to meet CRHR Criterion 1.⁶

Research indicated that some of the stables on the property were constructed by local families who boarded their horses at the facility. Specifically, the Van der Steer, Hanson, Genis, and Solis families are known to be associated with the construction of a few of the stables on the property (Hanson 2008). Research did not reveal any specific historic information regarding these families. In order for resources to be found eligible under Criterion 2, the people associated with the property must be individually significant within the historic context under which the property is being evaluated. It must be illustrated that the people associated with the property gained prominence within their related profession or group association through work or events that transpired at the property thus representing their historic contributions. Construction of or use of the resources does not provide adequate correlation to tie individuals to a property under Criterion 2 (U.S. Department of the Interior, 1998). Consequently, the facility is not known to be directly associated with persons or individuals who have made significant contributions to the history of the local area, the region, the state, or the nation through the Skyline Stable property. Therefore, it does not appear to meet CRHR Criterion 2.

In addition, the facility is not known to be directly associated with persons who have made significant contributions to the history of the local area, the region, the state, or the nation. Hence, it does not appear to meet CRHR Criterion 2. Architecturally, the Skyline Stables buildings are simple utilitarian barns and stable structures commonly produced throughout California during the second half of the 20th century. The subject buildings do not display any distinctive characteristics of a type, period or method of construction; they are not known to be associated with the work of a master architect or designer; and therefore do not appear to meet CRHR Criterion 3.

Furthermore, the yard and barns have undergone modifications for repairs as needed since their initial construction in the early 1960s. Also, siding and roofing material have been modified over time. By 1982, the arena was moved to its current location in the Cove, and is currently approximately 60 feet by 100 feet in size (Hanson 2008).

The Skyline Stables facility has been modified since its establishment in the early 1960s to accommodate more horses in support of its operation as a boarding facility. Also, the addition of the HTWTP to the property in 1972 disrupted the original setting of the stables facility (Melosi, 2000; SFPUC, 2005).

Consequently, the Skyline Stables do not represent its period of significance, circa 1962; which is the date the stables were formally established. Moreover, the historic integrity of the stables has been compromised by alterations and modifications made as needed through the present day. Therefore, in consideration of all criteria, and the fact that the potential for eligibility under CRHR criteria is compromised by the loss of integrity needed for the facility to convey its significance, the Skyline Stables do not appear eligible for listing in the CRHR. As a result, the property is also not considered a historical resource for the purposes of CEQA.

⁶ See the *Regulatory Framework* section (5.4.2) for a listing and detailed explanation of the CRHR criteria.

Page 5.4-38 to 5.4-42 of the Draft EIR (within Section 5.4.4, *References*) has been revised as follows to include references consulted in response to **Comment [CR2]** (summarized in Section 3 of this document) and to change author name from an individual (Rasmussen) to an organization (San Mateo County) in one entry:

Clinton, Mary Jane. 1969. "A History of the Horsey Set," San Mateo Times, Supplement, July 25, 1969: 35A, 75-401; Clippings, 75-401: horses, horse racing, horse breeding. San Mateo County History Museum Archives, Redwood City, CA.

Fimrite, Peter. 2008. "Bay Meadows bids farewell to Bay Area." SF Gate. May 12, 2008. Available through http://articles.sfgate.com/2008-05-12/bay-area/17152495_1_bay-meadows-racing-horses. Accessed on June 22, 2010.

Fredricks, Darold E. 1989. San Bruno People and Places. The San Bruno History Association. San Bruno, California.

Khanh, Truong Phuoc. 2003. "Peninsula Towns See Equine Decline," San Jose Mercury News, January 5, 2003: 1B, 6B, 75-401; Clippings, 75-401: horses, horse racing, horse breeding. San Mateo County History Museum Archives, Redwood City, CA.

Midpeninsula Regional Open Space District. 2010. About Us – Our History. Available through http://www.openspace.org/about_us/our_history.asp. Accessed on June 23, 2010.

Postel, Mitchell P. 1988. Peninsula Portrait: A Pictorial History of San Mateo County. Windsor. Northridge, California.

Rasmussen, Terri. 1982. Horse/ Stable Permit. County of San Mateo Department of Environmental Management. Planning and Development Division. Document File No. SP 80-13. On file at the San Francisco Planning Department. File # PLN-1999-00395.

Rusmore, Jean. 2002. Bay Area Ridge Trail: Ridgetop Adventures Above San Francisco Bay. Wilderness Press. Berkeley, California.

San Francisco Public Utilities Commission (SFPUC). 1946-1998 Aerial Photograph Photo File 2166360.5. On file at the SFPUC Archives, Records of the Office of the General Manager. San Francisco, California.

_____. 2004. Peninsula Watershed Management Plan (PWMP). Final. Updated: January 11, 2008. Available: <http://www.sfwater.org/Files/Reports/3-Env_Set_Impacts.pdf>. Accessed: June 23, 2010.

San Mateo County. 1974. San Mateo County Zoning Hearing Officer Meeting, March 1, 1974. Document File No. SP 80-13.. File # PLN 1999-00395. San Mateo County Department of Environmental Management. Planning and Development Division. On file at the San Francisco Planning Department, San Francisco, California.

San Mateo County. 1982. Application for Stable/Horse Permit. October 31, 1982. Document File No. SP 80-13. File # PLN 1999-00395. San Mateo County Department of Environmental Management. Planning and Development Division. On file at the San Francisco Planning Department, San Francisco, California.

Shoecraft, Don. 1988. The History of San Bruno: The Crossroads Community. City of San Bruno 75th Anniversary Committee. San Bruno, California.

Svanevik, Michael and Shirley Burgett. 2009. "In the late 1800s, Peninsula horses Were Tops." Daily News, January 17, 2009: 6-7. 75-401: Clippings, 75-401: horses, horse racing, horse breeding. San Mateo County History Museum Archives, Redwood City, CA.

U.S. Department of the Interior. 1998. How to Apply the National Register Criteria for Evaluation. National Register of Historic Places. National Park Service, Cultural Resources. Washington, D.C.

5.5 Transportation and Circulation

Page 5.5-2 of the Draft EIR (within Section 5.5.1, *Setting*, subheading *Local and Site Access*) has been revised as follows in response to **Comment [T2]** (summarized in Section 3 of this document) to correct the designation of Helen Drive:

Helen Drive is a residential street that connects Junípero Serra County Park and Magnolia Avenue. Helen Drive serves as the secondary access route to the HTWTP site near the intersection of Helen Drive and Brookside Lane (**Figure 5.5-1**). In the vicinity of the project area, Helen Drive is a two-lane roadway with one lane and on-street parking in each direction. The street is approximately 38 feet wide including curbside parking. Helen Drive is designated as a ~~Principal~~ Minor Arterial between Larkspur Drive and Magnolia Avenue in the City of Millbrae General Plan. In the vicinity of the project area, the speed limit on Helen Drive is 25 mph.

Page 5.5-3 of the Draft EIR (within Section 5.5.1, *Setting*, subheading *Local and Site Access*) has been revised as follows in response to **Comment [T2]** (summarized in Section 3 of this document) to correct the name of Hillcrest Boulevard:

Hillcrest ~~Boulevard~~Avenue is an east-west residential street that extends from I-280 to El Camino Real. Hillcrest ~~Boulevard~~Avenue is a two-lane roadway with one lane in each direction (**Figure 5.5-1**). The street is approximately 34 feet wide including curbside parking. Hillcrest ~~Boulevard~~Avenue has an on-ramp to southbound I-280 and an off-ramp from northbound I-280 via the Millbrae Avenue exit. Hillcrest ~~Boulevard~~Avenue is designated as ~~an~~ a Minor Arterial Road in the City of Millbrae General Plan. In the vicinity of the project area, the speed limit on Hillcrest ~~Boulevard~~Avenue is 25 mph.

Page 5.5-3 of the Draft EIR (within Section 5.5.1, *Setting*, subheading *Truck Routes*) has been revised as follows, as a staff initiated text change, to delete information about proposed truck routes because the information pertains to the proposed project and accordingly is included in Chapter 3, *Project Description*; and does not belong in the setting section which describes the existing conditions of the local roadways.

Truck Routes

~~As described in Section 3.6.4, *Site Access and Project Workforce*, primary construction access to the project area would be from I-280 and onto Crystal Springs Road, which is the primary entrance to the HTWTP site. Construction truck traffic, deliveries, and most vehicles would enter and exit the site through the primary entrance on Crystal Springs Road....”~~

5.7 Air Quality

Page 5.7-19 of the Draft EIR (within Section 5.7.2, *Regulatory Framework*, subheading *Local Regulations, Bay Area Air Quality Management District*), the third paragraph has been revised as follows, as a staff initiated text change, to reflect adoption of new CEQA Air Quality Guidelines in June 2010:

~~The BAAQMD is currently in the process of adopting~~ adopted new BAAQMD CEQA Air Quality Guidelines in June 2010 (June 2010 guidelines). The ~~proposed draft June 2010~~ guidelines include quantitative CEQA significance thresholds for construction-related emissions of criteria pollutants, precursors, and ~~and~~ toxic air contaminants (TACs), and operations-related GHGs (BAAQMD, 20102009a, and 2009b). ~~The BAAQMD has not yet adopted these guidelines or quantitative significance thresholds for construction-related emissions, although the BAAQMD expects to adopt new guidelines in 2010.~~

Page 5.7-20 of the Draft EIR (within Section 5.7.2, *Regulatory Framework*, subheading *Local Regulations, Bay Area Air Quality Management District*), the third paragraph under *Clean Air Plan* has been revised as follows, as a staff initiated text change, to reflect recent updates in June 2010 of the Bay Area Clean Air Plan:

~~The BAAQMD adopted the most recent update of the CAP was previously updated~~ on December 20, 2000. The 2000 CAP includes included a review of control strategies to ensure that “all feasible measures” to reduce ozone are

incorporated into the CAP. In addition, the 2000 CAP ~~updates~~ updated the District's emission inventory, ~~provides~~ provided an estimate of emission reductions resulting from the CAP, and ~~assesses~~ assessed air quality trends within the region. The triennial update to the 2000 CAP is found in the Bay Area 2005 Ozone Strategy, discussed below.

The BAAQMD adopted the most recent update of the CAP on June 2, 2010 (BAAQMD, 2010). The primary goals of the 2010 Bay Area Clean Air Plan (CAP) are to:

- Attain air quality standards;
- Reduce population exposure and ~~protecting~~ protect public health in the Bay Area; and
- Reduce greenhouse gas emissions and protect the climate.

Page 5.7-21 of the Draft EIR (within Section 5.7.2, *Regulatory Framework*, subheading *Local Regulations, Bay Area Air Quality Management District*), the discussion under *2009 Clean Air Plan* has been revised as follows, as a staff initiated text change, to reflect recent release of the 2010 Bay Area Clean Air Plan:

2009 Bay Area Clean Air Plan

~~Currently, the~~ The BAAQMD is in the process of updating the Bay Area 2005 Ozone Strategy and has begun preparation of the 2009 has released the 2010 Bay Area Clean Air Plan. The ~~2009~~ 2010 Bay Area Clean Air Plan will accomplish the following tasks:

- ~~Review progress in improving Bay Area air quality to date~~Update the Bay Area 2005 Ozone Strategy in accordance with the requirements of the California Clean Air Act to implement "all feasible measures" to reduce ozone.
- ~~Establish a control strategy including "all feasible measures" to achieve state ozone standards by the earliest practicable date and reduce transport of ozone precursors to neighboring air basins~~Consider the impacts of ozone control measures on particulate matter, air toxics, and greenhouse gases in a single, integrated plan.
- ~~Address ozone, particulate matter, air toxics, and greenhouse gas emissions in a single integrated plan.~~Review progress in improving air quality in recent years.
- ~~Establish emission control measures to be adopted or implemented in the 2009-2012 timeframe.~~

Page 5.7-26 of the Draft EIR (within Section 5.7.3, *Impacts*, subheading Approach to Analysis), the first two paragraphs have been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Approach to Analysis

The BAAQMD recently updated their 1999 CEQA Air Quality Guidelines (BAAQMD, 1999) by adopting, on June 2, 2010, significance thresholds for criteria air pollutants, odors, and health risks during project operation and construction, as well as for GHG emissions during project operation (BAAQMD, 2010). The revised CEQA Air Quality Guidelines include significance thresholds, assessment methodologies, and mitigation strategies for criteria pollutant and GHG emissions. According to the BAAQMD, the recently adopted thresholds of significance for criteria air pollutants, GHGs, and health risks are only intended to apply to environmental analyses that have begun on or after June 2, 2010; and thresholds pertaining to the health risks to sensitive receptors are only intended to apply to environmental analyses begun on or after January 1, 2011. Even though the environmental analysis of the proposed project began well in advance of June 2, 2010, the analysis in this EIR conservatively relies on the recently adopted assessment methodologies, significance thresholds, and mitigation strategies. An evaluation of potential impacts under both the prior guidelines and the recently adopted June 2010 guidelines is provided; however, the mitigation identified is based on the more stringent and comprehensive June 2010 guidelines and applies to impacts identified under both the prior guidelines and the adopted 2010 guidelines.

Air quality impacts related to criteria pollutants, toxic air contaminants, and greenhouse gases were evaluated in accordance with ~~current prior and draft June 2010 guidelines~~ BAAQMD-CEQA Guidelines (BAAQMD, 2010/1999, 2009a, 2009b). The analysis of potential project-related air quality impacts includes evaluation of both construction and operational conditions. ~~As the draft guidelines have not been adopted and are still subject to ongoing public comment, these guidelines may not be adopted in their current form or may not be adopted at all. The initial phase of analysis of potential project-related air quality impacts was conducted before adoption of the June 2010 guidelines, and considered impacts both under the then-current BAAQMD CEQA Guidelines and the proposed BAAQMD CEQA Guidelines. Nevertheless, to provide a conservative impact determination, this~~ This document analyzes the project under ~~both the current and draft guidelines and~~ discloses potential impacts under both the prior and the recently adopted June 2010 guidelines.

~~Until and unless new guidelines are adopted by the BAAQMD, the~~ The analysis using the ~~current June 2010 BAAQMD-CEQA G~~guidelines provides the basis of disclosure about potential significant impacts for this EIR and provides the basis for the EIR's ultimate impact determinations, including any less-than-significant conclusions. ~~If the BAAQMD adopts new guidelines prior to the SFPUC decision whether to approve the proposed project,, then the impact determinations under the new guidelines shall control along with corresponding mitigation measures.~~

Page 5.7-26 to 5.7-27 of the Draft EIR (within Section 5.7.3, *Impacts*, subheading *Approach to Analysis*), under *Criteria Pollutants* have been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Criteria Pollutants

The ~~current~~ prior BAAQMD CEQA Guidelines indicated that the significance of a project's impact during construction should be evaluated based on the effectiveness of proposed measures to reduce construction-related emissions (e.g., whether control measures are implemented as part of construction). For example, if appropriate mitigation measures ~~are~~ were implemented for each project to control PM₁₀ emissions, the BAAQMD ~~considers~~ considered potentially significant project-related and cumulative impacts to be less than significant.

The ~~current~~ prior BAAQMD CEQA Guidelines provided thresholds of significance for criteria pollutant emissions, TACs, odors, accidental releases, and cumulative impacts associated with project operation (BAAQMD, 1999). According to the ~~current~~ prior BAAQMD thresholds of significance, the proposed project would result in a significant impact if it were to produce operational emissions of criteria pollutants as follows: more than 15 tons per year of ROGs, 15 tons per year of NO_x, 15 tons per year of PM₁₀, or exceed the NAAQS or CAAQS for CO (9 ppm 8-hour average, 20 ppm 1-hour average).

~~However, water~~ Water storage, transmission, and treatment facilities are not typical sources of "traditional" air pollution emissions. Therefore, the EIR qualitatively analyzes direct and secondary emissions associated with operation of project facilities.

The BAAQMD includes construction ozone emissions in its regional emission inventory, and does not expect construction emissions to impede attainment or maintenance of ozone standards in the Bay Area. However, any project that results in an individual air quality impact is also considered a cumulative air quality impact. If there is no individual significant air quality impact, then the cumulative determination is based on the consistency of the project with the local general plan and the consistency of that general plan with pertinent air quality plans. The cumulative air quality impacts of the proposed project are addressed in Section 6.2, *Cumulative Impacts*, in Chapter 6, *Other Topics Required by CEQA*.

The BAAQMD ~~has proposed~~ adopted new quantitative thresholds of significance for construction- and operations-related emissions of criteria pollutants in June 2010 (BAAQMD, 2010). In anticipation of the ~~potential future~~ adoption of these proposed new BAAQMD CEQA quantitative thresholds of significance, this Draft EIR provides a quantitative analysis using these ~~draft~~ thresholds, in addition to the analysis using the prior BAAQMD CEQA guidelines. Under the June 2010 BAAQMD thresholds of significance, According to the draft BAAQMD thresholds of significance, the proposed project would result in a significant impact if it were to:

- Produce construction-related emissions of criteria pollutants as follows: more than 54 pounds (lbs)/day of ROG_s or NO_x, 54 lbs/day of PM_{2.5} (exhaust emissions only), or 82 lbs/day of PM₁₀ (exhaust emissions only). ~~Construction emissions of fugitive dust are proposed to be analyzed in the same manner as the current guidelines (e.g., implementation of BMPs would lower impact to a less than significant level).~~
- Produce operations-related emissions of criteria pollutants as follows: more than 54 lbs/day or 10 tons/year of ROG_s or NO_x, 54 lbs/day or 10 tons/year of PM_{2.5}, or 82 lbs/day or 15 tons/year of PM₁₀.

The adopted June 2010 guidelines also recommend the use of best management practices (BMPs) to control and mitigate construction-related emissions of fugitive dust (PM₁₀ and PM_{2.5}). Inclusion of these best management practices, identified in Mitigation Measure AIR-1, would reduce fugitive dust emissions from construction activities to a less-than-significant level (BAAQMD, 2010).

Pages 5.7-27 to 5.7-28 of the Draft EIR (within Section 5.7.3, *Impacts*, subheading *Approach to Analysis*), the discussion under *Toxic Air Contaminants* has been revised as follows, as a staff initiated text change, to reflect adoption of new CEQA Air Quality Guidelines in June 2010:

According to the ~~current~~ applicable BAAQMD thresholds of significance (BAAQMD, 1999), the proposed project would result in a significant impact if it were to:

- Result in an increased cancer risk for a person with maximum exposure potential by greater than 10 in 1 million or a non-cancer HI more than 1 for either acute or chronic exposure.

The ~~draft~~ June 2010 guidelines (BAAQMD, 2009a) ~~would do~~ not change the threshold for evaluation of TACs relevant to cancer and non-cancer risks for the proposed project. However, the ~~draft~~ recently adopted guidelines add a threshold for exhaust PM_{2.5} concentration. ~~Thus, if the draft guidelines were adopted in their current form~~ Under the newly adopted guidelines, the proposed project's construction or operational emissions would result in a significant impact if it were to:

- Result in an increased cancer risk for a person with maximum exposure potential by greater than 10 in 1 million or a non-cancer HI more than 1 for either acute or chronic exposure (same as ~~current~~ prior guidelines).
- Result in an ambient annual average increase in PM_{2.5} concentration greater than 0.3 µg/m³.

The ~~draft~~ June 2010 guidelines also include thresholds for the evaluation of cumulative TAC emissions; these are discussed in Section 6.2, *Cumulative Impacts*, in Chapter 6, *Other Topics Required by CEQA*.

Page 5.7-28 of the Draft EIR (within Section 5.7.3, *Impacts*, subheading *Approach to Analysis*), the discussion under *Greenhouse Gas Emissions*, first paragraph, second sentence has been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Greenhouse Gas Emissions

The air quality impact from project-related GHG emissions during construction were assessed by quantifying the direct emissions from off-road, on-road, and stationary equipment and comparing them to the 2004 state-wide inventory. The EIR also quantifies operational GHG emissions, including analysis of emissions against the ~~proposed draft~~ June 2010 BAAQMD thresholds of significance.

Page 5.7-29 of the Draft EIR (within Section 5.7.3, *Impacts*, subheading *Approach to Analysis, Greenhouse Gas Emissions*), the second and third paragraphs on this page have been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

The ~~draft~~ June 2010 BAAQMD thresholds of significance in the June 2010 guidelines do not include a construction GHG threshold at this time because BAAQMD has not identified sufficient evidence to determine a level at which construction emissions are significant (BAAQMD, ~~2010-2009b~~). The ~~draft~~ June 2010 guidelines recommend a case-by-case consideration of construction GHG emissions and encourage project applicants to implement construction GHG reduction strategies and BMPs where feasible. Potential BMPs identified by the BAAQMD may include, but are not limited to, the following: using alternative fueled (e.g., biodiesel, electric) construction vehicles/equipment of at least 15 percent of the fleet; using local building materials of at least 10 percent; and recycling or reusing at least 50 percent of construction waste or demolition materials. ~~plans to develop a list of best management practices, to provide lead agencies with strategies that reduce greenhouse gas emissions from construction.~~

The ~~draft BAAQMD CEQA June 2010~~ June 2010 ~~G~~ guidelines recommend thresholds for land-use and stationary source projects. As an existing water treatment plant, the proposed project does not readily fit into BAAQMD's proposed land use categories. The majority of operational emissions from the project result from employee commute trips, which are area source emissions (not stationary source) because they occur off-site over a large area. Emissions would occur from the new backup generator (a stationary source), but these emissions are anticipated to be minor compared to emissions resulting from employee commuting. Additional potential stationary emission sources include replacement emergency power generators, replacement ozone generators, and replacement ozone diffusers; however, it is anticipated that replacement equipment would result in fewer emissions than existing equipment (and all new equipment would be subject to BAAQMD permit requirements). Despite the lack of direct applicability, the EIR compares the project's emissions against the ~~draft~~ June 2010 land-use project GHG operational emissions threshold of 1,100 MT of CO₂e/year.

Page 5.7-30 to 5.7-35 of the Draft EIR (within Section 5.7.3, *Impacts*, subheading *Impact Analysis*), the impact title, summary tables, and text for Impact AIR-1 have been revised

as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010. A couple of short paragraphs that have not text revisions have been included for context. Additionally, Tables 5.7-4, 5.7-5, 5.7-6, and 5.7-7 have been moved to the end of the impact discussion to improve readability. Only the tables that have been revised are included below:

Impact AIR-1: Construction emissions of criteria pollutants (All project components: PSM, under ~~current~~ prior BAAQMD CEQA Guidelines; All project components: SU, under ~~draft~~ June 2010 BAAQMD CEQA Guidelines)

Current <u>Prior</u> BAAQMD CEQA Guidelines	
Project Component	Impact Assessment
Treated Water Reservoirs	Potentially Significant, Mitigable
Treatment Process and Chemical Storage Facilities	Potentially Significant, Mitigable
Site Improvements	Potentially Significant, Mitigable

Draft <u>June 2010</u> BAAQMD CEQA Guidelines	
Project Component	Impact Assessment
Treated Water Reservoirs	Significant and Unavoidable
Treatment Process and Chemical Storage Facilities	Significant and Unavoidable
Site Improvements	Significant and Unavoidable

All Project Components

Construction of the proposed project would result in the temporary generation of emissions of ROG, NO_x, CO, PM₁₀, and PM_{2.5} that would result in short-term impacts on ambient air quality in the study area. Emissions would originate from mobile and stationary construction equipment exhaust, employee vehicle exhaust, dust from slope stabilization activities and the demolition of structures, exposed soil eroded by wind, and ROG from architectural coatings (e.g., evaporative emissions from paint) and asphalt paving. Construction-related emissions would vary substantially depending on the level of activity, length of the construction period, specific construction operations, types of equipment, number of personnel, wind and precipitation conditions, and soil moisture content (see **Table 5.7-4** and **Table 5.7-5**). Regardless, the air quality impact from construction activities would be temporary and limited to the approximately 4-year duration of project construction.

The SFBAAB has been in attainment since 1991 for regional CO; thus, BAAQMD has no ~~current or draft~~ thresholds for construction carbon monoxide emissions under June 2010 guidelines (BAAQMD, 2009b, 2010). The SFBAAB has been in attainment for the recent decades for regional SO₂, and BAAQMD thus has no ~~current prior or draft~~ June 2010 thresholds for construction SO₂ emissions (BAAQMD, 2009b, 2010). Consequently, impacts from construction emissions of CO and SO₂ would be less than significant and are not discussed further.

Prior 1999 BAAQMD CEQA Guidelines

Project construction would generate fugitive dust (including PM₁₀ and PM_{2.5}), primarily through excavation activities, soil management, haul truck trips, building demolition, and related construction worker commute trips (see **Table 5.7-4** and **Table 5.7-5**). Particulate matter emissions would vary daily depending on the level of activity, the specific operations, and the prevailing weather. The highest emissions of PM₁₀ in the form of dust from earthmoving activities would occur during the initial stage of the project when the sites undergo site preparation; fugitive PM₁₀ emissions range from 11 to 26 tons per year and 113 to 213 pounds per day. Per the ~~current prior~~ BAAQMD CEQA Guidelines, generation of fugitive dust emissions during construction could result in a potentially significant impact on air quality by contributing to regional PM concentrations unless BMPs are implemented. The ~~current prior~~ BAAQMD CEQA Guidelines consider a project's construction-related PM impacts on air quality to be mitigated to less-than-significant levels if BAAQMD-recommended dust control and exhaust measures are implemented. Therefore, implementation of **Mitigation Measure AIR-1a**, which requires that the project contract specifications include the BAAQMD's ~~current~~ dust ~~and exhaust~~ control procedures (under June 2010 guidelines), would ensure that the project stays in compliance with BAAQMD requirements for PM, and which would also mitigate this potential impact on air quality to a less-than-significant level.

Construction equipment and vehicles (e.g., heavy equipment and delivery/haul trucks, worker commute vehicles, air compressors, and generators) would also emit ozone precursors, specifically, ROG and NO_x. ~~However, current Prior~~ BAAQMD CEQA Guidelines do not require quantification of air pollutant emissions for construction activities. Construction ozone precursors are already included in the BAAQMD regional inventories and as such would not conflict with or obstruct implementation of the *Bay Area Clean Air Plan, 2001 Ozone Attainment Plan, or 2005 Ozone Strategy*. Consequently, ~~based on current BAAQMD CEQA Guidelines,~~ the impact of construction ozone precursor emissions on air quality would be less than significant under prior BAAQMD CEQA Guidelines with implementation of **Mitigation Measure AIR-2**, which requires that the project contract specifications include the BAAQMD's current exhaust control procedures (under June 2010 guidelines).

Adopted June 2010 BAAQMD CEQA Guidelines

As stated above, under prior CEQA guidelines, construction-related PM emissions would be potentially significant ~~and~~, mitigable, and construction-related ozone precursor emissions would be less than significant without mitigation, because the prior CEQA guidelines in accordance with the current BAAQMD CEQA Guidelines, which do not require quantification of construction-related emissions. However, ~~in anticipation of the adoption of new BAAQMD CEQA Guidelines~~ for assessing the significance of construction-related emissions under the adopted June 2010 guidelines, this Draft EIR provides a quantitative analysis of the project's construction emissions to determine whether they would exceed the BAAQMD's ~~draft June 2010~~ thresholds of significance. To assess a possible worst-case scenario with regard to air quality impacts (as described below), annual project-generated

construction-related emissions of criteria air pollutants and ozone precursors were modeled in accordance with BAAQMD-recommended methodologies, and were based on project specifications (e.g., amount and type of equipment) described in Chapter 3, *Project Description* (Section 3.6, *Project Construction*), as well as BAAQMD-recommended default settings and parameters attributable to the activity period and site location (e.g., fugitive dust emission rates and construction equipment and vehicle emission rates).

Tables 5.7-4 and 5.7-5 summarize the modeled project-generated unmitigated construction-related emissions of each criteria air pollutant and precursor. **Table 5.7-5** shows average daily emissions for construction activity. This estimate was developed by averaging the total construction emissions over the construction duration and represents average daily conditions; however, there may still be days when daily emissions are higher than the average conditions if construction is at peak intensity for several project components on the same day.

Fugitive Dust Emissions

~~In accordance with the June 2010 guidelines, if the draft guidelines (or similar guidance) are adopted by the BAAQMD, generation of fugitive dust emissions during construction the project's PM emissions would be significant if BMPs to control fugitive dust are were not implemented for fugitive dust or if exhaust PM emissions exceed the PM₁₀ or PM_{2.5} quantitative thresholds. As a result, project impacts on air quality from fugitive dust would be significant but would be mitigated to a less-than-significant level with implementation of **Mitigation Measure AIR-1b**, which requires that the project contract specifications include the June 2010 BAAQMD basic dust control procedures and additional dust control procedures for the same reasons discussed above for the current guidelines.~~

Exhaust Emissions

~~Per the June 2010 guidelines, generation of emissions during construction would be significant if BMPs were not implemented for fugitive dust or if exhaust emissions exceed the ROG, NO_x, PM₁₀ or PM_{2.5} quantitative thresholds. As shown in **Tables 5.7-4 and 5.7-5** the project's annual or daily exhaust emissions would not exceed the draft June 2010 thresholds for PM₁₀ or PM_{2.5}, and thus exhaust emissions would be less than significant under the proposed draft June 2010 guidelines.~~

~~Based on the analysis above, construction~~ Construction-related ozone precursor emissions would be below the most recent draft June 2010 BAAQMD significance thresholds for ROG_s but would exceed the draft June 2010 thresholds for NO_x. Therefore, ~~if these draft guidelines were adopted,~~ this impact on air quality from NO_x emissions would be significant. Based on this analysis, the project's daily construction-related emissions of NO_x would need to be reduced by 85 percent to meet the draft June 2010 BAAQMD threshold. Feasible BAAQMD exhaust controls identified in **Mitigation Measure AIR-2 and Mitigation Measure AIR-3** would reduce NO_x emissions by an estimated 20 to 30 percent, but would still be insufficient to reduce the project's worst-case or

average construction-related emissions of NO_x to below the ~~draft~~ June 2010 BAAQMD thresholds.

Tables 5.7-6 and 5.7-7 summarize the estimated mitigated construction-related emissions of each criteria air pollutant and precursor. As above, annual and average daily emissions are presented. These estimates were developed using off-road equipment, fleet-wide percent reductions for each criteria pollutant recommended by BAAQMD as a result of implementing **Mitigation Measures AIR-1b** and **AIR-32**. These estimated reductions are 20 percent for NO_x, 45 percent for PM₁₀ and PM_{2.5} exhaust, and 50 percent for PM₁₀ and PM_{2.5} dust (BAAQMD, 2010 ~~2009~~).

Other potential mitigation options that the SFPUC has deemed infeasible for this project include alternative scheduling to reduce daily emissions and avoid overlapping construction and widespread use of electricity for construction equipment (~~beyond that identified in **Mitigation Measure AIR-2**~~). Given the many different project components and the need for project completion to achieve the seismic reliability goals, any schedule adjustments to avoid overlapping schedules would not only delay achievement of project goals (placing the water system at risk), but would also extend the overall duration of construction impacts. While grid power would be used where feasible per **Mitigation Measure AIR-2**, some of the project work sites may be too distant from existing power sources and would require the use of equipment that is not suited to electrification (e.g., heavy-duty off-road construction equipment such as graders and backhoes).

Therefore, ~~if the proposed draft~~ in accordance with the June 2010 BAAQMD thresholds ~~are adopted~~, construction-related emissions of NO_x would be considered a potentially *significant and unavoidable* impact on air quality.

Table 5.7-5. Average Unmitigated Construction Emissions of Criteria Pollutants by Project Component (pounds per day)

Project Component	Year	ROG	NO _x	CO	SO ₂	PM ₁₀		PM _{2.5}	
						dust	exhaust	dust	Exhaust
Treated Water Reservoirs	2011	8.38	75.83	31.86	0.00	51.24	3.21	10.70	2.96
	2012	9.50	85.20	36.51	0.00	65.20	3.51	13.62	3.23
	2013	9.58	84.24	37.85	0.00	67.89	3.53	14.18	3.25
Treatment Process and Chemical Storage Facilities	2011	9.78	82.79	40.23	0.00	42.18	3.92	8.81	3.60
	2012	7.96	66.69	33.91	0.00	50.18	3.04	10.48	2.80
	2013	8.22	71.21	34.67	0.00	62.66	3.08	13.09	2.84
	2014	8.15	68.16	34.88	0.00	61.95	2.86	12.94	2.63
Site Improvements (pipelines, roads, slope stability, erosion control)	2011	18.83	162.83	74.38	0.00	74.76	7.28	15.61	6.70
	2012	18.02	151.06	71.73	0.00	75.00	6.63	15.66	6.10
	2013	18.76	153.15	75.74	0.00	81.90	6.68	17.10	6.15
	2014	14.44	110.15	57.64	0.00	51.47	5.01	10.75	4.61
Truck Trips and Worker Commutes ²	2011	4.72	44.91	132.27	0.21	0.99	1.68	0.35	1.55
	2012	4.00	35.58	120.77	0.20	0.96	1.38	0.34	1.27
	2013	3.87	34.38	114.18	0.21	0.99	1.36	0.35	1.25
	2014	0.92	7.93	27.45	0.05	0.26	0.32	0.09	0.30
Total for all project components	2011	41.70	366.35	278.74	0.21	169.17	16.09	35.47	14.81
	2012	39.47	338.52	262.92	0.20	191.35	14.56	40.10	13.40
	2013	40.43	342.97	262.44	0.21	213.45	14.65	44.72	13.48
	2014	23.50	186.25	119.96	0.05	113.68	8.19	23.78	7.53
<i>Draft June 2010 BAAQMD Thresholds</i>		54	54	NA	NA	NA	82 ³	NA	54 ³

¹ Daily emissions were calculated, using the URBEMIS air quality model, or each project component for each year using the following equation: emissions (tons per year from **Table 5.7-4**) x 2,000 (pounds per ton) / duration of construction activity (work days). The duration of construction activity in work days for each year is as follows: 2011 – 196 days (all components); 2012 – 261 days (all components); 2013 – 261 days (treated water reservoirs and truck trips) and 239 days (treatment process and chemical storage facilities and site improvements); 2014 – 195 days (all components).

² Emissions estimated assuming an average round trip distance of 25 miles for all truck trips and worker commute trips.

³ PM thresholds only apply to exhaust emissions. Fugitive dust PM is addressed through application of BMPs.

Source: URBEMIS, 2007. NA=Not Applicable

Table 5.7-6. Mitigated Construction Emissions of Criteria Pollutants by Project Component (tons per year) ¹

Project Component	Year	ROG	NO _x	CO	SO ₂	PM ₁₀		PM _{2.5}	
						dust	exhaust	dust	exhaust
Treated Water Reservoirs	2011	0.82	5.95	3.12	0.00	2.51	0.17	0.52	0.16
	2012	1.24	8.89	4.76	0.00	4.25	0.25	0.89	0.23
	2013	1.25	8.79	4.94	0.00	4.43	0.25	0.93	0.23
Treatment Process and Chemical Storage Facilities	2011	0.96	6.49	3.94	0.00	2.07	0.21	0.43	0.19
	2012	1.04	6.96	4.43	0.00	3.27	0.22	0.68	0.20
	2013	0.98	6.81	4.14	0.00	3.74	0.20	0.78	0.19
	2014	0.79	5.32	3.40	0.00	3.02	0.15	0.63	0.14
Site Improvements (pipelines, roads, slope stability, erosion control)	2011	1.85	12.77	7.29	0.00	3.66	0.39	0.77	0.36
	2012	2.35	15.77	9.36	0.00	4.89	0.48	1.02	0.44
	2013	2.24	14.64	9.05	0.00	4.89	0.44	1.02	0.40
	2014	1.41	8.59	5.62	0.00	2.51	0.27	0.52	0.25
Truck Trips and Worker Commutes	2011	0.46	4.40	12.96	0.02	0.10	0.16	0.03	0.15
	2012	0.52	4.64	15.76	0.03	0.13	0.18	0.04	0.17
	2013	0.50	4.49	14.90	0.03	0.13	0.18	0.05	0.16
	2014	0.09	0.77	2.68	0.01	0.03	0.03	0.01	0.03
Total for All Project Components	2011	4.09	29.60	27.32	0.02	8.34	0.94	1.76	0.87
	2012	5.15	36.27	34.31	0.03	12.55	1.13	2.64	1.04
	2013	4.98	34.73	33.03	0.03	13.20	1.07	2.77	0.99
	2014	2.29	14.68	11.70	0.01	5.55	0.45	1.16	0.42

¹ Mitigated emissions were estimated using fleet-wide percent reductions of 20 percent for NO_x, 45 percent for PM₁₀ and PM_{2.5} exhaust, and 50 percent for PM₁₀ and PM_{2.5} dust for off-road equipment (BAAQMD, 2009a). These reductions would result from implementation of Mitigation Measures AIR-1 and AIR-24b and AIR-3.

Source: URBEMIS, 2007; BAAQMD, 2010. NA=Not Applicable

Table 5.7-7. Average Mitigated Construction Emissions of Criteria Pollutants by Project Component (pounds per day)¹

Project Component	Year	ROG	NO _x	CO	SO ₂	PM ₁₀		PM _{2.5}	
						dust	exhaust	dust	Exhaust
Treated Water Reservoirs	2011	8.38	60.67	31.86	0.00	25.62	1.77	5.35	1.63
	2012	9.50	68.16	36.51	0.00	32.60	1.93	6.81	1.78
	2013	9.58	67.39	37.85	0.00	33.94	1.94	7.09	1.79
Treatment Process and Chemical Storage Facilities	2011	9.78	66.23	40.23	0.00	21.09	2.16	4.40	1.98
	2012	7.96	53.35	33.91	0.00	25.09	1.67	5.24	1.54
	2013	8.22	56.96	34.67	0.00	31.33	1.70	6.54	1.56
	2014	8.15	54.53	34.88	0.00	30.97	1.57	6.47	1.45
Site Improvements (pipelines, roads, slope stability, erosion control)	2011	18.83	130.26	74.38	0.00	37.38	4.01	7.81	3.68
	2012	18.02	120.84	71.73	0.00	37.50	3.64	7.83	3.35
	2013	18.76	122.52	75.74	0.00	40.95	3.67	8.55	3.38
	2014	14.44	88.12	57.64	0.00	25.74	2.75	5.37	2.53
Truck Trips and Worker Commutes ²	2011	4.72	44.91	132.27	0.21	0.99	1.68	0.35	1.55
	2012	4.00	35.58	120.77	0.20	0.96	1.38	0.34	1.27
	2013	3.87	34.38	114.18	0.21	0.99	1.36	0.35	1.25
	2014	0.92	7.93	27.45	0.05	0.26	0.32	0.09	0.30
Total for all project components	2011	41.70	302.06	278.74	0.21	85.08	9.61	17.91	8.84
	2012	39.47	277.93	262.92	0.20	96.16	8.63	20.22	7.94
	2013	40.43	281.26	262.44	0.21	107.22	8.67	22.54	7.98
	2014	23.50	150.58	119.96	0.05	56.97	4.65	11.93	4.28
<i>Draft June 2010 BAAQMD Thresholds</i>		54	54	NA	NA	NA	82 ²	NA	54 ²

¹ Mitigated emissions were estimated using fleet-wide percent reductions of 20 percent for NO_x, 45 percent for PM₁₀ and PM_{2.5} exhaust, and 50 percent for PM₁₀ and PM_{2.5} dust for off-road equipment (BAAQMD, 2009a). These reductions would result from implementation of Mitigation Measures AIR-1 and AIR-24b and AIR-3.

² PM thresholds only apply to exhaust emissions. Fugitive dust PM is addressed through application of BMPs.

Source: URBEMIS, 2007; BAAQMD ~~2010~~2009. NA=Not Applicable

Page 5.7-36 of the Draft EIR (within Section 5.7.3, *Impacts*, subheading *Impact Analysis, Construction Impacts*), the impact title and summary tables for *Impact AIR-2* have been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Impact AIR-2: Exposure to diesel particulate matter during construction (All project components: LS, under ~~current~~ prior BAAQMD CEQA Guidelines; PSM, under ~~draft~~ June 2010 BAAQMD CEQA Guidelines)

Current <u>Prior</u> BAAQMD CEQA Guidelines	
Project Component	Impact Assessment
Treated Water Reservoirs	Less than Significant
Treatment Process and Chemical Storage Facilities	Less than Significant
Site Improvements	Less than Significant

Draft <u>June 2010</u> BAAQMD CEQA Guidelines	
Project Component	Impact Assessment
Treated Water Reservoirs	Potentially Significant, Mitigable
Treatment Process and Chemical Storage Facilities	Potentially Significant, Mitigable
Site Improvements	Potentially Significant, Mitigable

Page 5.7-37 of the Draft EIR (within Section 5.7.3, *Impacts*, subheading *Impact Analysis, Construction Impacts, Impact AIR-2, All Project Components*), the first sentence of the first paragraph has been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

A risk of 1 in a million is considered insignificant by the ~~current~~ prior and ~~draft~~ June 2010 BAAQMD CEQA Guidelines, while a risk of 10 in a million would be significant (BAAQMD, 1999, 2009a, 2009b, 2010).

Page 5.7-38 of the Draft EIR (within Section 5.7.3, *Impacts*, subheading *Impact Analysis, Construction Impacts, Impact AIR-2, All Project Components*), the second full sentence of the first paragraph has been revised as follows, as a staff initiated text change, to accommodate reorganization of mitigation measures due to adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Mitigation Measure AIR-~~23~~ specifies that on-road diesel trucks used to transport spoils should be a model year of 2004 or newer.

Page 5.7-39 of the Draft EIR (within Section 5.7.3, *Impacts*, subheading *Impact Analysis, Construction Impacts, Impact AIR-2, All Project Components*), Table 5.7-8 and the first paragraph after the table have been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Table 5.7-8. Summary of Potential Worst-Case Health Risk from Haul and Delivery Truck Trips

Type and Location of Estimated Health Impact From Truck Haul Routes	Cancer Risk (per 1,000,000)	Chronic Hazard Index	Annual Average PM _{2.5} Concentration (ug/m ³)
Unmitigated Emissions			
Maximum exposed individual (Helen Drive)	0.21	<0.01	0.01
Meadows Elementary School	0.19	<0.01	0.01
Maximum exposed individual (Crystal Springs Road)	0.64	<0.01	0.04
Mitigated Emissions			
Maximum exposed individual (Helen Drive)	0.06	<0.01	<0.01
Meadows Elementary School	0.05	<0.01	<0.01
Maximum exposed individual (Crystal Springs Road)	0.17	<0.01	0.01
<i>Current Prior</i> BAAQMD Significance Threshold	>10	>1	NA
<i>Draft June 2010</i> BAAQMD Significance Threshold	>10	>1	>0.3

Source: ISCST3, CAL3QHCR.

The health risk screening analysis for haul and delivery trucks indicates that for the proposed project, unmitigated DPM emissions from haul and delivery trucks would result in a maximum health risk along Crystal Springs Road of 0.6 in a million, below the potentially significant “1 in a million” threshold and well below the significant “10 in a million” threshold under ~~current prior~~ and ~~draft June 2010~~ BAAQMD CEQA Guidelines. For all receptor locations assessed above, unmitigated DPM emissions from haul and delivery trucks would not exceed the ~~draft June 2010~~ threshold for annual average ambient PM_{2.5} concentration.

Page 5.7-40 of the Draft EIR (within Section 5.7.3, *Impacts*, subheading *Impact Analysis, Construction Impacts*), the last paragraph has been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

The DPM screening analysis results are presented in **Table 5.7-9**. The analysis determined that the potential levels of health risk to sensitive receptors as a result of unmitigated construction emissions are below the ~~current prior~~ and ~~draft June 2010~~ BAAQMD CEQA thresholds for cancer and non-cancer exposure and above the ~~draft June 2010~~ BAAQMD CEQA threshold for ambient increases in PM_{2.5} concentrations.

Page 5.7-41 of the Draft EIR (within Section 5.7.3, *Impacts*, subheading *Impact Analysis, Construction Impacts, Impact AIR-2, All Project Components*), Table 5.7-9 has been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Table 5.7-9. Summary of Potential Worst-Case Health Risk from Project Construction DPM Emissions at Nearby Receptors

Maximum Estimated Health Impact for Receptors Adjacent to Construction Activities (feet from construction) ¹	Cancer Risk (per 1,000,000)	Chronic Hazard Index	Annual Average PM _{2.5} Concentration (µg/m ³)
Unmitigated Emissions			
Sycamore Drive Residences (1,330)	6.46	0.11	0.52
Crystal Springs Road Residences (1,460)	6.59	0.12	0.53
Helen Drive Residences (1,370)	4.65	0.08	0.38
Meadows Elementary School (1,200)	6.36	0.11	0.51
Mitigated Emissions			
Sycamore Drive Residences (1,330)	3.57	0.06	0.29
Crystal Springs Road Residences (1,460)	3.64	0.06	0.29
Helen Drive Residences (1,370)	2.57	0.05	0.21
Meadows Elementary School (1,200)	3.51	0.06	0.28
Current Prior <u>BAAQMD Significance Threshold</u>	>10	>1	NA
Draft June 2010 <u>BAAQMD Significance Threshold</u>	>10	>1	>0.3

Source: ISCST3.

¹ The largest health risk occurs far from the site of most construction activity because emissions pass over most nearby receptors (located 13.5, 23.5, 43.5, and 43.5 meters below the main source of DPM for Sycamore Drive, Crystal Springs, Helen Drive, and Meadows Elementary School, respectively) and because worst-case screening meteorology was used in the modeling. However, health risks could potentially occur at each receptor within 1,500 feet of construction, because the construction sites vary in distance from different receptors.

Page 5.7-41 of the Draft EIR (within Section 5.7.3, *Impacts*, subheading *Impact Analysis, Construction Impacts*), the first bulleted item has been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

- It is likely that residences along Sycamore Drive and Crystal Springs Road would not be exposed to the largest health risks from DPM because the predominant daytime winds in the Bay Area are from west to east (BAAQMD, 2010 2009a), directing DPM eastward, away from these receptors.

Page 5.7-42 to 5.7-43 of the Draft EIR (within Section 5.7.3, *Impacts*, subheading *Impact Analysis, Construction Impacts, Impact AIR-2, All Project Components*), Table 5.7-10 and the text following have been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Table 5.7-10. Summary of Potential Worst-Case Health Risk from Project Construction and Haul Truck DPM Emissions at all Nearby Receptors

Maximum Estimated Health Impact for Receptors Adjacent to Construction Activities	Cancer Risk (per 1,000,000)	Chronic Hazard Index	Annual Average PM _{2.5} Concentration (µg/m ³)
Unmitigated Emissions			
Sycamore Drive Residences	6.46	0.11	0.52
Crystal Springs Road Residences	7.23	0.12	0.57
Helen Drive Residences	4.87	0.09	0.39
Meadows Elementary School	6.55	0.12	0.52
Mitigated Emissions			
Sycamore Drive Residences	3.57	0.06	0.29
Crystal Springs Road Residences	3.81	0.07	0.30
Helen Drive Residences	2.63	0.05	0.21
Meadows Elementary School	3.56	0.06	0.29
Current Prior BAAQMD Significance Threshold	>10	>1	NA
Draft June 2010 BAAQMD Significance Threshold	>10	>1	>0.3

Source: ISCST3; CAL3QHCR.

Based on the analysis above, unmitigated construction-related DPM emissions would not exceed the ~~current prior~~ and ~~draft June 2010~~ threshold for cancer and non-cancer risk, but would exceed the ~~draft June 2010~~ threshold for annual average ambient PM_{2.5} concentration at all receptor locations, which would represent a significant impact on air quality. Based on this analysis, the proposed project's daily construction-related DPM emissions would need to be reduced by approximately 47 percent to meet the ~~draft June 2010~~ BAAQMD PM_{2.5} threshold. BAAQMD ~~recommended~~ exhaust controls identified in **Mitigation Measure AIR-2** and additional exhaust controls identified in **Mitigation Measures AIR-3** would reduce DPM emissions from off-road equipment by an estimated 45 percent and reduce DPM emissions from on-road haul trucks by an estimated 89 percent, by minimizing idling and requiring PM exhaust controls. These mitigation measures would reduce the project's worst-case construction-related emissions of DPM to below the ~~draft June 2010~~ BAAQMD threshold for PM_{2.5} (ambient annual average concentration greater than 0.3 µg/m³), lowering DPM impacts at all receptor sites to less-than-significant levels. Mitigated construction-related DPM emissions would not exceed the ~~current prior~~ and ~~or~~

~~draft June 2010~~ threshold for cancer and non-cancer health risks at all receptor locations, representing a less-than-significant impact on air quality.

Based on this analysis, after implementation of **Mitigation Measures AIR-2 and AIR-3**, construction-related emissions of DPM would be less than significant under the ~~draft June 2010~~ guidelines.

Page 5.7-43 of the Draft EIR (within Section 5.7.3, *Impacts*, subheading *Impact Analysis, Construction Impacts*), the impact title and summary table for *Impact AIR-3* have been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Impact AIR-3: Generation of odors during project construction (All project components: LS, under ~~current prior~~ and ~~draft June 2010~~ BAAQMD CEQA Guidelines)

Current Prior and Draft June 2010 BAAQMD CEQA Guidelines	
Project Component	Impact Assessment
Treated Water Reservoirs	Less Than Significant
Treatment Process and Chemical Storage Facilities	Less Than Significant
Site Improvements	Less Than Significant

Page 5.7-44 of the Draft EIR (within Section 5.7.3, *Impacts*, subheading *Impact Analysis, Construction Impacts*), the impact title and summary table for *Impact AIR-4* have been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Impact AIR-4: Conflict between GHG construction emissions and any applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. (All project components: LS under ~~current prior~~ and ~~draft June 2010~~ BAAQMD CEQA Guidelines)

Current Prior and Draft June 2010 BAAQMD CEQA Guidelines	
Project Component	Impact Assessment
Treated Water Reservoirs	Less than Significant
Treatment Process and Chemical Storage Facilities	Less than Significant
Site Improvements	Less than Significant

Page 5.7-44 of the Draft EIR (within Section 5.7.3, *Impacts*, subheading *Impact Analysis, Construction Impacts*), the numbering of the second Table 5.7-10 has been corrected to Table 5.7-11 and the text referring to the table has been updated, as staff initiated text changes:

Table 5.7-1011 provides a summary of the total estimated CO₂e emissions from project construction, including CO₂, CH₄, and N₂O.

Table 5.7-4011. Total Estimated CO₂e Emissions during Construction (Metric Tons)

Construction Activity	Direct Emissions ¹
Treated Water Reservoirs	3,146
Treatment Process and Chemical Storage Facilities	3,286
Site Improvements (pipelines, roads, slope stability, erosion control)	7,474
Truck Trips ²	2,084
Construction Worker Trips ²	5,308
Total	21,297

¹ CO₂e emissions, which are GHG emissions, were estimated using CO₂ outputs from URBEMIS and CH₄ and N₂O emission factors from the California Climate Action Registry (2009). Construction of the proposed project would not encourage use of large amounts of electricity resources. Therefore, indirect construction-related GHG emissions would be minor.

² Emissions estimated assuming an average round trip distance of 25 miles for all truck trips and worker commute trips.

Source: URBEMIS, 2007; California Climate Action Registry, 2009.

Page 5.7-45 of the Draft EIR (within Section 5.7.3, *Impacts*, subheading *Impact Analysis, Construction Impacts, Impact AIR-4, All Project Components*), the last paragraph of the impact discussion has been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Neither ~~current prior~~ nor ~~draft June 2010~~ BAAQMD CEQA Guidelines specify a quantitative threshold for construction GHG emissions. Given the small amount of GHGs that would be emitted from the proposed project during construction (21,297 metric tons CO₂e), continuing implementation of GHG reduction actions by the City and County of San Francisco and SFPUC, additional GHG reduction actions that the SFPUC would implement as part of the WSIP (see Section 5.7.2, Regulatory Framework, above), and the lack of change between existing and future operation-related activities, the proposed project would not conflict with the state's goals of reducing GHG emissions to 1990 levels by 2020, or the City's GHG reduction goals established in the Greenhouse Gas Reduction Ordinance. Therefore, this potential impact would be less than significant under both the ~~current prior~~ and ~~draft June 2010~~ BAAQMD CEQA Guidelines.

Page 5.7-45 of the Draft EIR (within Section 5.7.3 subheading *Impact Analysis, Operational Impacts*), the impact title and summary table for *Impact AIR-5* have been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Impact AIR-5: Conflict with implementation of applicable regional air quality plans addressing criteria air pollutants and State goals for reducing emissions (All project components: LS, under ~~current prior~~ and ~~draft June 2010~~ BAAQMD CEQA Guidelines)

Current <u>Prior</u> and Draft <u>June 2010</u> BAAQMD CEQA Guidelines	
Project Component	Impact Assessment
Treated Water Reservoirs	Less than Significant
Treatment Process and Chemical Storage Facilities	Less than Significant
Site Improvements	Less than Significant

Page 5.7-47 of the Draft EIR (within Section 5.7.3 subheading *Impact Analysis, Operational Impacts, Impact Air-5*), the numbering of Tables 5.7-11 and 5.7-12 has been corrected to Tables 5.7-12 and 5.7-13 and the text referring to the tables has been updated, as staff initiated text changes). The paragraphs following newly numbered Table 5.7-13 have been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Tables 5.7-~~11~~12 and **5.7-~~12~~13** summarize maximum emissions from testing of the backup diesel generator and additional employee vehicle trips.

Table 5.7-~~11~~12. Annual Emissions of Criteria Pollutants (Above Baseline) from Project Operation

Equipment/Activity	ROG (tons/yr.)	NO_x (tons/yr.)	CO (tons/yr.)	PM₁₀ (tons/yr.)	PM_{2.5} (tons/yr.)
2MW Diesel-Powered Generator ¹	0.00011	0.0014	0.00039	0.00004	0.00004
Additional Worker Vehicle Trips ²	0.0423	0.0526	0.5168	0.1241	0.0226
<i>Current <u>Prior</u> BAAQMD Significance Threshold</i>	15	15	N/A	15	15
<i>Draft <u>June 2010</u> BAAQMD Significance Threshold</i>	10	10	N/A	15	10

¹ Assumes backup generators will be tested once per month, twelve months per calendar year: average of 50 hours per year.

² Assumes an additional 8 workers upon project completion.

Table 5.7-~~12~~13. Maximum Daily Emissions of Criteria Pollutants (Above Baseline) from Project Operation

Equipment/Activity	ROG (lbs/day)	NO_x (lbs/day)	CO (lbs/day)	PM₁₀ (lbs/day)	PM_{2.5} (lbs/day)
2MW Diesel-Powered Generator ¹	0.03	0.43	0.12	0.01	0.01
Additional Worker Vehicle Trips ²	0.232	0.288	2.832	0.68	0.124
<i>Current <u>Prior</u> BAAQMD Significance Threshold</i>	80	80	N/A	80	N/A
<i>Draft <u>June 2010</u> BAAQMD Significance Threshold</i>	54	54	N/A	82	54

¹ Assumes backup generators will operate a maximum of 8 hrs on the worst-case day.

² Assumes an additional 8 workers upon project completion.

~~Tables 5.7-11 and 5.7-12~~ indicates that increased operational activities for the project would not generate ROG, NO_x, PM₁₀ or PM_{2.5} emissions in excess of the prior or June 2010 BAAQMD yearly or daily thresholds and that increased operational activities for the project would not generate ROG, NO_x, CO, PM₁₀ or PM_{2.5} emissions in excess of the current BAAQMD yearly thresholds of 15 tons per year nor would operation of the project would not be otherwise inconsistent with the BAAQMD's *Clean Air Plan*, its *2001 Ozone Attainment Plan*, or its *Bay Area 2005 Ozone Strategy*. Therefore, since operation of the proposed project would not conflict with or obstruct implementation of applicable regional air quality plans addressing criteria air pollutants or state goals for reducing emissions, its potential impact on air quality would be less than significant.

As stated above Consequently, operations-related criteria emissions would be less than significant under the current prior and June 2010 BAAQMD CEQA Guidelines. However, in anticipation of the potential future adoption of draft new BAAQMD CEQA quantitative thresholds of significance for operations related emissions, this Draft EIR provides an analysis of the project's daily operational emissions to determine whether they would exceed the draft thresholds.

Tables 5.7-11 and 5.7-12 also indicate that in the worst case scenario (i.e. when the diesel generator is operating 8 hours per day and 8 workers are commuting to the site), increased operational activities for the project would not generate ROG, NO_x, CO, PM₁₀ or PM_{2.5} emissions in excess of the prior or draft June 2010 BAAQMD established annual or daily thresholds.

Therefore, the potential impact of the proposed project on air quality would be less than significant because operations-related emissions of the proposed project would be below the BAAQMD's prior and June 2010 thresholds and would not conflict with or obstruct implementation of applicable regional air quality plans addressing criteria air pollutants or state goals for reducing emissions.

Page 5.7-48 of the Draft EIR (within Section 5.7.3 subheading *Impact Analysis, Operational Impacts*), the impact title and summary table for *Impact AIR-6* have been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Impact AIR-6: Generation of odors from project operation (All project components: NI, under current prior and draft-June 2010 BAAQMD CEQA Guidelines)

Current <u>Prior and Draft June 2010</u> BAAQMD CEQA Guidelines	
Project Component	Impact Assessment
Treated Water Reservoirs	No impact
Treatment Process and Chemical Storage Facilities	No impact
Site Improvements	No impact

Page 5.7-49 of the Draft EIR (within Section 5.7.3 subheading *Impact Analysis, Operational Impacts*), the impact statement, summary table, and first paragraph following the table for *Impact AIR-7* have been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Impact AIR-7: Conflict between operational emissions and an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (Treated water reservoirs: NI; Treatment process and chemical storage facilities: LS; Site improvements: NI; under ~~current prior and draft June 2010~~ BAAQMD CEQA Guidelines)

Current Prior and Draft June 2010 BAAQMD CEQA Guidelines	
Project Component	Impact Assessment
Treated Water Reservoirs	No Impact
Treatment Process and Chemical Storage Facilities	Less than Significant
Distribution, Access, and Site Improvements	No Impact

As stated earlier, ~~neither the State nor the BAAQMD have~~ has not yet adopted a methodology or quantitative threshold that can be applied to evaluate the significance of an individual project's contribution to GHG emissions, such as those that exist for priority pollutants. As the CARB's early action measures and the California Energy Commission's GHG emission performance standard for local, publicly owned electric utilities become effective, the SFPUC would implement the measures as required to further reduce GHG emissions from operation of its facilities. ~~In addition, the~~ The BAAQMD has ~~proposed~~ adopted new quantitative thresholds of significance for operations-related emissions of ~~criteria pollutants~~ GHG emissions (BAAQMD, 2009b, 2010). ~~In anticipation of the potential adoption of proposed new BAAQMD CEQA Guidelines (including quantitative thresholds of significance) this~~ This Draft EIR conservatively analyzes GHG emissions using these ~~draft June 2010~~ draft June 2010 thresholds.

Page 5.7-50 of the Draft EIR (within Section 5.7.3 subheading *Impact Analysis, Operational Impacts, Impact Air-5*), the numbering of Table 5.7-13 has been corrected to Table 5.7-14 and the text referring to the table has been updated, as staff initiated text changes. The table has been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Table 5.7-~~13~~14 summarizes maximum CO₂e emissions from testing of the backup diesel generator and additional employee vehicle trips.

Table 5.7-4314. CO₂e Emissions (Above Baseline) from Project Operation

Equipment/Activity	CO ₂ e (metric tons/yr.)
2MW Diesel-Powered Generator ¹	0.12
Additional Worker Vehicle Trips ²	60.05
Total	60.16
<i>BAAQMD Draft 2009 June 2010 Land-Use Project Threshold</i>	<i>1,100</i>

¹ Assumes backup generators will be tested once per month, twelve months per calendar year: average of 50 hours per year.

² Assumes an additional 8 workers upon project completion.

Page 5.7-50 of the Draft EIR (within Section 5.7.3 subheading *Impact Analysis, Operational Impacts, Impact Air-5*), has been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Under the ~~proposed draft~~ June 2010 BAAQMD thresholds of significance for operations-related emissions, a project could have a significant impact on air quality if operations-related emissions were to exceed 1,100 MT of CO₂e per year for land-use projects. The proposed project does not readily fit into BAAQMD's proposed land use categories. Nonetheless, the EIR conservatively evaluates the project's operational emissions against the ~~draft~~ June 2010 land-use project GHG threshold since, similar to a land use project, the majority of operational emissions from the project result from employee commutes and not stationary sources. Based on the emissions analysis above, operations-related emissions would be well below the ~~draft~~ June 2010 BAAQMD significance threshold. Therefore, the operational GHG emissions would be less than significant under the ~~draft~~ June 2010 BAAQMD CEQA Guidelines, ~~if adopted~~.

Page 5.7-50 of the Draft EIR (within Section 5.7.3, *Impacts*, subheading *Impact Analysis, Mitigation Measures*), the introductory text to the *Mitigation Measures* section has been revised as follows to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010, to correct the inadvertent omission of some of the specific measures included in the new guidelines, and to explain the relationship of the mitigation measures to the newly adopted BAAQMD CEQA guidelines versus the prior guidelines, as staff initiated text changes:

Following are the mitigation measures identified in this section. Although air quality impacts are evaluated in accordance with both the prior and June 2010 BAAQMD CEQA guidelines, the mitigation measures below are based on the June 2010 guidelines because they ~~supereede~~ supersede and are more stringent than the mitigation measures identified in the prior guidelines. ~~Because air quality impacts have been evaluated in accordance with current and draft BAAQMD CEQA guidelines, the following mitigation measures include those recommended by both the current and draft guidelines.~~

Pages 5.7-50 to 5.7-54 of the Draft EIR (within Section 5.7.3, *References*), the mitigation measures have been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Mitigation Measure AIR-1: Implement BAAQMD dust control measures during construction (~~AIR-1a under current BAAQMD CEQA guidelines or AIR-1b under draft BAAQMD CEQA guidelines~~)

Mitigation Measure AIR-1a: Implement BAAQMD dust control measures during construction (under current BAAQMD CEQA Guidelines)

The SFPUC or its construction contractor shall implement the following BAAQMD recommended control measures to reduce PM emissions from construction activities. The SFPUC shall ensure the contract specifications include the following basic control measures and enhanced control measures, where applicable, and optional control measures, where feasible.

BAAQMD Basic Control Measures

- ~~All active construction areas shall be watered at least twice daily.~~
- ~~All trucks hauling soil, sand, and other loose debris shall be covered or all trucks shall be required to maintain at least 2 feet of freeboard on public roads.~~
- ~~All unpaved access roads, parking areas, and staging areas at construction sites shall either be paved, watered three times daily, or nontoxic soil stabilizers shall be applied.~~
- ~~All paved access roads, parking areas, and staging areas at construction sites shall be swept daily (with water sweepers).~~
- ~~If visible soil material is carried onto adjacent public streets, adjacent streets shall be swept daily (with water sweepers).~~

BAAQMD Enhanced Control Measures

- ~~All inactive construction areas (previously graded areas inactive for 10 days or more) shall be hydroseeded or nontoxic soil stabilizers shall be applied.~~
- ~~Exposed stockpiles (dirt, sand, etc.) shall be enclosed, covered, and watered, or nontoxic soil binders shall be applied.~~
- ~~As feasible, traffic speeds on unpaved roads shall be limited to 15 mph.~~
- ~~Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways.~~
- ~~Disturbed areas shall be replanted as quickly as possible.~~

BAAQMD Optional Control Measures

- ~~Wheel washers shall be installed for all exiting trucks operating on unpaved areas, or all trucks and equipment leaving unpaved areas of site shall be washed off.~~
- ~~Wind breaks shall be installed at windward side(s) of construction areas.~~
- ~~Excavation and grading activity shall be suspended when winds exceed 25 mph.~~

BAAQMD Basic Construction Mitigation Measures. Mitigation Measure AIR-1b: Implement BAAQMD dust control measures during construction (if draft BAAQMD CEQA Guidelines are adopted) If the draft BAAQMD CEQA Guidelines become effective prior to adoption of mitigation measures by the SFPUC at initial project approval, The SFPUC or its construction contractor shall implement the following BAAQMD-recommended basic control measures to reduce fugitive PM and exhaust emissions from construction activities (from Table 8-2 in the June 2010 BAAQMD CEQA Guidelines). The SFPUC shall ensure the contract specifications include the following basic control measures, where applicable, in contract specifications. ~~If adopted by the SFPUC, this measure shall supersede Mitigation Measure AIR-1a.~~

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- ~~Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.~~
- Post a publicly visible signage with the telephone number and person to contact at the SFPUC regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the BAAQMD shall also be visible to ensure compliance with applicable regulations.

BAAQMD Additional Construction Mitigation Measures. In accordance with the last bulleted item, above, the SFPUC will assign a designated project liaison responsible for coordinating a response to dust and air quality complaints during the construction phases of the project. The name and phone number of the liaison will be conspicuously posted at construction areas and on all advanced notifications to area residents. If a complaint is received, the project liaison will report the complaint to the environmental inspector, the SFPUC, and the contractor. This person will coordinate with said parties to resolve the complaint, which may involve periodic monitoring of fugitive dust levels and modification of any construction conditions that may have generated excessive fugitive dust. Results of any corrective actions, including fugitive dust monitoring results, will be presented at regular project meetings with the project contractor and reported to the environmental inspector. A reporting program will be required that documents complaints received, actions taken to resolve problems, and effectiveness of these actions.

Similarly, if the environmental inspector observes excessive or unusually high levels of fugitive dust, he or she shall take the same steps as outlined above. In the event of a complaint from a member of the public or observation of high dust levels by the environmental inspector, the contractor shall provide information to the SFPUC within 48 hours regarding the activities or conditions that correspond to the complaints (including the dust levels measured, if applicable), as well as the corrective actions that were implemented. If, in the estimation of the SFPUC and the environmental inspector, in consultation with the BAAQMD, excessive dust conditions persist, the contractor shall implement additional, site-specific dust control measures as necessary to address the dust conditions. These site-specific measures may include the following or equivalent measures that accomplish the goal of minimizing fugitive dust, which are based on the BAAQMD's Additional Construction Mitigation Measures (from Table 8-3 in the June 2010 BAAQMD CEQA Guidelines):

~~BAAQMD Additional Measures. If there are complaints about dust, then the SFPUC or its construction contractor shall reassess the effectiveness of the basic measures and, if necessary, shall implement the following BAAQMD additional control measures as needed to reduce fugitive PM emissions from construction activities (from Table 8-3 in the June 2010 BAAQMD CEQA Guidelines). According to the June 2010 guidelines, as well as guidance provided by BAAQMD staff (Michael, pers. comm.), the BAAQMD would not expect a project to implement these additional dust measures to control exhaust emissions (i.e. NO_x) which exceed thresholds.~~

- All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
- Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.

- Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.
- The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
- Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.
- Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.
- Exposed stockpiles (dirt, sand, etc.) shall be enclosed, covered, and watered, or nontoxic soil binders shall be applied.

Mitigation Measure AIR-2: Implement ~~BAAQMD basic exhaust control measures during construction~~ ~~(under current and draft BAAQMD CEQA Guidelines)~~

BAAQMD Basic Measures. The SFPUC shall implement the following current BAAQMD-recommended control measures to reduce exhaust emissions of DPM from construction activities (from Table 8-2 in the June 2010 BAAQMD CEQA Guidelines). The SFPUC shall ensure the contract specifications include the following measures, where applicable.

- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

BAAQMD Additional Measures. The SFPUC shall implement the following current BAAQMD control measures to reduce exhaust emissions of PM from construction activities (from Table 8-3 in the June 2010 BAAQMD CEQA Guidelines). The SFPUC shall ensure the contract specifications include the following measures, where applicable.

- Minimizing the idling time of diesel powered construction equipment to two minutes.
- Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).
- Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NO_x.
- Requiring all contractors use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines.
- The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project-wide, fleet-average 20 percent NO_x reduction and 45 percent PM reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions include the use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as such become available. The technical requirements above for off-road diesel equipment may be used to satisfy the performance standards noted above, but the technical requirements are mandatory regardless of whether they may result in greater reductions than the performance standards (due to the level of DPM-related health risks).

Other Measures. The SFPUC shall implement the following additional control measures, which are not identified in the BAAQMD Guidelines, to reduce exhaust emissions from construction activities. The SFPUC shall ensure the contract specifications include the following additional control measures, where applicable.

- Grid power will be used instead of diesel generators at all construction sites where it is feasible to connect to grid power.
- In contract specifications, all WSIP contracts specifications shall include Sections 2480 and 2485, Title 13, California Code of Regulations, which limit the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds, both California- or non-California-based trucks) to 30 seconds at a school or five minutes at any location. In addition, the use of diesel auxiliary power systems and main engines shall be limited to five minutes when within 100 feet of homes or schools while the driver is resting. ~~If the draft BAAQMD CEQA Guidelines become effective prior to adoption of mitigation measures by the SFPUC at initial project approval, then idling~~ Idling time of diesel powered construction equipment shall be limited to 2 minutes.
- In contract specifications, all WSIP contracts specifications shall include Section 93115, Title 17, California Code of Regulations, Airborne Toxic Control Measure for Stationary Compression Ignition Engines, which

specifies fuel and fuel additive requirements; emission standards for operation of any stationary, diesel-fueled, compression-ignition engines; and operation restrictions within 500 feet of school grounds when school is in session.

- A schedule of low-emissions tune-ups shall be developed and such tune-ups shall be performed on all equipment, particularly for haul and delivery trucks. A log of required tune-ups shall be maintained and a copy of the log shall be submitted to the SFPUC on a monthly basis for review.
- Low-sulfur fuels shall be used in all stationary and mobile equipment.

~~Mitigation Measure AIR-3: Implement BAAQMD additional exhaust control measures during construction (under draft BAAQMD CEQA Guidelines)~~

~~The SFPUC shall implement the following BAAQMD recommended additional control measures to reduce exhaust emissions from construction activities. The SFPUC shall ensure the contract specifications include the following additional control measures, where applicable:~~

- The SFPUC shall ensure that construction contract specifications include a requirement that on-road diesel trucks used to transport spoils consist of 2004 or newer model-year trucks with factory-built engines. All on-road diesel trucks shall be required to have emission control labels as specified in 13 CCR 2183(c). The construction contract specifications shall require that the contractor submit to the SFPUC a comprehensive inventory of all on-road trucks used to haul spoils. The inventory shall include each vehicle's license plate number, the engine production year, and a notation of whether the truck is in possession of an emission control label as defined in 13 CCR. The contractor shall update the inventory and submit it monthly to the SFPUC throughout the duration of the project.
- The SFPUC shall ensure that construction contract specifications include a requirement that all off-road diesel construction equipment is equipped with Tier 2 or 3 diesel engines as defined in 40 CFR Part 89 and are equipped with Level 3 Diesel Emission Control Strategies as defined in 13 CCR 2700–2710. The construction contract specifications shall require the contractor to submit a comprehensive inventory of all off-road construction equipment that will be used an aggregate of 8 hours or more during any portion of project construction. The inventory shall include each vehicle's license plate number, horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The contractor shall update the inventory and submit it monthly to the SFPUC throughout the duration of the project.

Pages 5.7-54 to 5.7-55 of the Draft EIR (within Section 5.7.3, *References*), the references have been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Bay Area Air Quality Management District (BAAQMD). 2010. California Environmental Quality Act Guidelines. San Francisco, CA. June.

Michael, Sigalle. Environmental Planner. Bay Area Air Quality Management District. July 22, 2010—Telephone conversation with ICF International staff. 2010—Telephone conversation with ICF International staff.

5.8 Recreation

Page 5.8-1 of the Draft EIR (within Section 5.8.1, *Setting*, subheading *Vicinity and General Recreation Facilities*) has been revised as follows in response to **Comment [R2]** (summarized in Section 3 of this document) to clarify the constraints to trail access for equestrians and to add a new figure (Figure 5.8-4) showing the trails in the watershed and the horse trailer parking area. Additionally, Figure 5.8-1 was revised to label the utility vehicle tunnel that extends beneath I-280 as a staff initiated change.

General recreational facilities located in the study area include Junípero Serra County Park, Millbrae Meadows Swim Club, and San Andreas Trail (**Figure 5.8-1**). Junípero Serra County Park, which is located northeast of the site, can be accessed via a service road at the terminus of Helen Drive. The service road provides pedestrian and bicycle access to the park, and the entrance is approximately 100 feet from the HTWTP site. The Millbrae Meadows Swim Club is located adjacent to the HTWTP site's eastern boundary. The northern portion of the San Andreas Trail is located west of the HTWTP site on the west side of I-280, which separates the HTWTP site from the San Andreas Trail and the San Andreas Reservoir to the west, except for a narrow utility vehicle tunnel under the freeway. The paved utility vehicle tunnel provides access between the HTWTP site and the watershed for SFPUC personnel, as well as for equestrians from Skyline Stables, Incorporated (Skyline Stables), a private boarding facility for horses on property leased from the SFPUC within the HTWTP site (**Figure 5.8-2**). The northern section of the San Andreas Trail is in close proximity to the northeast shore of the San Andreas Reservoir, as shown in **Figure 5.8-1**. The San Andreas Reservoir is on SFPUC property and does not have public access for recreational uses (e.g., swimming, fishing, boating). However, there is public access to the San Andreas Trail, which is located on SFPUC land adjacent to the reservoir. The public access points for hikers and bikers are along Skyline Boulevard, which parallels the trail; and people park along Skyline Boulevard or where other streets cross Skyline Boulevard and end near the trail, providing small areas for parking (i.e., Larkspur Drive, Hillcrest Boulevard). The main parking lot and trailhead access to the San Andreas Trail are on the northeast shore of the San Andreas Reservoir off Larkspur Drive. Additional (informal) parking is available on Skyline Boulevard near San Bruno Avenue, which parallels the trail.

Access to the SFPUC watershed is generally restricted to protect water quality, minimize disturbance to sensitive wildlife and vegetation communities, reduce chance of fire ignition, and control the spread of invasive plants. However,

recreational trails within the SFPUC watershed can be accessed by equestrians from several locations. These can be categorized as 1) locations with formal access by reservation to trails within the watershed and 2) locations with access to trails informally without reservations. Although access to the SFPUC watershed is available to a variety of recreational users (walkers, joggers, hikers, bikers, skaters, equestrians), this discussion focuses on equestrian access and is based on review of the SFPUC Fifield-Cahill Ridge Trail brochure (SFPUC 2003), the SFPUC Peninsula Watershed Management Plan (SFPUC 2008), the Bay Area Ridge Trail Council's map of GGNRA trails from Sweeney Ridge to Milagra Ridge (Bay Area Ridge Trail Council 2010), and conversations with the SFPUC watershed manager (Naras pers. comm.) and the Park Law Enforcement Specialist for the GGNRA (McFarlane pers. comm.).

Formal equestrian access (reservation required) is available at two "trailheads" (one trailhead at Skyline Quarry and one access point at the Portolá Gate) with parking that can accommodate horse trailers (Figure 5.8-4). These trailheads, described below, provide gated access to the west side of the watershed and to the Fifield-Cahill Ridge Trail, which is typically used by equestrians in small to large groups who arrange trail rides in advance and are led by trained volunteer trail guides.

- Skyline Quarry (primary access). This trailhead is located approximately 0.7 miles west of the intersection of lower Skyline Boulevard and Highway 92 and provides gated reservation only public access to the southern portion of Fifield-Cahill Ridge. There is designated parking at Skyline Quarry to accommodate horse trailers.
- Portolá Gate (Sneath Lane) (secondary access). This trailhead is located at the terminus of Sneath Lane, approximately 0.5-mile west of the Sneath Lane/Skyline Boulevard intersection, and provides gated access to the Sweeney Ridge Trail, which connects on its southern end to the north end of the Fifield-Cahill Ridge Trail. A specialized gate allows pedestrians and bicyclists unobstructed access to the Sweeney Ridge Trail, but equestrians cannot gain access without a key, must make reservations in advance, and must be escorted by a volunteer trail guide while on the trail. There is limited room for vehicle parking and horse trailer access at this trailhead. Although not designed for it, horse trailers have occasionally been observed turning and parking at this location.

Informal equestrian access (reservation not required) to trails on the west side of the watershed is available from the Pacifica area, where equestrians can reach the Sweeney Ridge Trail via the Mori Ridge Trail, an existing multi-use trail that begins at the Shelldance Nursery (off of Highway 1) and intersects with the Sweeney Ridge Trail (in the SFPUC watershed) further to the east. Parking at Shelldance Nursery is sufficient to accommodate horse trailers. Access to the watershed from this location is accomplished by following the Mori Ridge Trail to the Sweeney Ridge Trail, then continuing south to the Fifield-Cahill Ridge Trail (along Sweeney Ridge terminating at the Portolá gate). Some stables in the area, such as Millwood Ranch and Park Pacifica Stables, have direct access to the Sweeney Ridge Trail from Pacifica.

Informal equestrian access to trails on the east side of the watershed is possible by parking along roads. Horse trailers have been observed in the Woodside area (i.e. Cañada Road and Edgewood Road located at the southern end and south of the watershed area) and along Skyline Boulevard. No official horse trailer parking areas are designated along these roads; and trailer parking is not recommended, particularly along narrow road shoulders, because it could be dangerous for trailers to turn and park and to unload horses. In addition, many of the trails providing access to the east side of the watershed are paved multi-use trails (shared with pedestrians, bikers, skaters) and thus are not considered ideal for equestrians.

Page 5.8-3 of the Draft EIR (within Section 5.8.3, *Impacts*, subheading *Approach to Analysis, Equestrian Facilities*, first paragraph) has been revised as follows in response to **Comment [R2]** (summarized in Section 3 of this document) to clarify the extent of trails accessible by horse from the San Andreas Trail, and to bring attention to the new figure showing trails in the watershed and a horse trailer parking area.

Skyline Stables operates private equestrian facilities on the HTWTP site pursuant to a lease from the SFPUC. The facilities on site include two stable areas and two exercise arenas (**Figure 5.8-2**). Together the two stable areas comprise 13 acres of land with accommodations for as many as 52 horses, including variously sized stalls and attached paddocks in 15 barn structures. The two exercise arenas are located near the secondary access entrance to HTWTP at Helen Drive. There is walking equestrian access (not public access) from the private equestrian facilities on the HTWTP site (east side of I-280) to the San Andreas Trail (west side of I-280) by using the existing paved SFPUC utility vehicle tunnel that extends under I-280 (**Figure 5.8-1**). Skyline Stables provides access to the San Andreas Trail, which connects to the Sawyer Camp Trail to the south (Figure 5.8-4). Both trails traverse the eastern side of the SFPUC watershed provides equestrian access from Skyline Stables to, a large network of paved and unpaved San Mateo County trails in the vicinity of the Crystal Springs and San Andreas Reservoirs.

Page 5.8-3 of the Draft EIR (within Section 5.8.3, *Impacts*, subheading *Approach to Analysis, Equestrian Facilities*, paragraph 2) has been revised as follows, as a staff initiated text change, to clarify the number of boarding facilities included in the 2009 equestrian survey and include reference to the subsequent 2010 equestrian survey. Additionally, Figure 5.8-1 and Table 5.8-1 have been revised to include new and updated information from the 2010 equestrian survey. The boarding facilities are now presented in alphabetical order with only the additional facilities underlined. These are staff initiated text changes:

Research and surveys conducted in 2009 and 2010 identified 30~~There are more than 18 other~~ equestrian boarding facilities within 35 miles of Skyline Stables along the Peninsula or in the South Bay, ~~as identified from a survey conducted on behalf of the lead agency (ICF Jones & Stokes, 2009; HDR 2010); although, the survey was not a comprehensive survey of the entire Bay Area and there are additional boarding facilities within 35 miles of Skyline Stables that are not identified in the survey.~~ The surveyed equestrian facilities, including Skyline Stables, are listed in **Table 5.8-1**, and their locations are shown in **Figure 5.8-3**. **Table 5.8-1** includes basic information about the boarding facilities, including

acreage, exercise areas, and access to trails. Additional detailed information is included in **Appendix C**. As shown in **Table 5.8-1**, the other boarding facilities have similar amenities to Skyline Stables, although the site acreages, boarding capacity and fees, and types of amenities available for training, exercise, and recreation vary between individual facilities.

Table 5.8-1. Equestrian Boarding Facilities in Project Vicinity

Facility Name and Location ^{a,4}	Total Acreage and Boarding Capacity	Access to Exercise Areas	Access to Parks and Trails
Brookside Stables 12100 Stevens Canyon Rd Cupertino, CA	—	—	Direct access to Santa Clara County park system
Canyon Creek Stables 11631 San Mateo Rd Half Moon Bay, CA	55-60 acres 35 <u>33</u> horses	Two large arenas, one round pen	50 <u>60</u> acres of trails on property
Clermont Equestrian at Cypress Ridge 12670 Skyline Blvd Woodside, CA	136 acres ~100 horses	197' x 105' covered arena, 200' x 82' uncovered arena	Purisima Open Space Preserve and Skyline Trail
<u>Garrod Farms</u> <u>22647 Garrod Rd</u> <u>Saratoga, CA</u>	≡	≡	<u>Access to Santa Clara County Parks system and Mid-Peninsula Open Space preserves</u>
Glenoaks Equestrian Center 3639 Alpine Rd Portola Valley, CA	—	—	Portola Valley town trails, possible county park access
Indian Hills Ranch 3488 Calaveras Rd Milpitas, CA	60 acres 200–210 horses	Three arenas, one indoor	Ed Levin County Park
<u>Madonna Creek Ranch</u> <u>San Mateo Road (Hwy 92)</u> <u>Half Moon Bay, CA 94019</u>	≡	<u>Two arenas</u>	<u>Access to riding trails</u>
<u>Mar Vista Stables</u> <u>2152 Skyline Boulevard</u> <u>Daly City, CA 94015</u>	<u>50 horses</u>	≡	<u>Thornton State Park</u> <u>Mountains and Beach</u> <u>San Francisco Golden Gate Park</u>
<u>Menlo Circus Club Stables</u> <u>(JL Dixon Stable)</u> <u>190 Park Lane</u> <u>Atherton, CA 94027</u>	≡	≡	≡
<u>Millenium Farm</u> <u>2995 Woodside Road,</u> <u>Suite 400</u> <u>Woodside, CA 94062</u>	≡	≡	≡
<u>Millwood Ranch</u> <u>One Picardo Ranch</u> <u>Pacifica, CA 94044</u>	<u>166 acres</u>	<u>Two arenas, one lighted; two training pens</u>	<u>Baquiano Trail</u> <u>Sweeney Ridge</u> <u>Golden Gate National Recreation Area</u>

Table 5.8-1. Equestrian Boarding Facilities in Project Vicinity

Facility Name and Location^{a,4}	Total Acreage and Boarding Capacity	Access to Exercise Areas	Access to Parks and Trails
<u>Moon Valley Ranch</u> <u>1411 Sunshine Valley Road</u> <u>Moss Beach, CA 94038</u>	≡	≡	≡
Moss Beach Ranch 1861 Etheldore St Moss Beach, CA	—	—	San Mateo County beaches
Pagemill Pastures 3450 Deer Creek Rd Palo Alto, CA	800 acres 139 horses	Two arenas, barrels available for barrel racing and jumps available for jumping rounds	Stanford University open space
<u>Palo Mar Stables</u> <u>2116 Skyline Blvd</u> <u>Daly City, CA 94015</u>	≡	≡	≡
Park Pacifica Stables 650 Cape Breton Dr Pacifica, CA	Unknown	Two covered arenas, one measuring 135' x 225'; one uncovered arena	Trails connect to the Golden Gate National Recreation Area
Portola Pastures 1600 Arastradero Rd Portola Valley, CA	~ 20 acres ~ 70 horses	Jumping arena, full-sized dressage arena, 60' round pen, square pen	Pearson-Arastradero Nature Preserve, Portola Valley trail system
Rancho Polhemus 525 Polhemus Rd San Mateo, CA	10 acres 11 horses	84' x 72' arena	Canada Road trails
Rancho Viejo Boarding Stables ² 145 Ansel Ln Menlo Park, CA	—	—	Portola Valley town trails
<u>Renegade Ranch</u>	<u>15 acres</u>	<u>Large riding arena</u>	<u>Direct access to trails</u>
<u>Seahorse Ranch</u>	≡	≡	≡
Skyline Stables 2901 Crystal Springs Rd San Bruno, CA	13 acres 52 horses	One-half court dressage/multi-purpose arena, one round pen	San Andreas Trail
Spring Down Equestrian Center 721 Portola Rd Portola Valley, CA	12 acres 60 horses	Multiple arenas: lit 75' x 150' with mirrored wall, 165' x 235' jumping all-weather, oversize dressage arena all weather	Portola Valley public trail system, Wunderlich County Park, and Windy Hill Open Space Preserve
Stanford Red Barn Fremont & Electioneer Rd Stanford, CA	~ 20 acres 65 horses	120' x 160' all-weather arena, regulation dressage court, two lunging areas—one is covered	Extensive trails on Stanford land, but access requires crossing city streets

Table 5.8-1. Equestrian Boarding Facilities in Project Vicinity

Facility Name and Location ^{a,4}	Total Acreage and Boarding Capacity	Access to Exercise Areas	Access to Parks and Trails
<u>Summerhorse Ranch</u>	==	<u>Arena</u>	<u>Close to trails and 10 minutes from the beach</u>
The Horsepark at Woodside 3674 Sand Hill Rd Woodside, CA	—	—	Large acreage, on site built cross-country courses, Portola Valley and Woodside town trails.
Webb Ranch 2720 Alpine Rd Portola Valley, CA	280 acres More than 100 horses	13 arenas including a full-sized lighted dressage court, jumping arena, round pen, two lighted covered arenas, five sand-all weather arenas, polo field, training track, and trials on property.-	Trails on site, access to Portola Valley town trail system
Westwind Barn 27210 Altamont Rd Los Altos Hills, CA	—	—	Direct access to Santa Clara County park system
<u>WildTender Ranch's Happy Horses</u>	==	==	==
Wunderlich Park Stables 4040 Woodside Rd Woodside, CA	—	—	Wunderlich County Park

Source: ICF Jones & Stokes, 2009; HDR, 2010

Note: Refer to Appendix C for additional information.

^a Stable names from the 2009 equestrian survey have been alphabetized and are presented here with additional stables identified in the 2010 equestrian survey.

⁴ Information in this table is based on information obtained on the Internet and from a telephone survey. See Appendix C for additional detail. The facilities listed under "No Response" did not participate in the telephone survey; therefore, the information is not available and unconfirmed.

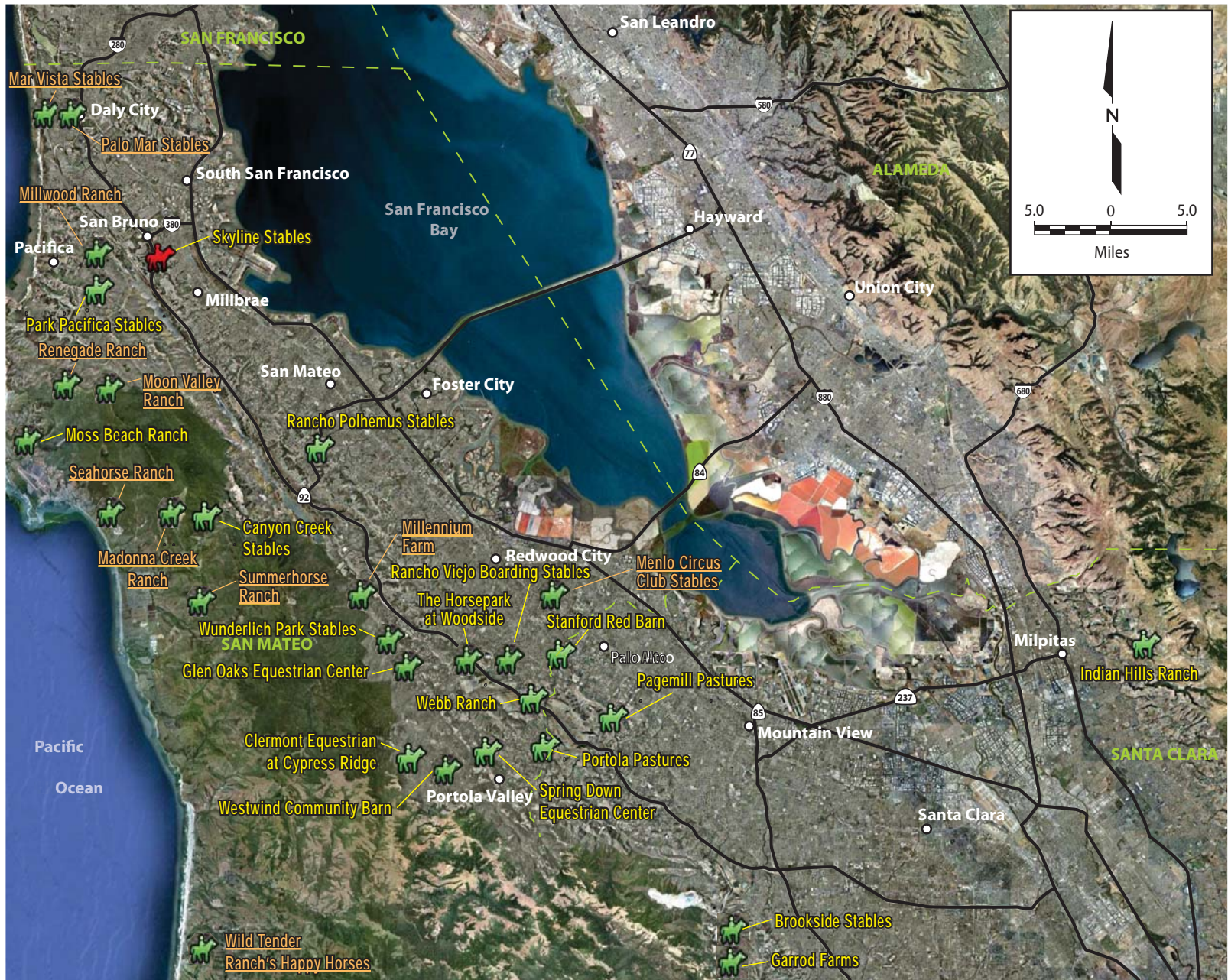
² Rancho Viejo shares an entrance with another very large private racing and training facility at 2710 Alpine Road, Portola Valley. Ansel Lane is a private road off Alpine Road.

Pages 5.8-6 and 5.8-7 of the Draft EIR (within Section 5.8.3, *Impacts*, subheading *Impact Analysis, Operational*) have been revised as follows, as a staff initiated text change, to include reference to both the 2009 equestrian survey and the subsequent 2010 equestrian survey:

As part of the EIR's analysis, the lead agency has confirmed that although the project would directly impact the Skyline Stables facility, the public would retain access to sufficient equestrian resources in the area. To ascertain potential access to, and availability of, comparable equestrian facilities in the area, the lead agency conducted a survey of equestrian boarding facilities within a 35-mile radius of the HTWTP site in 2009 (ICF Jones & Stokes, 2009). A subsequent



Figure 5.8-1
Recreational Resources in the Study Area
 SFPUC Harry Tracy Water Treatment Plant Long-Term Improvements Project



Skyline Stables at Harry Tracy Water Treatment Plant



Other Boarding Facilities

Yellow Text

Boarding Facilities Identified in 2009 Equestrian Survey (ICF Jones & Stokes 2009, Equestrian Capacity Study for San Francisco Planning Department)

Orange Text

Boarding Facilities Identified in 2010 Equestrian Survey (HDR 2010)

--- County Boundary

Figure 5.8-3
Locations of Equestrian Boarding Facilities in Project Vicinity
SFPUC Harry Tracy Water Treatment Plant Long-Term Improvements Project

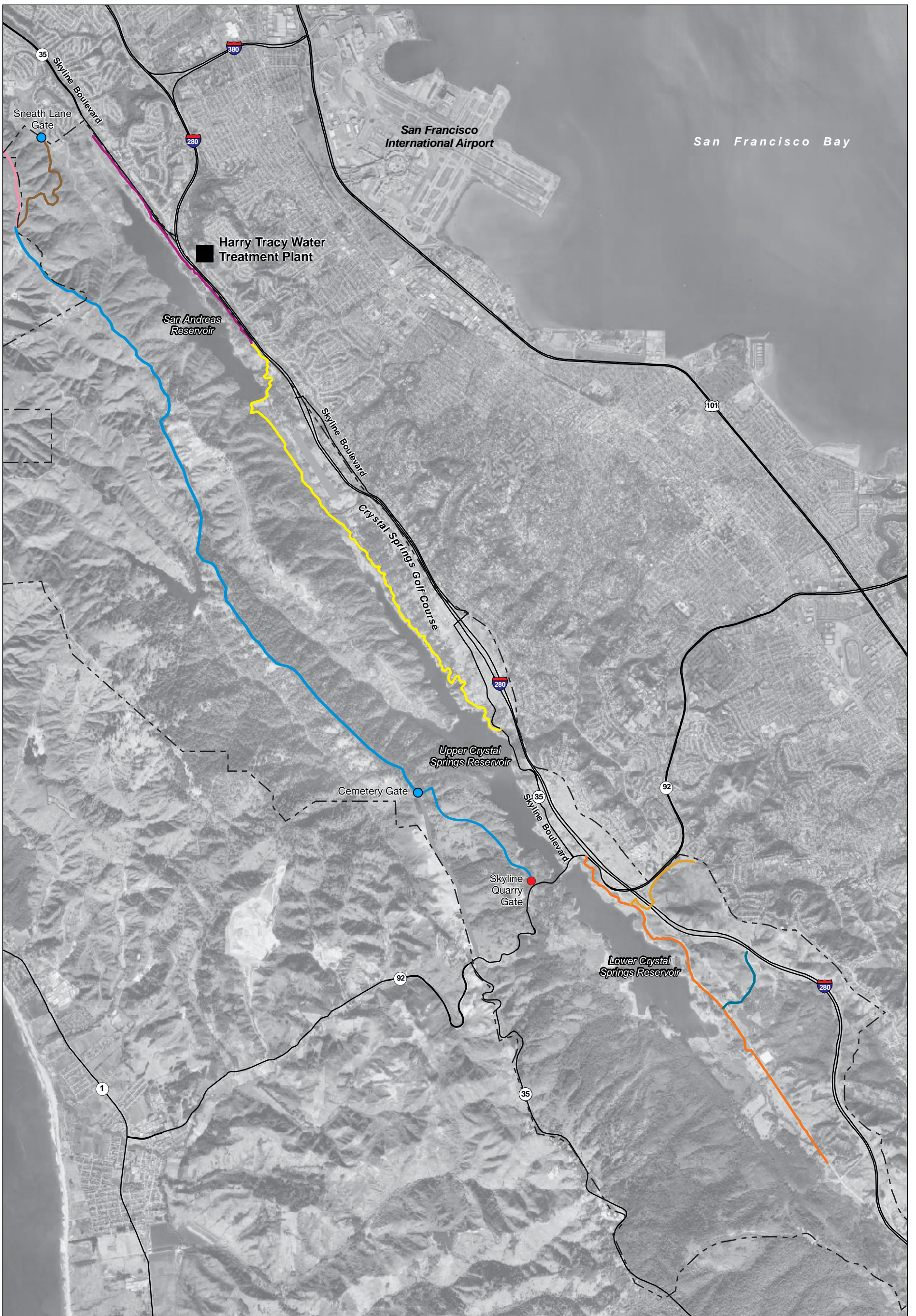
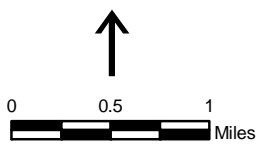


Figure 5.8-4
Recreation Trails in Watershed
 SFPUC Harry Tracy Water Treatment Plant
 Long-Term Improvements Project

Trails

- Bay Area Ridge Trail
- Crystal Springs Trail (South)
- Fifield-Cahill Ridge Trail (limited access)
- Ralston Trail
- San Andreas Trail
- Sawyer Camp Trail
- Sheep Camp Trail
- Sweeney Ridge Trail
- Boundary for CCSF-Owned Watershed Lands
- Primary Equestrian Access
- Secondary Equestrian Access
- Highway / Major Road



Sources: San Mateo Parks and Recreation n.d., Mid-County Maps and Trails, http://www.co.sanmateo.ca.us/vgn/images/portal/cit_609/55/5/559202275composite_crystalsprings_map.pdf. SFPUC 2010, Fifield-Cahill Ridge Trail map and guide, http://sfwater.org/detail.cfm/C_ID/1600

survey of the same area was conducted in 2010 to confirm and update the information in the 2009 survey and identify any additional nearby facilities that are similar to Skyline Stables (HDR, 2010). Of the 18 facilities identified, 10 responded to the survey requests. Each of the 10 responding facilities reported recreation supported services that are similar to those offered by the Skyline Stables, including: similar boarding features; recreational amenities with access to exercise arenas, open space, and trails; and suburban locations within 35 miles of Skyline Stables (refer to Table 5.8-1 and Appendix C).

The surveys confirmed that, based on the surveyed facilities alone, the region contains sufficient capacity to board the horses currently located at Skyline Stables ~~not including additional space that could be available at the eight facilities that did not participate in the survey, and not including other alternatives arrangements such as pasturing horses locally.~~ There ~~were~~ are 50 horses ~~currently~~ boarding at Skyline Stables at the time of the 2009 survey and 52 horses at the time of the 2010 survey.

Page 5.8-7 of the Draft EIR (within Section 5.8.3, *Impacts*, subheading *Impact Analysis, Operational*) has been revised as follows in response to **Comment [R2]** (summarized in Section 3 of this document) to clarify equestrian access to the SFPUC trails, to remove a reference to equestrian parking on Larkspur Drive, and to add a new figure showing the trails in the watershed and a horse trailer parking area:

Because of the availability of comparable, alternative boarding facilities to support equestrian recreation in the area, the loss of one private stable would not significantly degrade public access to equestrian recreational resources in the project vicinity. The proposed project could, however, result in some private horse owners having to board horses at less convenient locations than Skyline Stables, which may be an adverse economic impact on such individuals but would not represent a significant impact on the physical environment. Although increased distance to alternative boarding facilities would likely inconvenience some members of Skyline Stables, the project would not prevent equestrians from accessing comparable facilities. ~~In fact it~~ It is also possible that some boarders would find stables in closer proximity to their homes or places of employment. In addition, aside from the access through the HTWTP available only to Skyline Stables boarders, the proposed project would not eliminate public access as it is currently available to equestrian trails in the area. Riders would have continued access to SFPUC trails in the watershed (Figure 5.8-4) (with trailer access to the San Andreas Trail) and other riding opportunities throughout the Peninsula. ~~As described in Section 5.8.1, Setting, The main parking lot and trailhead Access to the San Andreas Trail are on the northeast shore of the San Andreas Reservoir off Larkspur Drive. Additional (informal) parking and access is available on Skyline Boulevard near south of San Bruno Avenue, which parallels the trail.~~ Due to the relatively small number of horses involved, the relative proximity of alternate locations (less than 35 miles), and the likely variability of travel patterns by horse owners and trainers (e.g., in some instances local trainers conduct daily horse care activities, whereas in other instances, some riders may travel less frequently to the stables), indirect transportation-related or air quality-related impacts would be less than significant.

Page 5.8-8 of the Draft EIR (within Section 5.8.4, *References*) has been revised as follows to include references consulted:

Bay Area Ridge Trail Council. 2010. GGNRA Sweeney Ridge to Milagra Ridge (map). Available: <http://www.ridgetrail.org/index.php?option=com_content&view=article&id=104&Itemid=120>. Accessed: August 2, 2010.

McFarlane, Mary Beth. Park Law Enforcement Specialist, National Park Service. Personal communication re: equestrian access to Sweeney Ridge. August 3, 2010.

Naras, Joe. Watershed Manager, SFPUC. Personal communication re: equestrian access to SFPUC watershed lands. July 30, 2010.

San Francisco Public Utilities Commission (SFPUC). 2008. Peninsula Watershed Management Plan. Available: <http://sfwater.org/detail.cfm/MC_ID/20/MSC_ID/177/C_ID/2162>. Accessed: July 27, 2010.

_____. 2003. Fifiield-Cahill Ridge Trail, San Francisco Peninsula Watershed (brochure).

5.9 Utilities and Service Systems

Page 5.9-1 of the Draft EIR (within Section 5.9.1, *Setting*, subheading, *Water*), has been revised as follows, as a staff initiated text change, to correct the number of BAWSCA wholesale agencies:

The SFPUC provides water delivery services via the existing Crystal Springs/San Andreas Transmission System to wholesale customers in San Mateo County and the Peninsula Region through contractual agreements. The wholesale customers consist of ~~25~~ 24 cities and water districts plus two private utilities in San Mateo, Santa Clara, and Alameda Counties, all of which are represented by the Bay Area Water Supply and Conservation Agency (BAWSCA).

5.10 Biological Resources

Page 5.10-24 of the Draft EIR (within Section 5.10.3, *Impacts*), the following sentence under Impact BIO-6 has been corrected as follows, as a staff initiated text change:

The number of trees to be removed has ~~not~~ been estimated based on the project footprint and anticipated construction activities as described in Chapter 3, *Project Description*.

Chapter 6. Other Topics Required by CEQA

6.2 Cumulative Impacts

Page 6-18 of the Draft EIR (within Section 6.2.2, *Cumulative Impact Analysis*, subheading *Air Quality*) has been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Table 6-2. Cumulative Analysis Summary

Resource Issue	Geographic Area of Impact	Past, Present, and Probable Future Projects with Potential for Contributing to Cumulative Impacts	Significant Impact to which BOTH the Project and Other Projects Contribute?	Project's Incremental Contribution Cumulatively Considerable?
Noise and Vibration	Project site, immediate vicinity, and same roads	2. Crystal Springs/San Andreas Transmission Upgrade	Yes, significant cumulative impact	Yes, considerable and unavoidable contribution
Air Quality	<i>For toxic air contaminants:</i> Project site and immediate vicinity	<i>For toxic air contaminants:</i> 1. HTWTP Short-Term Improvements 2. Crystal Springs/San Andreas Transmission Upgrade 3. PG&E Jefferson Martin Transmission Line5. Meadows School-Field Renovation	Current BAAQMD CEQA Guidelines (<u>BAAQMD, 1999</u>): yes, significant cumulative impact <u>June 2010-Draft BAAQMD CEQA Guidelines (effective January 2011)</u> : yes, significant cumulative impact	Current BAAQMD CEQA Guidelines (<u>BAAQMD, 1999</u>): yes, considerable and unavoidable contribution <u>June 2010-Draft BAAQMD CEQA Guidelines (effective January 2011)</u> : yes, considerable and unavoidable contribution
	<i>For criteria pollutants:</i> San Francisco Bay Area Air Basin	<i>Following are relevant for criteria pollutants:</i> All projects in Table 6-1 .	<u>Prior Current</u> -BAAQMD CEQA Guidelines: yes, significant cumulative impact <u>June 2010-Draft BAAQMD CEQA Guidelines</u> : yes, significant cumulative impact	<u>Prior Current</u> -BAAQMD CEQA Guidelines: no, less than considerable contribution <u>June 2010-Draft BAAQMD CEQA Guidelines</u> : yes, considerable and unavoidable contribution
	<i>For greenhouse gases:</i> the planet	<i>For greenhouse gases:</i> All projects in Table 6-1 .	<u>Prior Current and June 2010-Draft</u> BAAQMD CEQA Guidelines: yes, significant cumulative impact	<u>Prior Current and June 2010-Draft</u> BAAQMD CEQA Guidelines: no, less than considerable contribution
Recreation	Skyline Stables and San Andreas Trail	1. HTWTP Short-Term Improvements 2. Crystal Springs/San Andreas Transmission Upgrade	No, no cumulative impact	NA

Table 6-2. Cumulative Analysis Summary

Resource Issue	Geographic Area of Impact	Past, Present, and Probable Future Projects with Potential for Contributing to Cumulative Impacts	Significant Impact to which BOTH the Project and Other Projects Contribute?	Project's Incremental Contribution Cumulatively Considerable?
Utilities and Service Systems	Service areas of regional providers to project sites	All projects in Table 6-1 , except the completed projects and the Watershed and Environmental Improvement Program (Cumulative Project No. 4).	Yes, significant cumulative impact	No, less than considerable contribution with mitigation

Page 6-34 of the Draft EIR (within Section 6.2.2, *Cumulative Impact Analysis*, subheading *Air Quality*) has been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Impact CUMUL-6: Cumulative increases in emissions in the region (SU, under priorecurrent and June 2010draft BAAQMD CEQA Guidelines)

Construction

Criteria Pollutants

~~Prior~~*Current* BAAQMD CEQA Guidelines: Potentially Significant, Mitigable
June 2010~~Draft~~ BAAQMD CEQA Guidelines: Significant and Unavoidable

Pages 6-35 and 6-36 of the Draft EIR (within Section 6.2.2, *Cumulative Impact Analysis*, subheading *Air Quality*) has been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Given that construction of the proposed project would entail use of construction equipment and utilization of construction vehicles, it could contribute considerably to potentially significant cumulative construction air quality impacts from the emission of PM₁₀ and PM_{2.5}. However, implementation of **Mitigation Measure AIR-1** (Implement ~~BAAQMD~~ dust control measures during construction), as described in Section 5.7, *Air Quality*, would reduce the proposed project's contribution to a significant cumulative construction impact related to the emission of PM₁₀ and PM_{2.5} to less than considerable when using the priorecurrent and the June 2010draft BAAQMD CEQA Guidelines for fugitive dust, which require application of feasible construction best management practices (BMPs) (potentially significant, mitigable).

In its preparation of air plans with strategies for achieving or maintaining air quality standards, the BAAQMD has accounted for projected emissions of ozone precursors due to construction activities throughout BAAQMD's jurisdiction and, thus, cumulative ozone precursor emissions from construction activities within the Bay Area Air Basin would not interfere with the BAAQMD's goal of attaining federal or state air quality standards. The project would result in some ozone precursor emissions. However, pursuant to priorecurrent BAAQMD CEQA Guidelines, the project's contribution to cumulative air quality impacts relative to the BAAQMD's ability to attain federal or state air quality standards for ozone precursor emissions during construction would be less than cumulatively considerable (less than significant).

The June 2010draft BAAQMD CEQA Guidelines have a different approach compared to the priorecurrent guidelines and contain quantitative thresholds for exhaust emissions of criteria air pollutants, including PM₁₀ and PM_{2.5} and ozone precursors. Exhaust emissions of PM₁₀ and PM_{2.5} produced by the proposed project would be less than the draft BAAQMD thresholds, which are designed to assess cumulative contributions. Thus, the project would result in a less-than-significant contribution to cumulative exhaust PM impacts under the June 2010~~even if the draft thresholds are adopted~~. The proposed project would generate ozone precursor emissions and contribute considerably to potentially significant cumulative construction air quality impacts from the emissions of

~~NO_x if the draft thresholds are adopted under the June 2010 thresholds~~ because project emissions would be above the ~~draft~~ threshold. The proposed project would have a less-than-significant contribution of reactive organic gases (ROGs) because emissions would be below the ~~draft guideline~~ threshold. However, even with implementation of **Mitigation Measures AIR-2** (Implement BAAQMD ~~basic~~ exhaust control measures during construction) and **AIR-3** (Implement BAAQMD additional exhaust control measures during construction), which presents feasible exhaust emission control measures for NO_x, the proposed project's criteria air pollutant emissions would not be reduced to below the June 2010 draft threshold for NO_x (refer to the discussion in Section 5.7, *Air Quality*). As a result, under the June 2010-draft BAAQMD CEQA Guidelines, the proposed project's contribution to significant cumulative construction air quality impacts would be considerable and unavoidable due to NO_x emissions, ~~if the draft thresholds are adopted~~ (significant and unavoidable).

Pages 6-36 and 6-37 of the Draft EIR (within Section 6.2.2, *Cumulative Impact Analysis*, subheading *Air Quality*) has been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Toxic Air Contaminants

~~1999Current~~ and June 2010Draft BAAQMD CEQA Guidelines (effective January 2011): *Significant and Unavoidable*

The geographic context for the analysis of potential cumulative construction-related toxic air contaminant impacts includes the proposed project's location and its immediate vicinity.

Because the Jefferson-Martin Transmission Line is complete, the Meadows School Field Renovation was scheduled for completion in 2009, and the HTWTP Short-Term Improvements Project is scheduled for completion in 2010, these projects would not be generating toxic air contaminants (TACs) by the time construction of the proposed project would begin. Also, they would not have ongoing toxic air contaminant impacts and thus would not contribute to such cumulative impacts. Present and probable future cumulative projects within this geographic context include only the CS/SA Transmission Upgrade Project (cumulative project 2).

The ~~1999current~~ and June 2010 draft BAAQMD guidelines (effective January 2011) were used to evaluate potential cumulative impacts on air quality from diesel particulate matter (DPM), which is a type of toxic air contaminant.

Analysis Using ~~1999Current~~ BAAQMD CEQA Guidelines

Analysis under the ~~1999current~~ BAAQMD CEQA Guidelines addresses the potential for cumulative impacts due to the SFPUC CS/SA Transmission Upgrade Project combined with the proposed project, as the ~~priorcurrent~~ thresholds are concerned with the contribution level of individual projects. The ~~priorcurrent~~ BAAQMD thresholds applicable to residential receptors in the cumulative study area are 100 in a million for cancer risk, a chronic or acute Hazard Index (HI) of 1.0 for non-cancer risk, and an ambient annual average PM_{2.5} concentration of 0.8 microgram per cubic meter (µg/m³). The thresholds

are intended for evaluation of a project's contribution to cumulative cancer and non-cancer risks (BAAQMD, 2009).

There are two areas where CS/SA Transmission Upgrade Project emissions could affect the same receptors as the proposed project: 1) the residences around the HTWTP and the Meadows School, which is adjacent to the HTWTP, and 2) the residences along the Crystal Springs Road (north of the HTWTP) truck/haul route. The proposed project would also generate DPM emissions due to work east of I-280 at the HTWTP and along Helen Drive. The CS/SA Transmission Upgrade Project's emissions in the same area as the proposed project could combine to create a significant cumulative air quality impact related to health risk from DPM emissions. As described in Section 5.7, *Air Quality*, the proposed project's DPM emissions would exceed the prior BAAQMD thresholds and would result in a significant and unavoidable impact with mitigation. Since the proposed project would contribute emissions exceeding the prior BAAQMD threshold, even with mitigation, the proposed project would have a considerable contribution to this cumulative impact (significant and unavoidable).

The CS/SA Transmission Upgrade Project would also require truck hauling along the Crystal Springs Road/Cunningham Way/I-280 ramp(s) truck haul route. The screening analysis conducted as part of the environmental analysis for this project determined that potential levels of health risk to sensitive receptors (i.e., equivalent residential locations along the hauling routes) would be below the 1999current BAAQMD thresholds for cancer and non-cancer exposure and for ambient increases in PM_{2.5} concentrations. Because the proposed project would also contribute DPM emissions through truck hauling along this same route, the potential exists for a significant cumulative air quality impact on sensitive receptors living along the Crystal Springs Road/Cunningham Way/I-280 ramp(s) truck haul route. However, given that the proposed project would result in a worst-case health risk related to truck hauling of 0.6 in a million (cancer risk) and a non-cancer HI of <0.01, neither of which would exceed the priorcurrent BAAQMD thresholds, the proposed project's contribution to cumulative construction-related DPM emissions impacts related to truck hauling would be less than considerable (less than significant).

Analysis Using June 2010Draft BAAQMD CEQA Guidelines (effective January 2011)

Analysis using the June 2010draft BAAQMD CEQA Guidelines focuses on the potential for cumulative health risk impacts due to existing DPM emission sources combined with the DPM emissions of cumulative projects and the proposed project. The June 2010-draft BAAQMD thresholds for cumulative impacts applicable to residential receptors in the cumulative study area are 100 in a million for cancer risk, a HI of 1.0 for non-cancer risk, and an ambient annual average PM_{2.5} concentration of 0.8 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) for all existing, proposed, and future sources within 1,000 feet of a receptor (BAAQMD, 2009). The June 2010Draft thresholds, unlike the 1999current thresholds, are an absolute threshold for all sources within the 1,000-foot zone of influence, whereas the 1999current thresholds are for evaluation of an individual project's contribution. The June 2010draft thresholds do not specify a threshold for project-level contribution when a cumulative threshold is exceeded. For the

purposes of this analysis, ~~when using the draft thresholds~~, a conservative assumption has been made that any contribution of TAC emissions is cumulatively considerable if a cumulative threshold is exceeded.

The ~~June 2010 draft~~ guidelines (effective January 2011) define a 1,000-foot zone of influence for evaluation of cumulative TAC emissions. Thus, the 1,000-foot zone of influence is defined as any location within 1,000 feet of where the project would emit construction TAC emissions. Within the zone of influence, existing sources of DPM, cumulative project sources, and the proposed project could all contribute DPM emissions. **Table 6-4** identifies the cumulative sources within the 1,000-foot zone of influence.

Page 6-39 of the Draft EIR (within Section 6.2.2, *Cumulative Impact Analysis*, subheading *Air Quality*) has been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

Table 6-5. Summary of Potential Worst Case Health Risk from I-280 Diesel Traffic (Method Two), CS/SA Transmission Upgrade Project and HTWTP-LT Project

Receptor Location	Distance from Source (I-280 or Construction Activity)	Cancer Risk (per 1,000,000)	Chronic Hazard Index	Annual Average PM _{2.5} Concentration (µg/m ³)
HTWTP CONSTRUCTION (UNMITIGATED)				
Sycamore Drive (near Crestview Drive)	1,330 feet	6.5	0.1	0.5
Crystal Springs Apartments (SW Building)	1,460 feet	6.6	0.1	0.5
Helen Drive (near Brookside Lane) ¹	1,370 feet	4.7	0.1	0.4
Meadows School ¹	1,200 feet	6.4	0.1	0.5
CS/SA CONSTRUCTION²				
Sycamore Drive (near Crestview Drive)	250 feet	<0.8	<0.1	<0.1
Crystal Springs Apartments (SW Building)	250 feet	<0.8	<0.1	<0.1
Helen Drive (near Brookside Lane)	300 feet	<0.8	<0.1	<0.1
Meadows School	300 feet	<0.8	<0.1	<0.1
I-280 TRAFFIC				
Sycamore Drive (near Crestview Drive)	60 feet ³	160	0.1	0.5
Crystal Springs Apartments (SW Building)	50 feet ³	172	0.1	0.5
CONSTRUCTION HAUL TRAFFIC (UNMITIGATED)				
Crystal Springs Apartments (SW Building) ⁴	50 feet ³	0.6	<0.1	<0.1
Helen Drive (near Brookside Lane)	50 feet ³	0.2	<0.1	<0.1
Meadows School	50 feet ³	0.2	<0.1	<0.1
TOTAL				
Sycamore Drive (near Crestview Drive) ⁵	-	167.6	0.2	1.1
Crystal Springs Apartments (SW Building) ⁵	-	179.6	0.2	1.1
Helen Drive (near Brookside Lane) ⁶	-	5.7	0.1	0.4
Meadows School ⁶	-	7.4	0.1	0.5

BAAQMD <u>June 2010</u> Draft Cumulative Threshold (<u>effective January 2011</u>)	n/a	>100	>1.0	>0.8
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Notes:

Results in **bold** would exceed the BAAQMD June 2010~~draft~~ cumulative thresholds.

- ¹ Receptor assumed to represent both Helen Drive residences and Meadows Elementary School.
- ² Estimates based upon CS/SA Transmission Upgrade Project SCREEN3 model results for other components.
- ³ To represent a worst case scenario, receptors were located at the closest possible point (e.g., side yard) to modeled DPM emissions on I-280, rather than at actual buildings.
- ⁴ Values shown are health risks related to truck hauling (cancer risk of 0.6 per 1,000,000 and chronic hazard index of 0.1; see Section 5.7, *Air Quality*) and for the most affected location for truck hauling for the CS/SA Transmission Upgrade Project (0.1 cancer risk and chronic hazard index of < 0.1 from truck hauling). These amounts may overstate actual impact at these specific receptors due to the conservative screening approach used.
- ⁵ Includes health risks from on-road I-280 diesel traffic, CS/SA Transmission Upgrade Project and proposed project construction (e.g., heavy-duty on-road and off-road equipment and haul traffic).
- ⁶ Includes health risks from CS/SA Transmission Upgrade Project and proposed project construction.

Values may not be exact due to rounding. Does not include impacts from I-280 because I-280 is more than 1,000 feet from Helen Drive and the Meadows School (per the BAAQMD June 2010~~draft~~ CEQA Guidelines, the assessment of cumulative sources can be limited to 1,000 feet).

Sources: Section 5.7, *Air Quality*, and **Appendix E** in this Draft EIR; San Francisco Planning Department, 2009

Pages 6-40 to 6-42 of the Draft EIR (within Section 6.2.2, *Cumulative Impact Analysis*, subheading *Air Quality*) has been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

DPM emissions associated with construction at HTWTP would have a considerable contribution to potentially significant cumulative DPM emissions due to their location less than 1,000 feet from sensitive receptors that are also affected by I-280 and by the SFPUC CS/SA Transmission Upgrade Project. In addition, truck hauling associated with the project would contribute considerably to cumulative health risks along I-280 and along Crystal Springs Road and would thus be found to contribute to cumulative significant impacts using the June 2010~~draft~~ BAAQMD thresholds (effective January 2011).

Mitigation Measure AIR-2 requires use of grid power instead of diesel generators where feasible, limitation of idling, and regular maintenance and tune-ups for construction equipment. **Mitigation Measure AIR-~~23~~** also requires the use of 2004 or later trucks for hauling and all on-road diesel trucks must have emissions control labels as specified in 13 CCR 2183(c). **Mitigation Measure AIR-~~23~~** also requires that all off-road diesel construction equipment (with the exception of specialty equipment for which controls are not commercially available) be equipped with Tier 2 or 3 diesel engines as defined in 13 CCR 2485 and be equipped with Level 3 Diesel Emission Control Strategies as defined in 13 CCR 2700–2710. These measures would reduce the contribution of DPM emissions from construction equipment and from truck hauling to cumulative impacts. However, as noted above, BAAQMD has not identified a threshold for cumulative contributions when the cumulative threshold is exceeded. Although the equipment controls required by the mitigation identified above can reduce DPM emissions substantially, the emissions would not be entirely eliminated. Given that the existing DPM emissions from vehicle traffic on I-280 already exceed one or more of the June 2010~~draft~~ BAAQMD cumulative thresholds, any additional DPM emissions would be considerable in these locations. Thus, the

project, even with mitigation, would result in a considerable contribution to cumulatively significant DPM emissions under the June 2010~~if the draft~~ thresholds ~~are adopted~~ (significant and unavoidable).

Greenhouse Gases

~~Prior~~Current and ~~June 2010~~Draft BAAQMD CEQA Guidelines: *Less than Significant*

The geographic context for the analysis of potential cumulative greenhouse gas (GHG) impacts includes the entire planet. Past, present, and probable future cumulative projects within this geographic context include all the cumulative projects in **Table 6-1**, and all past, present, and probable future emissions of GHGs on Earth.

The GHG impacts of other past, present, and future cumulative projects will result in significant cumulative GHG emissions and the associated impacts of global climate change. ~~Prior~~Current and ~~June 2010~~Draft BAAQMD CEQA Guidelines do not specify thresholds or a framework for evaluating construction GHG emissions. However, with continuing implementation of GHG reduction actions by the CCSF and the SFPUC, as well as additional SFPUC GHG-reduction actions proposed as part of the project (see Section 3.5, *Greenhouse Gas Reduction Actions*), the SFPUC cumulative projects and the proposed project's contributions to cumulative GHG emissions would not conflict with state goals of reducing GHG emissions to 1990 levels by 2020, as set forth in the California Global Warming Solutions Act of 2006, nor would they conflict with the City of San Francisco's GHG reduction goals established in the Greenhouse Gas Reduction Ordinance. Therefore, under the ~~prior~~current and ~~June 2010~~draft BAAQMD CEQA Guidelines, the proposed project's contribution to GHG cumulative impacts would be less than considerable (less than significant).

Operation

Criteria Pollutants

~~Prior~~Current and ~~June 2010~~Draft BAAQMD Guidelines: *Less than Significant*

Since operation of the identified cumulative projects would involve the use of vehicles and equipment by new residents or for SFPUC maintenance activities, operation of the identified cumulative projects could result in a cumulative criteria air pollutant emissions impact. Given that the proposed project also would involve the use of vehicles for maintenance activities, it could contribute considerably to potentially significant cumulative operational air quality impacts from the emission of criteria pollutants. However, since operation of the proposed project would only increase the number of workers by up to 8 staff, the increased vehicle use would not conflict with or obstruct implementation of applicable regional air quality plans addressing criteria pollutants, the proposed project's contribution to potential cumulative criteria pollutant emissions impacts would be less than considerable (less than significant).

There are no substantial differences in the analysis above when considering the ~~prior~~current or ~~June 2010~~draft BAAQMD CEQA Guidelines. The project's operational emissions would be below the ~~June 2010~~proposed new thresholds as

well as the ~~prior~~current thresholds. As such, under the ~~June 2010 draft~~ BAAQMD CEQA Guidelines, the proposed project's contribution to potentially significant cumulative operational criteria pollutant emissions impacts would be less than considerable (less than significant).

Toxic Air Contaminants

~~1999 Current~~ and ~~June 2010 Draft~~ BAAQMD CEQA Guidelines (effective January 2011): *No Impact*

The cumulative projects would have minimal operational toxic air contaminant emissions, as they would require limited heavy vehicle truck or equipment operation. Maintenance activities for the SFPUC facilities and infrequent heavy truck activity (such as trash pickup) for the residential projects would result in limited DPM emissions, but would be substantially less than the construction DPM emissions described above. Further, the operational phase of the proposed project would not measurably change DPM emissions compared to baseline levels and would not generate significant DPM emissions levels or include any activities or elements that would prevent the BAAQMD's or California Air Resources Board's (CARB's) successful implementation of programs to reduce DPM emissions. Thus, operational impacts of the cumulative projects would be less than significant, and the project would, therefore, make no contribution to a cumulatively significant impact.

Although the ~~June 2010 draft~~ guidelines include a different methodology involving assessment of all cumulative sources (including existing roadways) within 1,000 feet of a sensitive receptor affected by a project, since the proposed project would not increase operational DPM emissions over baseline, analysis of cumulative sources is not necessary and the project would not contribute to any cumulatively significant DPM emissions (no impact).

Greenhouse Gases

~~Prior Current~~ and ~~June 2010 Draft~~ BAAQMD CEQA Guidelines: *Less than Significant*

~~Prior Current~~ BAAQMD CEQA Guidelines do not specify thresholds or a framework for evaluating operational GHG emissions. ~~The June 2010 Draft~~ BAAQMD CEQA Guidelines identify a 1,100-metric-ton carbon dioxide equivalent (CO₂e) per year threshold for project GHG emissions; GHG emissions are a cumulative impact by definition, so the threshold is for evaluation of a project's cumulative contribution. The land use categories used by the BAAQMD to arrive at the 1,100 metric-ton threshold may not be directly applicable to water utility projects such as the proposed project. For purposes of a conservative evaluation of the impacts of the proposed project, however, it is assumed that the threshold would apply.

The operational GHG impacts of other past, present, and future cumulative projects will result in significant cumulative GHG emissions and associated impacts of global climate change. The proposed project would involve use of gasoline for operation and maintenance activity vehicle use and electricity for HTWTP to operate during planned Hetch Hetchy shutdowns (approximately 2 to 3 months annually) and during emergencies when HTWTP would operate at 140

million gallons per day (mgd) and use approximately 10 percent more energy than existing conditions), and would result in a small increase in GHG emissions (about 60 metric tons of CO₂e per year) above baseline levels (see Section 5.7, *Air Quality*).

Under ~~the prior~~ current BAAQMD guidelines, with continuing implementation of GHG reduction actions by the CCSF and the SFPUC, as well as additional SFPUC GHG reduction actions proposed as part of the project (see Section 3.5, *Greenhouse Gas Reduction Actions*), the SFPUC cumulative projects' contributions to cumulative GHG emissions would not conflict with state goals of reducing GHG emissions to 1990 levels by 2020, as set forth in the California Global Warming Solutions Act of 2006, nor would they conflict with the City of San Francisco's GHG reduction goals established in the Greenhouse Gas Reduction Ordinance. Thus, under the ~~the prior~~ current BAAQMD CEQA Guidelines, the proposed project would have a less-than-significant contribution to cumulative GHG emissions (less than significant).

Under ~~the June 2010~~ draft BAAQMD CEQA Guidelines, cumulative contributions are evaluated by comparison to the 1,100-metric-ton of CO₂e per year threshold. The proposed project's operational emissions (about 60 metric tons CO₂e per year) would be well below the ~~the June 2010~~ draft BAAQMD threshold, and, thus, the proposed project would have a less-than-significant contribution to operational GHG cumulative impacts under the ~~the June 2010~~ draft BAAQMD guidelines (less than significant).

6.3 Significant Environmental Effects That Cannot Be Avoided if the Proposed Project Is Implemented

Page 6-52 of the Draft EIR (within Section 6.3, *Significant Environmental Effects That Cannot Be Avoided if the Proposed Project Is Implemented*) has been revised as follows, as a staff initiated text change, to reflect adoption of new BAAQMD CEQA Air Quality Guidelines in June 2010:

In accordance with Section 21067 of CEQA and with Sections 15126(b) and 15126.2(b) of the CEQA guidelines, the purpose of this section is to identify environmental impacts that cannot be eliminated or reduced to a less-than-significant level by mitigation measures. Chapter 5, *Environmental Setting and Impacts*, describes the potential environmental impacts of the proposed project and recommends feasible mitigation measures to reduce potentially significant project-specific impacts to less-than-significant levels. Cumulative impacts are discussed earlier in this chapter. The following impacts were determined to be significant and unavoidable even with implementation of feasible mitigation measures:

- Impact TRA-2: Temporary increase in traffic load on roadways caused by construction-related vehicle trips and resultant impact on roadway level of service during construction (only during AM peak hour at the intersection of I-280 on-and off-ramps at Cunningham Drive)

- Impact NOI-1: Temporary increase in ambient noise levels on and around the project area during construction (only for relining the Sunset Branch pipeline)
- Impact NOI-2: Exposure of people to or generation of noise levels in excess of local standards established in the local general plan or noise ordinance, or applicable standards of other agencies during construction (only for relining the Sunset Branch pipeline)
- Impact AIR-1: Construction emissions of criteria pollutants (~~only under draft BAAQMD-CEQA Guidelines, if adopted prior to adoption of mitigation measures by the SFPUC at initial project approval~~)
- Impact CUMUL-4: Cumulative traffic increases on local and regional roads
- Impact CUMUL-5: Cumulative increases in noise
- Impact CUMUL-6: Cumulative increases in emissions in the region (~~under current and draft BAAQMD-CEQA Guidelines~~)

Appendices

Appendix A. Public Scoping Process Summary Report for the Harry Tracy Water Treatment Plant Long-Term Improvements Project Environmental Impact Report

Appendix A of the Draft EIR is the Public Scoping Process Summary Report, which has several appendices. The transcript of the June 10, 2008, public scoping meeting held at Meadows Elementary School is in Appendix E of the summary report. Previously, only the portion of the transcript related to public comments was included. This appendix has been revised to include the transcript in its entirety. For purposes of this Response to Comments document, the entire transcript of the June 10, 2008, public scoping meeting is included in Appendix C of this document.

Appendix C. Equestrian Boarding Facilities and Trail Access within 35 Miles of the Project Area

Page C-1 in Appendix C of the Draft EIR has been revised to include information from both the 2009 equestrian survey and the subsequent the 2010 equestrian survey, as a staff initiated change:

Research and surveys conducted in 2009 and 2010 identified 30. There are approximately 18 other equestrian boarding facilities within 35 miles of Skyline Stables along the Peninsula or in the South Bay, as identified from a survey conducted by ICF Jones & Stokes (ICF Jones & Stokes, 2009; HDR 2010). For each of the equestrian facilities including Skyline Stables, Table C-1 includes the purpose of the 2009 survey was to identify the location, acreage, capacity, exercise areas, access to trails, and other features of facilities comparable to Skyline Stables, and the results of this survey are included in Table C-1. The purpose of the 2010 survey was to update the availability of stables at the facilities surveyed in 2009 and identify any additional facilities within the same geographic area that are similar to Skyline Stables. The results of the 2010 survey, as well as the 2009 survey, are included in Table C-2. The 2010 survey identified 206 openings in San Mateo County, with 123 in a stall or sheltered paddock and 83 spaces in pasture-only boarding (HDR, 2010). The locations of the facilities identified are shown in Figure 5.8-3, Locations of Equestrian Boarding Facilities in Project Vicinity, in Section 5.8, Recreation, in Chapter 5.

Page C-8 in Appendix C of the Draft EIR (part of Table C-1, *Equestrian Boarding Facilities and Trail Access within 35 miles of the Project Area*), has been revised, as a staff initiated text change, to include two of the boarding facilities (Garrod Farms and Palo Mar Stables) which were inadvertently omitted.

Following **Page C-9** in Appendix C of the Draft EIR, Table C-2, *2010 Update of Equestrian Boarding Facilities and Trail Access within 35 miles of the Project Area*, has been added, as a staff initiated text change.

Page C-9 in Appendix C of the Draft EIR has been revised, as a staff initiated text change to include the following reference to the 2010 survey:

HDR 2010. San Mateo County Equestrian Capacity Survey Memorandum. Prepared for the San Francisco Public Utilities Commission. August 2010.

Table C-1. Equestrian Boarding Facilities and Trail Access within 35 miles of the Project Area

	BOARDING FACILITIES			
	Westwind Barn² 27210 Altamont Rd Los Altos Hills, CA 94022	Brookside Stables² 12100 Stevens Canyon Rd Cupertino, CA	<u>Garrod Farms² 22647 Garrod Rd Saratoga, CA</u>	<u>Palo Mar Stables² 2116 Skyline Blvd Daly City, CA</u>
Total Acreage and Maximum Horse Occupancy	Crystal Petralli 650-941-6113 Former (could still be) cooperative facility	Diane Fujii 408-255-9026	—	—
Remaining Capacity	—	—	—	—
Special Qualifications, Requirements, or Restrictions	If still a cooperative, boarders must be participating members and may have to perform some property maintenance, participate	—	—	—
Size of Stalls	—	—	—	—
Availability of Paddocks or Pasture	Large permanent barn with stalls, horses led to turnout paddocks	—	—	—
Basic Services Provided and Available	—	—	—	—

Table C-1. Equestrian Boarding Facilities and Trail Access within 35 miles of the Project Area

Access to Enclosed Training/ Exercise Arena or Round Pen	—	—	—	—
Access to Park or Bridle Trails	Direct access to Santa Clara County park system	Direct access to Santa Clara County park system	<u>Access to Santa Cruz County park system and Mid-Peninsula Open Space preserves</u>	—
Days and Hours of Service and Availability of Nighttime Lighting	—	—	—	—
Availability of Facility Caretaker/ Manager	—	—	—	—
Facility Boarding Fee and Services and Amenities Included	—	—	—	—

Source: ICF Jones & Stokes. 2009.

¹Information was obtained by talking to facility operators/owners on the telephone and by researching on the internet. In some cases, additional information could not be found and/or owners/operators could not be reached.

² Information is incomplete, unconfirmed, and not considered accurate as a result of the lack of response.

³ Since the equestrian survey was conducted (ICF Jones & Stokes 2009), the size of Rancho Polhemus has been corrected from 40 acres to 10 acres. The property is leased from the SFPUC, and the lease agreement indicates that of the 19 acres being leased from the SFPUC, approximately 10 acres are used for horse boarding/pasturing.

⁴ Rancho Viejo shares an entrance with another very large private racing and training facility at 2710 Alpine Road, Portola Valley. Ansel Lane is a private road off Alpine Road.

Table C-2. 2010 Update of Equestrian Boarding Facilities and Trail Access within 35 Miles of Project Area

.....

Boarding Facility	2010 Stall/ Enclosed shelter	2010 Pasture only	2010 Comments	2009 Info	Total Acres/ Total Capacity	Exercise Arenas and Access to Trails	Monthly Cost 2010 Update [2009 Info]
Skyline Stables (baseline for comparison)	N/A	N/A	12 vacancies reported by Skyline Stables	2 vacancies	13 acres 52 horses	Onsite arenas and access to San Andreas Trail.	[2009: \$300 average (includes \$100 fee for common maintenance area)]
Canyon Creek Equestrian Center 11631 San Mateo Road Half Moon Bay, CA 94019 Dave and Andrea Parks http://www.canyoncreekequine.com/ andreamparks@mac.com (650) 642-4142	5			Capacity for 10 horses	55 acres 35 horses	Onsite arenas and access to 50 acres of trails on property.	\$550 [2009: \$550 base]
Clermont Equestrian at Cypress Ridge 12670 Skyline Blvd. Woodside, CA 94062 Anne and Craig Clermont www.clermontequest.com (650) 851-2230	16	20	3 double stalls and some paddocks can take two compatible horses, reducing cost by half	Capacity for 30-40 horses	136 acres 100 horses	Onsite arenas and access to Purisima Open Space Preserve and Skyline Trail.	\$350 pasture w/out shelter; \$450 pasture with shelter [2009: \$450] \$650 box stalls [2009: \$650] \$700 paddock/shelter [2009: \$800] \$850 double stalls
Glen Oaks Equestrian Center 3639 Alpine Rd Portola Valley, CA 94028 David Murdoch http://www.glenoaksequestrian.com/ (650) 854-4955			NR	NR			
Madonna Creek Ranch San Mateo Road (Highway 92) Half Moon Bay, CA 94019 Terry Tenzing www.madonnacreekranch.com ttenzing@aol.com (650) 303-4218	2			NI		Yes	A \$450
Mar Vista Stables 2152 Skyline Boulevard Daly City, CA 94015 Zack Landry http://www.marvistastable.com/ zacklandry@att.net (650) 991-4224	9			NI	50 horses	Yes	\$430 to \$450

Table C-2. 2010 Update of Equestrian Boarding Facilities and Trail Access within 35 Miles of Project Area

Boarding Facility	2010 Stall/ Enclosed shelter	2010 Pasture only	2010 Comments	2009 Info	Total Acres/ Total Capacity	Exercise Arenas and Access to Trails	Monthly Cost 2010 Update [2009 Info]
Menlo Circus Club Stables (JL Dixon Stable) 190 Park Lane Atherton, CA 94027 Jennifer Dixon www.menlocircusclub.com dixonstable@aol.com (650) 322-6700 line 1 cell: (650) 740-4344	8			NI			\$850 or \$940 depending on feed plan
Millennium Farm 2995 Woodside Road, Suite 400 Woodside, CA 94062 Jill Hamilton http://www.millenniumfarm.com/contact.html jill@millenniumfarm.com (650) 854-4657	10			NI			\$950 boarding plus \$850 training
Millwood Ranch One Picardo Ranch Pacifica, CA 94044 Millard Tong http://www.millwoodranch.com/ milltong@sbcglobal.net • cell: (415) 225-4095 • home: (650) 355-7149 • fax: (650) 898-1552	8	42	Pasture boarding includes shelter. Expressed willingness to accommodate additional barns on a case-by-case basis	NI		Yes	\$395 (pasture with shelter) up to \$625 for indoor stall
Moon Valley Ranch 1411 Sunshine Valley Road Moss Beach, CA 94038 Cece Golden svs98mustang@sbcglobal.net (650) 515-6152	2			NI			\$350 for stall with large paddock
Moss Beach Ranch 1861 Etheldore St Moss Beach, CA 94038 Rich Allen http://www.mossbeachranch.com/ rich@mossbeachranch.com (650) 728-0700	8		8 or 9	NR		Yes	\$450 to 500

Table C-2. 2010 Update of Equestrian Boarding Facilities and Trail Access within 35 Miles of Project Area

Boarding Facility	2010 Stall/ Enclosed shelter	2010 Pasture only	2010 Comments	2009 Info	Total Acres/ Total Capacity	Exercise Arenas and Access to Trails	Monthly Cost 2010 Update [2009 Info]
Page Mill Pastures 3450 Deer Creek Road Palo Alto, CA Giselle Turchet http://pagemillpastures.com/ (650) 303-9940			NR	At capacity	800 acres 139 horses	Onsite arenas and access to Stanford University open space.	NR [2009: \$255 (pasture) \$465 (paddocks)]
Palo Mar Stables 2116 Skyline Blvd. Daly City, CA 94015 Susan Powell and Ted Vlahos sp_513@yahoo.com 650 755-8042 Cell: 415-845-9888	15			NR		Yes	\$300 to \$450 (Three stall types: single box, double box and a single box with a small paddock)
Park Pacifica Stables 650 Cape Breton Drive Pacifica, CA 94044 Matt Farley and April Schneider http://www.extendinc.com/parkpacific 650-355-4004 Cell: (650) 922-2069	5		5 to 10	NR		Yes	\$550 a month or \$450 self-clean
Portola Pastures 1600 Arastradero Road, Portola Valley, CA http://www.portolapastures.org/ Eric Carlson: 650-854-4476	1	2		Capacity for 1-2 horses	20 acres 70 horses	Onsite arenas and access to Pearson- Arastradero Nature Preserve and Portola Valley trail	\$250 to \$290 (pasture) \$375 (stall with paddock) [2009: \$250-\$290 (pastures), \$375 (stall with paddock), \$560 (corral)]
Rancho Polhemus 205 De Anza Blvd. San Mateo, CA Eldon Kelley (650) 773-8580 http://www.ranchopolhemus.com/ info@ranchopolhemus.com			At capacity/no availability	Capacity for 2 horses	10 acres 11 horses	Onsite arena and access to Canada Road trails	\$300-\$425 [2009: \$300-\$425]
Rancho Viejo Boarding Stables 145 Ansel Ln Menlo Park, CA Donna Cohn www.rvstables.com (650) 854-9109			Could make room for a few horses if boarders are a good long-term match; set up meeting	NR			

Table C-2. 2010 Update of Equestrian Boarding Facilities and Trail Access within 35 Miles of Project Area

Boarding Facility	2010 Stall/ Enclosed shelter	2010 Pasture only	2010 Comments	2009 Info	Total Acres/ Total Capacity	Exercise Arenas and Access to Trails	Monthly Cost 2010 Update [2009 Info]
Renegade Ranch 1425 Sunshine Valley Road Montara, CA Deb Titone (650) 483-8719	1	7		NI	15 acres	Large riding arena. Direct access to trails.	\$295 pasture (multiple horse discount can be negotiated) \$400 stall with paddock
Seahorse Ranch 1828 N. Cabrillo Hwy Half Moon Bay, CA 94019 Contact: Willa http://www.seahorseranch.org/ (650) 726-9903	2	3		NI		Yes	\$250 pasture \$350 stall and paddock
Spring Down Equestrian Center 721 Portola Road Portola Valley, CA 94028 650-851-1114 http://www.springdown.com/index.php sdecenter@aol.com Carol Goodstein (owner) or Diane	4			Capacity for 2	12 acres 60 horses	Onsite arenas and access to Portola Valley public trail system Wunderlich County Park and Windy Hill Open Space Preserve.	\$1200 a month because they require a training package [2009: \$625]
Stanford Red Barn Fremont & Electioneer Rd Stanford, CA 94305 Vanessa Bartsch: 650-327-2990 vbartsch@stanford.edu			NR	At capacity/no availability	20 acres 65 horses	Onsite arena and access to extensive trails on Standard land (requires crossing city	NR [2009: \$750-\$1100 (reduced rates of \$500-\$650 for Stanford students; \$600- \$850 for Stanford faculty and staff]
Summerhorse Ranch 2399 Purisima Creek Road Half Moon Bay, CA 94019 Terri Pacheco hmbchiefmail@aol.com (650) 726-3062 Cell: (650) 235-0523	11	6		NI		Yes	\$400 to \$500 (different sizes) for stalls with paddocks \$300 for pasture (has 2 covers)
The Horsepark at Woodside 3674 Sand Hill Rd Woodside, CA 94025 http://www.horsepark.org/ (650) 851-2140 Appears to require membership			NR	NR			

Table C-2. 2010 Update of Equestrian Boarding Facilities and Trail Access within 35 Miles of Project Area

Boarding Facility	2010 Stall/ Enclosed shelter	2010 Pasture only	2010 Comments	2009 Info	Total Acres/ Total Capacity	Exercise Arenas and Access to Trails	Monthly Cost 2010 Update [2009 Info]
Webb Ranch 2720 Alpine Road, Portola Valley, CA Nathan Hensley http://www.webbranchinc.com/ nathanhensley@msn.com (650) 854-7433	4			At capacity	280 acres 100+ horses	Onsite arenas and access to trails onsite and to Portola Valley town trail system.	\$655 (stalls with paddocks) [2009: \$450 (gelding pasture), \$505 (paddock/shelter), \$615-635 (barn/bedding)]
Westwind Barn 27210 Altamont Rd Los Altos Hills, CA 94022 Crystal Petralli http://www.westwindbarn.com/ (650) 269-5129	10	1	Note: Westwind is owned by the Town of Los Altos Hills	Closed for renovation in 2009			\$345 pasture \$685 shelter
WildTender Ranch's Happy Horses Pigeon Point Road Pescadero, CA 94060 Etienne Montrese dreamndancer@gmail.com (650) 619-4528	2	2	Capacity for 4 or 5 horses	NI		Yes	\$100 pasture \$185 with shelter
Wunderlich Park Stables 4040 Woodside Rd Woodside, CA 94062 Private boarding and training facility				NR			
Totals:	123	83	206	2009 Total: 44 to 56			
2010 Totals for San Mateo County:	123	83	206				

Source: HDR 2010

NR = No Response

NI = Not Included in 2009 Survey

APPENDIX A

Comment Letters



STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

May 18, 2010

RECEIVED

MAY 24 2010

CITY & COUNTY OF SF
PLANNING DEPARTMENT
M&A

Timothy Johnston
City and County of San Francisco, Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Subject: Harry Tracy Water Treatment Plant Long-Term Improvements Project
SCH#: 2008052106

Dear Timothy Johnston:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on May 17, 2010, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

01
G1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Acting Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2008052106
Project Title Harry Tracy Water Treatment Plant Long-Term Improvements Project
Lead Agency San Francisco, City and County of

Type EIR Draft EIR
Description The SFPUC proposes the Harry Tracy Water Treatment Plan (HTWTP) Long-Term Improvements Project. The proposed improvements include treatment process improvements to meet water quality and delivery reliability goals, seismic reliability improvements, and other improvements to the HTWTP such as pipeline distribution, access and site improvements. The treatment process would generally be the same even with the proposed improvements. The primary differences would be solids handling, whereby solids from the sludge holding tank would be transferred to a solids dewatering facility before being trucked off-site, and to the treated water storage, which would occur in a single new tank north of the main plant site instead of two tanks southeast of the main plant.

Lead Agency Contact

Name Timophy Johnston
Agency City and County of San Francisco, Planning Department
Phone (415) 575-9035 **Fax**
email
Address 1650 Mission Street, Suite 400
City San Francisco **State** CA **Zip** 94103

Project Location

County San Mateo
City San Bruno, Millbrae
Region
Lat / Long 37° 36' 22.16" N / 122° 25' 33.72" W
Cross Streets Crystal Springs Rd
Parcel No. 093120050
Township **Range** **Section** **Base**

Proximity to:

Highways SR 35, I-280
Airports SF Int'l
Railways Caltrain
Waterways San Andreas Reservoir, El Zanjon Creek
Schools Meadows Elementary, etc.
Land Use Open space in San Mateo Co GP

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Drainage/Absorption; Geologic/Seismic; Growth Inducing; Landuse; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 3; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Resources, Recycling and Recovery; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 4; Department of Health Services; State Water Resources Control Board, Division of Water Quality; Regional Water Quality Control Board, Region 2; Native American Heritage Commission; State Lands Commission

Date Received 04/01/2010 **Start of Review** 04/01/2010 **End of Review** 05/17/2010

BAWSCA

Bay Area Water Supply & Conservation Agency

May 17, 2010

Mr. Bill Wycko
 Environmental Review Officer
 San Francisco Planning Department
 1650 Mission Street, Suite 400
 San Francisco, CA 94103

Subject: Case No. 2007.1202E – Draft Environmental Impact Report on the Harry Tracy Water Treatment Plant Long-Term Improvements Project

Dear Mr. Wycko,

Thank you for the opportunity to provide the following comments from the Bay Area Water Supply & Conservation Agency (BAWSCA). BAWSCA represents the interests of 24 cities and water districts, an investor-owned utility, and a university, that purchase water wholesale from the San Francisco Regional Water System. These agencies, in turn, provide water to 1.7 million people, businesses and community organizations in Alameda, Santa Clara and San Mateo counties. These comments are in response to the Draft Environmental Impact Report (EIR) published April 1, 2010 for the Harry Tracy Water Treatment Plant Long-Term Improvements project.

The comments below follow the report organization and do not reflect the level or priority.

1. **Section 1.2.1 – SFPUC Water System Improvement Program (pg. 1-5)**
 Footnote #3 refers to the “Lower Crystal Springs Dam Improvements Project (LCSDIP) Draft EIR, published in February 2009...” The correct date of this DEIR publication is March 2010.
2. **Section 2.2.1 – SFPUC Regional Water System Overview (pg. 2-1)**
 The sentence reading, “The source of the water supply is a combination of local supplies from streamflow and runoff in the Alameda Creek watershed of San Mateo...” **Section 1.2 – Overview of the SFPUC Regional System (pg. 1-1)** uses clearer wording, “The source of the water supply is a combination of local supplies from streamflow and runoff in the Alameda Creek watershed and in the San Mateo...” Suggest repeating the exact text from Section 1 here to avoid confusion.
3. **Section 2.2.2 – SFPUC Water System Improvement Program (pg. 2-2)**

01
G4

02
G5

Mr. Bill Wycko
 May 17, 2010
 Page 2 of 6

- The sentence reading, “At a project-level of detail, the PEIR evaluated the environmental impacts of the WSIP and, at a program-level of detail, it evaluated the environmental impacts of the WSIP’s facility improvement projects.” **Section 1.2.1 – SFPUC Water System Improvement Program (pg. 1-2)** uses clearer wording, “At a project-level of detail, the PEIR evaluated the environmental impacts of the WSIP’s water supply strategy and, at a program level of detail, it evaluated the environmental impacts of the WSIP’s facility improvement projects.” Suggest repeating the exact text from Section 1 here to avoid confusion.
- 03
G5
4. **Section 3.6.1 – Construction Methods (pg. 3-27)**
 The new treated water reservoir is planned to be pre-stressed concrete on piles. Given the susceptibility of pre-stressed concrete to differential settling, why was this proposed in lieu of steel or cast-in-place concrete that are more forgiving in a seismic event?
- 04
PD2
5. **Section 3.6.4 – Site Access and Project Workforce (pg. 3-36)**
 The text indicates that when added construction parking is needed the residential streets of Helen Drive and Crystal Springs Road may be used for parking. Parking and traffic on these local streets can be a significant impact when it occurs over a long period of time. Clarification is needed as to who decides if these streets can be used, under what circumstances, and who will enforce the decision. Also, Helen Drive will be impacted by construction worker trips, equipment and material delivery trips, and haul truck trips during the relining of the Sunset branch pipeline (pg.5.5-11). This may be unavoidable but needs close supervision. As needed, mitigation measures should be adopted to minimize these potential impacts.
- 05
PD4
6. **Section 3.6.5 – Construction Schedule, Duration and Phasing (pg. 3-37)**
 a. The construction period runs from January 2011 through January 2015---4 years. Most of the actual construction is planned between April 2011 and September 2014---about 3.5 years. This is a very long time for continued significant construction impacts to affect the surrounding neighborhoods. This is a complicated project so there is a reasonable likelihood that construction will run longer than planned or that more work will occur on Saturday or after hours to finish the project on schedule, all of which would have greater impacts on the surrounding area. Mitigations need to be adopted that clearly acknowledge and consider this very long construction period.
- 06
PD4
- b. In addition, the planned construction phasing schedule will also likely be revised somewhat during construction to deal with unforeseen circumstances, which means that cumulative impacts of this and other projects in the area will likely change long after the EIR is approved. Approved mitigation measures should also keep this in mind, acknowledging a fluid situation will exist.
7. **Section 3.6.5 – Construction Schedule, Anticipated System Interruption (pg. 3-37)**

Mr. Bill Wycko
 May 17, 2010
 Page 3 of 6

- | | |
|---|-------------------|
| <p>a. Will the emergency chlorination facility be in place to backup the shutdowns during dire emergencies?</p> | <p>07
PD3</p> |
| <p>b. A two-month shutdown is proposed to be done from January through February 2012. Is this consistent with typical shutdown planning windows given the potential for runoff and high turbidities from the Hetch Hetchy source which have historically been an issue during these months? Will the SVWTP improvements be available to accommodate high turbidity water from the Hetch Hetchy source if they occur?</p> | <p>08
PD3</p> |
| <p>8. Section 3.6.5 – Construction Schedule, Construction Hours (pg. 3-38)</p> <p>a. The hours of construction show as 7am to 6 pm Monday through Friday and Saturday 7am to 5pm (the document says Saturday only “if necessary”---however there appears to be a good probability that Saturday work will have to be done frequently). Additionally, the proposal allows work to be done 24 hours a day, 7 days per week during shutdown periods (pgs. 3-37 and 3-38). There are 7 shutdown periods ranging from 1 month to 2.5 months in duration each, or a total of 12.5 months for the entire project out of a total of about 42 months for construction or about 30% of the time, which presumes everything goes according to schedule. This will be a significant impact on the surrounding area and mitigation should be adopted to minimize the overall impact on the neighboring community.</p> | <p>09
PD4</p> |
| <p>b. The work hours and related construction need to be reviewed and approved in such a way that elements of construction are tightly planned well in advance and that controls and contingency plans are in place to head off problems that will impact the neighborhoods. This is especially important for night work where if problems arise they are addressed quickly and, if appropriate, construction can be shut down quickly. A precise plan of what work can be done, and when it can be done, needs to be required and adopted with a clear enforcement process and one person responsible and in charge for the SFPUC at the site. This is particularly critical for the 24/7-shutdown work.</p> | <p>10
PD4</p> |
| <p>9. Section 3.7 – Operations and Maintenance (pg. 3-39)
 The text references “high rate clarifiers with plates.” Since the existing sedimentation basins are planned to be removed, does this refer to elements of the revised solids handling system?</p> | <p>11
PD5</p> |
| <p>10. Mitigation Measure AES-1 (pg. 5.3-8)
 As indicated on page 5.3-7, nighttime construction lighting issues will likely be very significant for the residences especially during the 1 year, 24/7 work during shutdown. Mitigation measure AES-1 should go farther and be more specific about what else should be done to deal with construction lighting impacts. For example, if the temporary lights are run by generators, noise will increase. As such, lights should be connected to the</p> | <p>12
A1</p> |

Mr. Bill Wycko
 May 17, 2010
 Page 4 of 6

grid. There are likely other methods of installing temporary lighting shields to better protect the surrounding area. This measure is too short on details.

11. Mitigation Measure TRA-1 (pg.5.5-19)

The document suggests that preparation of a traffic control plan will work to mitigate traffic issues. This is a good idea but several questions remain: what standards will be used; how will the local agencies, residents and other stakeholders be involved in setting plan parameters; what is the time deadline for preparing the plan? There are many qualifiers in this mitigation such as: “when feasible”, “if feasible”, and “extent feasible”. Clarification about who decides what is feasible is important.

13
 T3

12. Section 5.6.3 – Regulatory Framework, Local (pgs. 5.6-12 through 5.6-16)

Different jurisdictions have different standards for construction activities. For example San Mateo County and the City of Millbrae have different noise ordinance standards. Where this occurs it would be most effective to choose the most restrictive for the project and use it rather than have different standards apply on one side or the other of a city boundary line. People in the area won't care which jurisdiction the noise is coming from, they will just want it dealt with. In this way, there would be one standard to apply for the entire project. A good example of this is at the bottom of pg. 5.6-14. San Mateo County has noise exemptions for certain work, but Millbrae does not (pg. 5.6-15). Also it is likely these ordinances were developed with shorter project duration in mind - not 4 years of total work with 1 year of 24/7 work in one focused area. Standards relevant to the scope and location of this project should be adopted and used.

14
 N1

13. Mitigation Measure NOI-1 (pg. 5.6-43)

Who decides what “appropriate noise controls” will be? Who measures and verifies that the performance standard dB goals are being met? When? How often? Timeliness in responding to these issues is important. Nighttime controls are critical because about 12 months of project construction work can occur 24/7 with potential impacts occurring in the middle of the night.

15
 N2

14. Mitigation Measure NOI-2 (pg.5.6-44)

The project is so long and complex, especially when project impacts are combined with the impacts of other projects in the area, that there needs to be specific, clear, accurate and timely updates on a weekly basis to businesses and residents in the area outlining each upcoming week's work activities and their impacts. This also should include e-mail and phone access for locals to report problems, ask questions and get timely answers. This access would be needed on a 24/7 basis during shutdown work.

16
 N2

15. Mitigation Measure NOI-4 (pg.5.6-45)

How will local stakeholders be involved in the noise control plan development and approval? The ability to levee enforceable fines and penalties against the contractor for compliance with the noise requirements should be added into the necessary contract documents.

17
 N2

Mr. Bill Wycko
 May 17, 2010
 Page 5 of 6

16. Mitigation Measures AIR-1, AIR-1a, AIR-1b, AIR-2, AIR-3 (pgs. 5.7-50 through 5.7-54)

With construction potentially occurring up to 6 days per week for nearly 4 years - a significant portion of which will be 24/7 - air quality is a major issue. The SFPUC should require strong mitigation measures. We recommend adopting AIR-1b (draft BAAQMD standards) but including the enhanced control measures and optional control measures from AIR-1a. In addition, there should be a process and funding set up to assess and respond to environmental cleanup and health needs on properties in close proximity to the project on a periodic basis if necessary (i.e. power washing or cleanup on private property, responding to allergic reaction situations, or hazardous materials in airborne particles). This would authorize a process and scope for these types of issues before they are encountered in the field so timely action can be taken.

18
 AQ1

19
 AQ2

17. Section 6.3 – Significant Environmental Effects That Cannot be Avoided if the Project is Implemented (Pgs. 6-52 and 6-53)

The text notes seven areas of impact that cannot be mitigated (TRA-2, NOI-1, NOI-2, AIR-1 and CUMUL-4, CUMUL-5 and CUMUL-6). Many projects have unavoidable impacts but most projects do not last 4 years with lots of possible weekend and 24/7 work. Therefore, thinking of the impacts as longer term rather than temporary is more appropriate. The SFPUC should also recognize this and be willing to “go the extra mile” in addressing issues and “making things right” with people in the neighborhood and the local agencies. We recommend that tools such as those listed below be employed to help deal with these longer term adverse impacts:

- a. Setting up a hands-on, rapid response team of experts and project leaders to deal with any significant issue within 48 hours with one prominent team leader in charge.
- b. Insure that neighborhoods, agencies, schools and other stakeholders are advised timely of upcoming issues, what complaints have been received and their disposition, and that stakeholders have easy and quick access to the team about any issue.
- c. That aggressive enforcement of all construction requirements is guaranteed by the SFPUC and that decision channels and responsibilities are clear and timely.
- d. That contingency funding is set aside to deal with issues such as cleanup, dust, noise, traffic, safety and hazardous materials on an ongoing expeditious basis and that access to the funding is pre-authorized for quick action. This would apply where an item is not covered by contract work or the contractor is not performing and the work needs to be done immediately.

20
 C2

Mr. Bill Wycko
 May 17, 2010
 Page 6 of 6

This is very complex project extending over a long period of time with unusually tough site working conditions, critical time deadlines and phasing that may change mid-project. The project is in the middle of a vibrant urban area and is a project that is vital to the region. Including the ideas and requirements noted herein as part of the project are critical to the success of the project and will be positive for the SFPUC as it will allow the SFPUC to be prepared to address all issues in this dynamic project in a timely way while supporting the surrounding community. Including these ideas and requirements will also will be good for the community because it will enable them to see that adequate advance planning and care has taken place to address their issues on this important project.

21
 PD4

In particular, the need for an effective construction stage enforcement unit that can cover all jurisdictions and all issues related to the project is important. Multi-jurisdiction enforcement with such a complicated project and one that is so highly visible to the public may be confusing at best and ineffective at worst. The SFPUC could take the lead in forming such a group, making sure there is inclusion of all those with potential jurisdiction, that there is a leader and the necessary funding resources, and the responsibilities and expectations are clear at the onset.

22
 PD4

Many of the mitigation measures leave the responsibility for performance and enforcement in the hands of the contractor. To be effective either the SFPUC or its representative needs to make sure the mitigations are carried out. Of course, the mitigations would be required of the contractor as part of the contract, but finger pointing between the SFPUC and contractor over issues that arise will only do a disservice to the public and agitate an already difficult situation. All specifications should have enforceable penalties for contractor non-performance (both monetary and non-monetary as needed) on mitigation issues.

23
 PD4

Thank you for the opportunity to provide these comments on the Draft EIR for the Harry Tracy Water Treatment Plant Long-Term Improvements project dated April 1, 2010. If you have any questions, please contact me at (650) 349-3000.

Sincerely,



Nicole M. Sandkulla, P.E.
 Senior Water Resources Engineer

cc: A. Jensen, BAWSCA
 R. Popp, City of Millbrae
 K. Fabry, City of San Bruno
 R. McDevitt, Hanson Bridgett
 File



City of Millbrae
621 Magnolia Avenue, Millbrae, CA 94030

RECEIVED

May 13, 2010

Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

MAY 17 2010
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M.E.A.

PAUL SETO
Mayor

DANIEL F. QUIGG
Vice Mayor

MARGE COLAPIETRO
Councilwoman

GINA PAPAN
Councilwoman

NADIA V. HOLOBER
Councilwoman

Subject: Harry Tracy Water Treatment Plant-Long Term Improvements Project
MEA Case No. 2007.1202E; State Clearinghouse No. 2008052106

The City of Millbrae is pleased to have the opportunity to review and provide comments for the Harry Tracy Water Treatment Plant Long Term Improvements Project, MEA Case No. 2007.1202E.

We have the following comments:

Section 5.5 Transportation and Circulation

Page 5.5-1 AADT on US101 on the stretch between Highway 92 and Interstate 380 is approximately 230,000 instead of 146,000 vehicles according to 2008 Caltrans Traffic and Vehicle Data Systems Unit. | 01
T1

Page 5.5-2 Local Access-Helen Drive

Helen Drive is not a principal arterial, instead, it is a minor arterial between Larkspur and Magnolia. Additionally, Helen Drive north of Larkspur is a collector street and not a designated truck route; therefore, it is prohibited from being used as a haul route for the subject project. | 02
T2

Page 5.5-3 Hillcrest Boulevard is a collector street and not an arterial as stated; Hillcrest Boulevard is not a designated haul route; therefore, it cannot be used as a haul route for trucks. | 03
T3

Truck Routes

Helen Drive is not a designated haul route. Additionally, Meadows School is in the vicinity of the project site and all precaution must be exercised to ensure safety of our school children. | 04
T2

Section 5.6 Noise and Vibration

Due to the project site proximity to Meadows School on Helen Drive and residential neighborhood(s), extreme cautions shall be taken to minimize noise and vibration levels. Work shall not be performed prior to 7:30a.m. or after 6:00p.m. on weekdays and work shall not be performed on weekends at all. | 05
N3

Please contact Khee Lim, City Engineer, at (650) 259-2347 or klim@ci.millbrae.ca.us if you questions.

Sincerely,

Ronald Popp, Director of Public Works

cc: Mike Riddell, Public Works Utilities & Operations Superintendent; Khee Lim, City Engineer

City Council/City Manager (650) 259-2334	City Clerk (650) 259-2334	Public Works/Engineering (650) 259-2339	Recreation (650) 259-2360	Police Department (650) 259-2300
Personnel (650) 259-2334	Finance/Water (650) 259-2350	Community Development (650) 259-2341	Building Division (650) 259-2330	Fire Department (650) 259-2400

Lyndall <lferb@ix.netcom.com>
05/06/2010 11:36 AM
Please respond to
Lyndall <lferb@ix.netcom.com>

To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

Hello

Like many of my fellow equestrians I am always concerned when I hear about the potential loss of a barn or stable. It is a situation that has occurred too often in the last ten years. Our organization (Equestrian Trail Riders Action Committee, ETRAC) is mainly concerned with keeping horses on the trails and the trails in good condition. However, if we lose the horses we will lose the trails and I am very concerned about both. In your draft report you state that the "nearby" existing stables could absorb these horses. I think that if you really researched the stables and availability you would find that is a broad statement and not necessarily true. Some of the stables listed are specific training stables and the cost for most recreational riders is prohibitive. Others are full and have waiting lists, some are very far away from where the current boarders live. A stable in Milpitas is not a viable option for someone who lives in San Francisco. 52 horses is a significant number of horses. I think you will find that most boarding stables could not take in another 5 horses much less ten or more. There are few stables in the near vicinity of Skyline and most of those are full. You have not begun to address the impact on the owners and riders. You have not considered the increase in cost to the owners which since Skyline is a cooperative would be great. Nor have you addressed what will happen to the horses if the owners are forced to move them. What if they can not afford the travel costs and the increased cost of board? What if they are not able to find a place with openings? If they are forced to give up the horse will it go to a new home or will the current owner be forced to put the horse down? The cost of horse ownership is not something that is taken on lightly. Every factor is part of the equation, gas for your car, feed, vet fees, shoes and farrier costs etc. I think that these factors need to be addressed in the DEIR.

01
R2

02
R4

03
G2

You also state that there will be no impact on recreation with the loss of this stable. This is of course untrue as all those horses will no longer be in the vicinity and will not be part of the recreation in the area.

04
R3

In order for the DEIR to be correct it should not just list stables within 50 miles of the current stable. It should list the stables within 10 miles and the cost and space available in those stables. I would ask that rather than abandon the stable that the SFPUC consider relocating in another area of the Watershed.

05
R4

06
PD1

Regards,

Lyndall Erb
Chair, ETRAC

chrisibhanson@sbcglobal.net
05/17/2010 03:59 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Harry Tracy Water Treatment Plant Long-Term Improvements

Harry Tracy Water Treatment Plant Long-Term Improvements

Project
State Clearinghouse number: 2008052106

Dear Mr. Wycko,

My name is Christine Hanson. I am the chairman of the board of the Skyline Stables. I am also an equine professional, working in the horse industry for over 12 years. I am making these comments on behalf of Skyline Stables, a not-for-profit equestrian facility currently located on the Harry Tracy Water Treatment Plant site, which would be closed down by the project as proposed. Skyline Stables represents the last of its kind: an equestrian facility available to San Francisco residents to board a horse and ride on trails. There are no similar facilities available in the area. Other facilities are full, not available to "independents" who do not place horses "in training" with a trainer at the facility, prohibitively expensive, and/or too distant to be practically available. San Francisco has a rich heritage intertwined with horses and equestrian activities. Horses pulled the first San Francisco Street cars, were an important part of transportation from the early gold rush days, and figured significantly in early entertainment from the Grand National Rodeo, to horse racing (at now closed tracks), to parades. Sadly, horses are disappearing as a resource available to San Francisco residents. Skyline Stables has operated in the San Francisco area since 1946. Skyline Stables is available to local residents who want an affordable, independent facility at which to board a horse, and ride on trails. This is a disappearing option. It has become common for facilities to work with professional trainers, allotting trainers a certain number of stalls at the facility. In order to board a horse at the facility, one must place the horse "in training" with a professional trainer, at a fee ranging from \$450 - \$800 per month, over and above the charge to board the horse. Skyline Stables does not require that horses be placed in training. Skyline is open to any member of the public to board a horse, without such restrictions. Further, because Skyline Stables is a not-for-profit institution with many persons devoting volunteer hours to the facility, the cost of boarding a horse at Skyline is significantly less than other facilities. Skyline charges \$120/stall. Skyline allows each boarder to independently purchase

01
R4

02
R4

03
G2

feed, which typically costs about \$100/month. Other facilities (identified in the ICF Jones & Stokes Survey performed in February, 2009) charge in the range of \$450 - \$1100/month, with an average estimated cost for available facilities of \$650/month. The cost barrier by itself is prohibitive. In fact, however, there is virtually no capacity even at those prohibitive prices. There is no capacity at the lower-priced facilities. Moreover, the only facility with any reasonable capacity is remote, and not a practical option for working people who as responsible horse owners must daily exercise their horses. Also much of the available capacity at this facility is pasture located on steep hilly terrain.

03
G2

The draft EIR reproduces only a part of the ICF Jones & Stokes Survey of "Equestrian Boarding and Trail Access Within 35 Miles Of The Project Area", dated February, 2009. The remainder is set forth in Appendix C. The more complete survey included in Appendix C identifies some of the problems, which are in any event well-known in the equestrian community. As shown in the survey, most facilities are at capacity, or have availability for one or two horses. The Appendix C survey is out of date, and the most affordable facilities (Portola Pastures and Page Mill Pastures) are full with long waiting lists. Webb Ranch currently has five stalls available at a price of \$580 - \$635. Spring Down has no availability (and charges \$625/stall); The Horse Park at Woodside has no availability; Stanford Barn has one stall at \$1135/month; Rancho Viejo requires placing a horse in training for any currently available space; Glen Oaks is a training facility (see explanation above); and the Westwind

04
G2

Community Barn is a community barn serving the residents of the town of Los Altos Hills. The only alternative listed in the survey that has available space is the Clermont Equestrian facility, which is too inaccessible to be practical as a general rule. Clermont is located in the Santa Cruz mountains above Woodside. While Clermont is twenty miles from Skyline Stables, much of the distance is winding mountain roads, and is about a 50 minute drive (past the distance San Francisco residents already travel to Skyline Stables). Moreover, Clermont charges \$350-\$450 for open pasture, and \$650 for a stall. The open pasture space is on a steep slope, creating a difficult space for older horses.

Skyline Stables has managed to benefit the community even within the parameters of increased Homeland Security. With its non profit status and the way the stables are organized as a coop of smaller barns it would be an ideal location for community programs that utilize volunteer labor and bring the experience of horses to handicapped children, kids at risk, veterans, abused women and so many other people whose lives are changed by the experience of being close to a horse.

05
G3

06
R4

As the complete information shows, Skyline Stables represents a unique resource for San Francisco residents. In accordance with the directive of the San Francisco General Plan that "Public access should be provided by the San Francisco Water Department to portions of its watershed lands

07
PP1

which have high recreational value", (Policy 1.2), this resource should
be
accommodated within the HTWTP project, rather than destroyed.
Losing these stables will be a huge loss if they are not relocated.

| 07
| **PP1**

| 08
| **PD1**

Sincerely,
Christine Hanson
74 Cotter St. San Francisco, CA 94112

**Dotty E. LeMieux
Attorney at Law
8 Willow St.
San Rafael, CA 94901
415-485-1040
Fax: 415-485-1044**

May 17, 2010

San Francisco Planning Department
1650 Mission St.
Suite 400
San Francisco, CA 94103

Re: DEIR Harry Tracy Water Treatment Plant - Long Term Improvements Project

Via email fax: timothy.johnston@sfgov.org 558-6409 Attn: Gary Wycko

Dear Mr. Wycko,

I am writing on behalf of the Skyline Stables, currently located on the grounds of the Harry Tracy Water Treatment Plant to address the environmental impacts caused by the project resulting from the removal of the stables.

I understand there may be numerous other shortcomings with the DEIR, but this letter addresses only those which affect the operations of this longstanding horse boarding and riding facility.

The DEIR notes that the completion of this project necessitates the complete removal of the Skyline Stables. It fails, however, to consider this a significant impact, nor does it provide any mitigations for the facility. A list of existing stables within 35 miles of the facility found at Appendix C does not substitute for such mitigations. The discussion that follows describes several areas in which the DEIR inadequately addresses the issue of how the loss of these stables significantly impacts the environment, such that mitigation should be required.

01
R3

1. Background of DEIR

The project description describes the removal of the stables as being necessary to place a new treated water facility in the location where the stables now are. (DEIR 3.3.2 at 3 - 11.)

There is no offer to help relocate the stables at existing underutilized SFPUC property elsewhere. Such locations have been discussed, and while some of them may require further environmental review, that should not be an impediment to their being considered for relocation.

02
PD1

The Project Description states as follows:

New Treated Water Reservoir

Construct One New Treated Water Reservoir

One new treated water reservoir would be constructed northwest of the main plant operations site in the area currently occupied by horse stables operated by Skyline Stables Corporation, Inc. (Skyline Stables) (Area **B** in **Figure 3-5**). DEIR 3-9

In its Land Use section, the DEIR refers to the stables as “secondary:

The DEIR refers to the Skyline Stables as a “secondary” use and therefore summarily dismisses any environmental impact:

“The proposed project would displace the equestrian activities associated with Skyline Stables, but use of the stables is secondary and subordinate to the prevailing public infrastructure land use. Consequently, the proposed project would not substantially alter the site’s existing land use character. Project impacts on equestrian activities are addressed in Section 5.8, *Recreation*”. (DEIR at 5.2-4.)

03
L1

No mitigations are required in this section.

Similarly, in its Recreation section, the DEIR concludes:

“In summary, removing Skyline Stables from the HTWTP site would not be a significant impact on recreational resources because, notwithstanding impacts on a private equestrian facility, the proposed project would not degrade overall public access to equestrian recreational resources within a reasonable distance on the Peninsula. Sufficient capacity currently exists elsewhere to accommodate horses

04
R3

that would be displaced, and SFPUC's termination of the Skyline Stables lease would not require construction or expansion of new equestrian facilities. For the foregoing reasons, the impact on equestrian recreational resources would be less than significant." (DEIR at 5.8-7.)

04
R3

2. The DEIR erred in not finding the Skyline Stables to be of cultural and historical import:

In the section on Environmental Setting and Impacts and Cultural and Paleontological Resources, the loss of the stables s not found to be of cultural or historical importance as they were determined to be built in 1963 and to have been modified.

05
CR2

First, the date may be incorrect as anecdotal information from other commenters date the erection of the Skyline Stables facility to in or about 1946, not 1963.

Additionally, these stables provide the only remnants of a time gone by, losing them would greatly impact the access of City dwellers to equestrian facilities, particularly those who may be of lower income status, who currently utilize the non-profit, cooperative Skyline Stables.

06
G2, R4

An Agency has discretion in determining whether to treat a resource as historically significant even if t is not registered on a local or national list. The Public Resources Code at section 21084.1 provides as follows:

"The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1 shall not preclude a lead agency from determining whether the resource may be an historical resource for purposes of this section." (Also see Valley Advocates v. City of Fresno (2008) 160 Cal.App.4th 1039 at 1058.)

07
CR2

The CEQA Guidelines found at California Code of Regulations provides further guidance: CEQA Guidelines at 15064.5, subdivision (a)(3):

"Any object [or] building ... which a lead agency determines to be historically significant ... may be considered to be an historical resource, provided the lead

agency's determination is supported by substantial evidence in light of the whole record."

Substantial evidence has been presented in the record to permit a discretionary finding of substantial historical significance of this equestrian facility. The failure of the Commission to exercise its discretion is error, and the DEIR should not be certified until a finding on the historical significance is made taking into consideration all the evidence produced.

07
CR2

3. DEIR erred in treating Skyline Stables as secondary:

Because the stables constitute a "secondary" use of the site, the DEIR mistakenly consider their loss to be less than significant. This is not so. The loss of this facility is a direct effect.

A secondary or indirect effect is defined in CEQA Guidelines 15064:

(d) In evaluating the significance of the environmental effect of a project, the lead agency shall consider direct physical changes in the environment which may be caused by the project and reasonably foreseeable indirect physical changes in the environment which may be caused by the project.

(1) A direct physical change in the environment is a physical change in the environment which is caused by and immediately related to the project. Examples of direct physical changes in the environment are the dust, noise, and traffic of heavy equipment that would result from construction of a sewage treatment plant and possible odors from operation of the plant.

(2) An indirect physical change in the environment is a physical change in the environment which is not immediately related to the project, but which is caused indirectly by the project. If a direct physical change in the environment in turn causes another change in the environment, then the other change is an indirect physical change in the environment. For example, the construction of a new sewage treatment plant may facilitate population growth in the service area due to the increase in sewage treatment capacity and may lead to an increase in air pollution.

(3) An indirect physical change is to be considered only if that change is a reasonably foreseeable impact which may be caused by the project. A change which is speculative or unlikely to occur is not reasonably foreseeable.

08
L1, CR2, R3

The total loss of the Skyline stables should have been treated as a primary effect, a direct physical change in the environment, resulting from the project. As such, mitigation measures should have been provided. None were as the DEIR considered the stables a secondary activity at the site and thus not subject to mitigation. Nowhere is this interpretation found in the case law or statutes covering CEQA. In fact, the total loss of this cultural, historical, and recreational facility is a direct impact of the Project and as such should have triggered mitigations.

08
L1, CR2, R3

A similar loss, although in a different context, was seen as requiring a “monetary exaction” in the case of Ehrlich v. City of Culver City:

“This principle-that the discontinuation of a private land use may have distinctly public consequences-is well accepted in land-use law. Indeed, in Nollan itself Justice Scalia as much as conceded that the loss of private open space resulting from residential beach development could lead to an adverse public impact-a diminution of coastal views-justifying a requirement that the Nollans "provide a viewing spot on their property for passersby with whose sighting of the ocean their new house would interfere." (483 U.S. at p. 836 [97 L.Ed.2d at p. 689].) Although, as we explain below, the fact that a recreational facility is privately rather than publicly owned may affect the magnitude of the value the city may constitutionally place on its loss, private status alone does not per se erase its intrinsic public value for land-use regulatory purposes. In short, it is well accepted in both the case and statutory law that the discontinuance of a private land use can have a significant impact justifying a monetary exaction to alleviate it. We perceive no reason why the same cannot be said of the loss of land devoted to private recreational use through its withdrawal from such a use as a result of being "up zoned" to accommodate incompatible uses.” (Ehrlich v. City of Culver City (1996) 12 Cal.4th 854, 879.)

09
R1

Although this facility is on leased, not owned, property, its use as an equestrian center provides a similar public use that will be impacted by its loss.

4. The listing of stables within 35 miles of Skyline Stables does not mitigate the environmental damage

Under the section on Recreation, the DEIR provides a list of some 18 boarding facilities within 35 miles of the current facility. Later, at Appendix C, it lists the same facilities with the cost to board there and availability of space as of the date of 2009:

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R4

“There are more than 18 other equestrian boarding facilities within 35 miles of Skyline Stables along the Peninsula or in the South Bay, as identified from a survey conducted on behalf of the lead agency (ICF Jones & Stokes, 2009); although, the survey was not a comprehensive survey of the entire Bay Area and there are additional boarding facilities within 35 miles of Skyline Stables that are not identified in the survey. The surveyed equestrian facilities, including Skyline Stables, are listed in **Table 5.8-1**, and their locations are shown in **Figure 5.8-3**. **Table 5.8-1** includes basic information about the boarding facilities, including acreage, exercise areas, and access to trails. Additional detailed information is included in **Appendix C**. As shown in **Table 5.8-1**, the other boarding facilities have similar amenities to Skyline Stables, although the site acreages, boarding capacity and fees, and types of amenities available for training, exercise, and recreation vary between individual facilities. (DEIR at 5.8-3.)”

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R4

As seen at figure 5.8.3 Skyline stables are the closest such facility to the City, so rather than being just one of many available equestrian facilities, they are unique in their ability to serve City dwellers as well as their non-profit status, which allows a lower income clientele. Other stables are geographically farther away, uniformly more expensive and most have limited capacity.

11
R4

Besides being farther away from the Skyline Stable location, no other facilities are as affordable, many have onerous conditions, such as requiring the horses boarded come with a trainer, and most just do not have the room to take in the number of horses being displaced. None are non-profit cooperatives offering the same camaraderie, low cost and amenities to the owners.

12
G2

Therefore, mitigations should have been discussed in the DEIR.

4. The Cumulative Impact to Recreational Opportunities Needs to be addressed:

The DEIR concludes at 6-43 that the loss of the stables would have no cumulative impact, presumably because of the existence of other stables in San Mateo County. However, the loss over the years of recreational opportunities, open space and agricultural operations has been dramatic. Losing the Skyline Stables puts these kinds of activities even more out of the reach of City dwellers and changes the character of the area.

13
C1

A cumulative impact occurs when the “incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, and the effects of probable future projects.” (Pub. Resources Code, § 21083, subd. (b)(2).) The loss of these facilities over the years in both San Francisco and San Mateo County in closest proximity to San Francisco is ignored altogether.

13
C1

5. The removal of the stables is Inconsistent with the San Francisco General Plan:

The San Francisco General Plan at the Recreation and Open Space Element (POLICY 1.2) provides as follows:

“Make open space lands already in public ownership accessible to the public for compatible recreational uses.

“The City and County of San Francisco owns over 60,000 acres of open space lands in San Francisco, Alameda, Contra Costa and San Mateo Counties. These lands are managed as watershed lands and serve as the city's major water source. Because of the need to protect water quality and the filtration capability of the existing system, the watershed property has not been open to large-scale public recreational use.

14
PP1

“Public access should be provided by the San Francisco Water Department to portions of its watershed lands which have high recreational value, subject to restrictions required to protect water quality and water production, rare and endangered plant and animal species, and preserve wildlife habitats, archaeological, and natural resources.”

State law requires that a proposed project is "compatible with the objectives, policies, general land uses, and programs specified in" the General Plan. (Gov. Code, § 66473.5.)

Completely removing the stables is inconsistent with the General Plan’s provision for public recreational access at these lands. Although, certain trails remain open for use, the lack of stable facilities renders the trails all but useless for equestrians. This is a historic use compatible with the site, and should be accommodated by rebuilding the stables elsewhere on the site, or adjacent/nearby recreational easements maintained by the City.

15
PD1

Conclusion:

This DEIR is deficient in the various ways discussed above and, unless the FEIR addresses and remediates those deficiencies, it should not be certified. Members of the Skyline Stables are willing to work with the City in finding appropriate solutions to the environmental impacts discussed, particularly relocation of the stables to appropriate alternative areas on City owned land.

16
PD1

Thank you for your consideration.

Sincerely,

Dotty E. LeMieux,

Attorney for the Skyline Stables.

May 11, 2010



Bill Wycko, Environmental Review Officer
 SFPUC Planning Dept.
 San Francisco Planning Department
 1650 Mission Street
 San Francisco, CA, 94103.
 Fax 415 558-6409

Dear Mr. Wycko,

I am writing because of the proposed closure of the Skyline Stables. Since the DEIR claims that there is not any recreational impact to removing the stables, I would like to challenge that 'fact.' As of May 5, phone calls to all equine boarding places in San Francisco Peninsula showed only minimal spaces available and all these facilities were significantly higher in costs. Not only does this impact the financial burden to the current Skyline boarders, but also negatively affects their ability to see their horses since the locations of most of these facilities are more than 10+ miles away (which equals 1.5+ hrs additional to their time spent with their horses).....so essentially you are causing many of these owners to have to consider getting rid of their horses.

01
 R3
 02
 R4
 03
 G2

If you go through with this proposal, this facility will represent yet another of several equine boarding facilities which have been closed down for the sake of 'improvements' in the recent years. Horseback riding not only allows the handicapped or persons with disabilities access to wilderness areas but also provides today's children a way to see and enjoy the outdoors. Horseback riding is an historic part of our culture, especially out here in the West. Horses help the handicapped to walk and improve their muscular development. Today, horses are an important part of Search and Rescue teams which help to search for missing people in wilderness areas; even in urban areas such as the recent San Francisco search in McLaren Park for the elderly Asian man. San Mateo County has one of the largest Mounted Search and Rescue teams in California. It relies on volunteers who need affordable equine boarding facilities and need to have access to wilderness areas for training purposes. Taking away yet another facility has a 'trickle down' effect which can lead to horses disappearing in this area or only being owned by the ultra rich. The disappearance of horses will also affect related businesses (tack stores, feed stores etc.) which will negatively impact the economy by millions of dollars. That would be a tragedy for everyone, but especially to the future of our children.

04
 C1
 05
 G2

I hope that you will reconsider relocation for these horses on SFPUC lands.

06
 PD1

Respectfully yours,

2995 Woodside Road
 Suite 400-466
 Woodside, California 94062
 650.380.6408
 whoa94062@sbcglobal.net
 www.whoa94062.org

Jo Egenes
 Co-Chair of WHOA! Steering Committee

Harry Tracy Water Treatment Plant Long-Term Improvements Project
State Clearinghouse No. 2008052106

Dear Mr. Wycko:

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the community.

01
R3

Please relocate the Skyline Stables to other SFPUC land in the area.

02
PD1

Thank you,
Concerned Horse Advocate

Name:

Address:

e-mail:

Comments must be delivered before close of business on May 17, 2010

Concerned Horse Advocate
Skyline Stables
Millbrae, California

Bill Wycko
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

CActon225@comcast.net
04/28/2010 07:42 PM

To timothy.johnston@sfgov.org
cc
bcc

Subject
Skyline Stables

I understand discussions are underway concerning closing Skyline Stables. Like any story, I'm sure there are two sides to this one as well.

I've been a horse enthusiast for 40 years. Not as long as this stable has been part of the SF Watershed lands, but long enough to know that there are numerous reasons to preserve the important, nurturing aspect of connecting people with nature and horses. In fact my culminating paper for my masters is on Freedom, Horses and Organization Development. I feel losing the ability to have horses as an integral part of a community is short-sighted. Furthermore, they play an important role for many individuals in being able to live more complete lives on numerous levels.

If the current location is untenable, then I feel it is incumbent on your organization to find a suitable location elsewhere on the SFPUC lands and still support both the community and the ability for youth and adults to continue to have a connection with nature and horses.

Sincerely, Carmen Acton
PO Box 2082
San Rafael, Ca

01

PD1

June ABC <juneabc@gmail.com>
05/10/2010 09:14 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Stables

I am unclear about the Word.doc

But, here is my letter to send on or I can send too.

To Bill Wycho;

Affordable horse stables are badly needed. Having a horse as a pet is very expensive, the biggest being their daily needs. Please do not take about Skyline Stables but do find suitable, close land. Everyone works so hard to keep their horse pets during this most difficult time.

Thank you.

Sincerely,

June Ahern

Horse Owner.

01
PD1

Cindy Aiello <cindyaiello360@gmail.com>
05/18/2010 12:33 AM
To "timothy.johnston@sfgov.org" <timothy.johnston@sfgov.org>
cc

bcc

Subject
Horse stable

Please keep the horse stables open for the benifit of all the
children
and there families who enjoy life enhancing moments each day they are
at the stable.We know you will be able to come up with a solution to
this situation.

01
PD1

Thanks Cindy and Doug Aiello

Linda Albion <lindaalbion@gmail.com>
04/28/2010 07:24 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
skyline stable

To: timothy.johnston@sfgov.org

From:lindaalbion@gmail.com

Name: __Linda Albion_____, Concerned

Horse
Advocate

Address: _19 Fire Road, woodacre,

Ca_____

e-mail:

__lindaalbion@gmail.com_____

—
—

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on
San Francisco
Watershed

Land for over 60 years. Losing 52 low cost stalls and corrals
on the
mid-Peninsula would have a significant impact on the horse community and
the community at large.

01
G2,R3

Please relocate the Skyline Stables to other SFPUC land in
the area.

02
PD1

Thank you,
Concerned Horse Advocate

"Susan Allison" <alljumpfam@comcast.net>
04/28/2010 10:11 PM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Don't close Skyline Stables!

Hello Timothy,

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on
San Francisco
Watershed

Land for over 60 years. Losing 52 low cost stalls and corrals
on the
mid-Peninsula would have a significant impact on the horse community and
the community at large.

01
G2, R3

Please relocate the Skyline Stables to other SFPUC land in
the area.

02
PD1

Thank you,
Susan Allison
PO Box 563
Woodacre, CA 94973
415-488-0995
Concerned Horse Advocate

Lori Anderson <magsaluv753@yahoo.com>
05/02/2010 08:42 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
please relocate skyline stables

Hi,
My name is Lori Anderson, I have been at Skyline Stables for 36 years. When I got my first horse candy, i was very excited to find a stable close to home and affordable. I arrived at Skyline Stables on October 15Th 1974. I had candy for 22 years at skyline Stables. It was great to be able to come up every day, to ride, clean and take care of candy. In 1974 we were able to come in the crystal springs gate. We were also aloud to ride on the water shed property. When we ride down the San Andreas trail, people love to see the horses, specially the kids that have never been up close to a horse the smiles on the kids faces are priceless. We are a family and would like to stay a family, If we had to move, and no where to go, I would have to sell my child Maggie. I have had Maggie for 16 years, I got her when she was 4 years old. The stables now a days are very expensive and i would only be able to see her on weekends if i was able to find a place to keep her that i could afford. Please relocate us, to another location, we are responsible Horse owners that love our horses. It would be a hardship if i had to sell my child Maggie I love her very much.

Thank You
Lori Anderson
A very Concerned Equestrian.

01
PD1, G2

Cynthia Ariosta <cynthiaariosta@earthlink.net>
04/30/2010 05:32 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Regarding Stable Closure

Name: Cynthia Ariosta ,Concerned Horse Advocate
Address: PO Box 2, Elk, CA 95432
Phone: 707-357-0997

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large. Horses have been an integral part of American culture for years. Closing these historic stables is disrespectful of these magnificent creatures and the people with whom they share their lives. Please relocate the Skyline Stables to other SFPUC land in the area.

Thank you,

Cynthia Ariosta

01
G2,R3
02
PD1

Ldbaeza@aol.com
05/10/2010 07:03 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
SKYLINE STABLES

Mr. Johnston -

We are writing today to let you know how much the Skyline Stables mean to our closest friends and to us as well. Our friends, Allen and Michelle Harrison, have three horses at this facility. Their horses are pretty much their life and the friends they have made at Skyline Stables complete this. It is a wonderful place to keep horses. Allen has done so much work there in the past 10 years repairing barns, keeping the trails clear to name a couple. They even moved to Millbrae from South San Francisco a few years ago so they would be closer to their horses. They go there twice a day to feed their horses and clean the barns and to ride most days. They are both devastated that the stables may be closing down.

We have met so many of the horse owners over the years and have gone up there to ride many times ourselves. We have made some nice friends there and we feel sorry for all of them. Please do whatever you can to keep Skyline Stables open or if that is not possible, please relocate them to another location in the area.

Thank you for your consideration.

Luis and Deborah Baeza

01
PD1

"Rebecca" <rebeccab@unforgettable.com>
04/28/2010 05:40 PM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Please do not close Skyline

Dear Timothy,
There are so few horse homes left - please relocate rather
than close the
Skyline stables.

01
PD1

Thanks

Rebecca A. Bailin
Horselover in Sausalito, CA

Cheryl Basin <c-cheryl@sbcglobal.net>
05/12/2010 07:53 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

Dear Mr. Wycko:

As an avid equestrian and actively involved with San Mateo
County
Horsemen's Association and San Francisco Horsemen's
Association,
I am writing you to support my fellow equestrians and friends
at Skyline
Stables.

Please check our website @ www.smcha.org and see what our
group offers to
all ages. It is so important to provide these healthy
alternatives to our
young

riders, too. We get show participants from Skyline Stables
regularly, so
it's

important to have this stabling resource available to horse
owners in this
vicinity.

I understand that necessary work needs to be done to
the Harry Tracy Water Treatment Plant, forcing the relocation
of the
stables. I am writing to ask the SFPUC to consider Skyline Stables a
unique partner and continue to support the community by relocating
Skyline Stables to other SFPUC land.

The draft Environmental Impact Report (EIR) has
deemed that the removal of the stables that are permitted to house 52
horses has no significant impact. The EIR as it now stands maintains
that the horses living at this location can be "absorbed" into stables
in the surrounding area.

However, this report fails to note that most of
the places these horses are supposed to be moved to are full with a
waiting list, and the cost of some of these stables is more than 5 times
what it costs to keep a horse at the non-profit Skyline Stables.

Skyline Stables is unique. It has been in the
same location for over 60 years. The stables are managed by a non-profit

01
PD1

02
R4

03
G2

04
R4

corporation whose leaders are elected by the boarders. The boarders buy their own hay and do all the work themselves; this keeps the stabling very affordable. It is also a 15-minute drive from San Francisco in the mid-Peninsula area of San Bruno and Millbrae.

04
R4

Skyline Stables offers a place for folks on a tight budget to enjoy a pastime deeply tied to our history and the region - Horses! Closing such a resource will be a great loss. Some boarders have purchased their horses only after finding a place near home they could afford. Some have been laid off from their jobs. If they lose this affordable opportunity they may need to sell or give away their horses. The present economic climate is not a good one for horses. Horse rescues are full, their funding is low and it is difficult to place horses that in the past were easy to find homes for.

05
PD1

Please support the relocation of Skyline Stables to other SFPUC land.

Thank you for your consideration and support.

Very truly yours,

Cheryl Basin
21 Camelot Court
San Carlos, CA 94070
650-364-3020 home
650-722-0606 cell
c-cheryl@sbcglobal.net

enbeedle@aol.com
04/28/2010 03:24 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stable Closure

History:
This message has been forwarded.

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large.

01
G2, R3

Please relocate the Skyline Stables to other SFPUC land in the area.

02
PD1

Thank you,
Erica Beedle

BBortin@aol.com
05/10/2010 12:01 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Stable

It is my sincere hope that you will reconsider closing the
Water Shed
stables. Although I no longer board there, I once did and it was the
only
place that I was able to find in order to keep a give away horse from
being sent to the glue factory as it was the only place that I could
afford.

01
PD1

I know that all of the families, hikers and bicyclists we
passed along the
way always enjoyed seeing horses.

Thank you for your consideration,

Betty Bortin



Harry Tracy Water Treatment Plant Long-Term Improvements Project

DRAFT ENVIRONMENTAL IMPACT REPORT PUBLIC HEARING

April 29, 2010

COMMENT

TO: Bell Wiyako
DEPT: Review Offices
CO: (3 pages)
FAX: (415) 558-6409

HP FAX
FROM: CAROLE BOTTARINI
DATE: MAY 16, 2010

Privacy Notice: Before including your name, address, phone number, your comment, you should be aware that your entire comment - includ the public record. Unless indicated by you otherwise, you will automati this form. Please print clearly.

CAROLE BOTTARINI Name Treas. Title

SKYLINE STABLES FOR 28 years. Organization or business (if applicable)

HARRY TRACY WATER TREATMENT PLANT Address
P.O. Box 1084
MILLBRAE, CA 94030 City, State, Zip

650-465-4399 Phone Fax

BOTTARINI@ATT.NET E-Mail

Your input on the proposed project is greatly appreciated. Please provide your comments on the Draft Environmental Impact Report prepared for the Harry Tracy Water Treatment Plant Long-Term Improvements Project. Comments will be accepted until 5:00pm on Monday, May 17, 2010.

The EIR draft repeats that the stables are a private facility. This is incorrect. We are a secured public facility with locked gates because of Home Land Security. The draft also states that the stable is "not a unique property" but it is the ONLY Non-Profit stabling facility on the Peninsula. It also is a huge security benefit on the water shed. I was riding on the trail and saw smoke from a bed of pine trees ^{needed} so I called 911 and the fire dept came and put out the fire while I

01
R1
02
R2
03
G3

5.8.1 and 6-44

Once the stables are closed there will be NO ACCESS to the recreational San Andreas trail by horses. The draft EIR states that there would be access off of Lakespur and along Skyline Dr. near San Bruno Ave. These areas have no place to park a truck and horse trailer and off load a horse safely. The draft is incorrect.

04
R2

5.8.6 and 6-44

The draft EIR states that ~~the~~ Skyline Stables is a private facility. This is incorrect. Anyone can board a horse, take riding lessons and buy ownership of a barn. Skyline Stables is a public facility. It has fencing and locked gates because of Home Law security. Skyline Stables is the only NON-PROFIT low cost facility in San Francisco and Peninsula. The project would significantly degrade public access to equestrian recreational resources.

05

R1

06

R4

07

R3

P. 3

The EIR draft is also flawed because in the survey taken by Jones + Stokes in Table 5.8.1 regarding the other stables mentioned they neglected to obtain the costs involved in their boarding facilities or the availability of these places. I am on a waiting list for a "pasture only" about 30 miles away. That is the only place I could afford and that is 60% more than I pay now.

08 R4

09 PD1

Skypine Stables must be RELOCATED on the Peninsula or Wetlands Recreation Land.

The draft EIR has not complied with the San Francisco General Plan regarding Recreation and Open Space. Under Objectives and Policies the objective is to preserve large areas of open space sufficient to meet the long-range needs of the Bay Region. Skypine Stables is needed to stay in the Community and be relocated to continue its role in the low-cost recreation of the world of horses!

10 PP1

11 PD1

Jill Bourque [REDACTED]
05/10/2010 05:27 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Please Do Not Close Skyline Stables

Dear Sir:

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community. Please relocate the Skyline Stables to other SFPUC land in the area.

| 01
| **G2,R3**
| 02
| **PD1**

Thank you,

Jill Bourque
[REDACTED]
[REDACTED]

"Claire Box" <claire_box@juno.com>
05/12/2010 07:49 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables, Millbrae

Welcome to my web site at <http://www.MidPeninsulaMLS.com>
☐@

Dear Mr. Wycko:

I am writing you to support my fellow equestrians and friends
at

Skyline Stables. I understand that necessary work needs to be done to
the Harry Tracy Water Treatment Plant, forcing the relocation of the
stables. I am writing to ask the SFPUC to consider Skyline Stables a
unique partner and continue to support the community by relocating
Skyline Stables to other SFPUC land.

01
PD1

The draft Environmental Impact Report (EIR) has
deemed that the removal of the stables that are permitted to house 52
horses has no significant impact. The EIR as it now stands maintains
that the horses living at this location can be "absorbed" into stables
in the surrounding area.

02
R4

However, this report fails to note that most of
the places these horses are supposed to be moved to are full with a
waiting list, and the cost of some of these stables is more than 5 times
what it costs to keep a horse at the non-profit Skyline Stables.

Skyline Stables is unique. It has been in the
same location for over 60 years. The stables are managed by a non-profit
corporation whose leaders are elected by the boarders. The boarders buy
their own hay and do all the work themselves; this keeps the stabling
very affordable. It is also a 15-minute drive from San Francisco in the
mid-Peninsula area of San Bruno and Millbrae.

03
G2

Skyline Stables offers a place for folks on a
tight budget to enjoy a pastime deeply tied to our history and the
region - Horses! Closing such a resource will be a great loss. Some
boarders have purchased their horses only after finding a place near
home they could afford. Some have been laid off from their jobs. If they
lose this affordable opportunity they may need to sell or give away
their horses. The present economic climate is not a good one for horses.
Horse rescues are full, their funding is low and it is difficult to
place horses that in the past were easy to find homes for.

04
R4

Please support the relocation of Skyline
Stables to other SFPUC land.

05
PD1

Thank you for your consideration and support,

Claire Box
Realtor Associate DRE#00548216
650 208 0206

www.midpeninsulamls.com

One Diet Secret!
Simple weight loss trick to lose 12 pounds in 30 days
consumershealthreports.com

"annie bradfield" <annie.bradfield@sbcglobal.net>
05/14/2010 10:26 AM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Skyline Stables

Dear Mr. Wycko,

I am writing you to support my fellow equestrians and friends at Skyline Stables. I understand that necessary work needs to be done to the Harry Tracy Water Treatment Plant, forcing the relocation of the stables. I am writing to ask the SFPUC to consider Skyline Stables a unique partner and continue to support the community by relocating Skyline Stables to other SFPUC land.

01
PD1

The draft Environmental Impact Report (EIR) has deemed that the removal of the stables that are permitted to house 52 horses has no significant impact. The EIR as it now stands maintains that the horses living at this location can be "absorbed" into stables in the surrounding area.

02
R4

However, this report fails to note that most of the places these horses are supposed to be moved to are full with a waiting list, and the cost of some of these stables is more than 5 times what it costs to keep a horse at the non-profit Skyline Stables.

Skyline Stables is unique. It has been in the same location for over 60 years. The stables are managed by a non-profit corporation whose leaders are elected by the boarders. The boarders buy their own hay and do all the work themselves; this keeps the stabling very affordable. It is also a 15-minute drive from San Francisco in the mid-Peninsula area of San Bruno and Millbrae.

03
G2

Skyline Stables offers a place for folks on a tight budget to enjoy a pastime deeply tied to our history and the region - Horses! Closing such a resource will be a great loss. Some boarders have purchased their horses only after finding a place near home they could afford. Some have been laid off from their jobs. If they lose this affordable opportunity they may need to sell or give away their horses. The present economic climate is not a good one for horses. Horse rescues are full, their funding is low and it is difficult to place horses that in the past were easy to find homes for.

04
R4

Please support the relocation of Skyline Stables to other SFPUC land.

05
PD1

Thank you for your consideration and support,

Annie Bradfield

I-BridgesA-W

annebridges@comcast.net

04/28/2010 10:12 PM

To timothy johnston <timothy.johnston@sfgov.org>

cc

bcc

Subject

Skyline Stables Closure

Ann Bridges, horse advocate

80 Western Drive

Novato, 94947

Roberta Britting <bobbiepancho@yahoo.com>
04/29/2010 11:01 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables Closure

Dear Mr, Johnston,

I recently became aware of the plan to close Skyline Stables. This is very unfortunate as horse land continues to be taken away for the these great creatures and the sports that surround them. As a resident of San Francisco, and a horse owner, I strongly encourage you to either reconsider the stable closure or relocate the horses to a new and suitable location in the SFPUC.

Growing up with horses my entire life, I can say nothing can replace these gentle giants. I currently board my horses at Presidio Riding Club in the Marin Headlands and we have numerous families stop out every weekend to visit the horses, some kids have literally "grown up" with them. Parents have recounted funny stories of driving over just to give a specific horse an apple and even one boy's first words were the horses names! I'm sure the horse people at Skyline could recount many similar stories.

Please don't drive horses out of our lives. Keep a place for them and for families and kids to enjoy a lifetime with horses.

Please relocate the Skyline Stables to other SFPUC land in the area.

Thank you,

Roberta (Bobbie) Britting
2340 Francisco St #203
San Francisco, CA 94123
Concerned Horse Advocate

01
PD1

Faye Brophy <fayeumeda@sbcglobal.net>
05/14/2010 07:16 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

Dear Mr. Johnston,

I am attaching a letter which I would like to add to the concerns over the DEIR. I hope that the SFPUC chooses to relocate the Skyline Stables onto another location on the PUC. There is land which will not affect the waters in south end of Crystal Springs Reservoir that would work perfect for this group and would continue the great relationship with the public as well as the stable members.

01
PD1

Thank you,

Faye Brophy

Akalynnbrown@aol.com
04/28/2010 03:52 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyling stable closure

History:
This message has been forwarded.

To: timothy.johnston@sfgov.org

From:
Name: __Lynn Brown_____, Concerned Horse
Advocate
Address: _1547 N. Sierra Bonita Ave Los Angeles, CA

e-
mail: __akalynnbrown@aol.com_____

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large.

Please relocate the Skyline Stables to other SFPUC land in the area.

Thank you,
Concerned Horse Advocate

01
G2, R3

02
PD1

Mr. Wycko,

After 35 memorable years at Skyline Stables I am now faced with the daunting task of finding a new home for my 23 year old mare named Lady. A beloved friend and companion which I have owned since my childhood, my parents bought Lady when she was two years old and I have enjoyed her at Skyline Stables ever since. I have come to the heartbreaking realization that I will not be able to afford to keep her if I am forced to pay \$400.00 to \$1,000.00 dollars a month in rent. I will have no other option but to give her up. Due to the current state of the economy and Lady's age there are very few options for this loving animal. Lady, with her wonderful disposition and great training has virtually no monetary value at 23 years old. Most horse rescue facilities are operating on very limited funding and are no longer able to accept horses in need. The final grim and possibly the only option would be to give up this loving member of our family to "auction" which more than likely would be a death sentence for Lady, as most of these horses end up being sold by the pound for rendering purposes.

Other owners are already considering having to sell this "member of their family" as they cannot afford other stables and cannot visit their horse as often, as it will be too far away to do so.

I have had many amazing memories made at Skyline stables. As a child, my parents owned this barn and I was able to grow up there. It was a second home to me. I first learned to ride on a beautiful black quarter horse named Candy, while her owner Lori was on vacation and I was helping to care for her. I also spent every summer day riding my bike to the stables and caring for my horses and other horses in the stables. These are the most amazing summer memories for me as well as great for the horses. Children have always been welcomed and taught how to raise, treat, ride and care for horses at Skyline Stables. This has raised up a whole new generation of horse lovers and good quality owners. As these horse lovers continue to live here on the Peninsula, the options for them to keep their horses in affordable and good quality stables are quickly vanishing. My own two children enjoy coming to take care of the horses on a daily bases. My 5 year old daughter asks me almost every day if we are going for ride today. At 4 years old she entered a Poker Ride in Woodside and rode the whole 4 mile course by herself. My 9 year old son enjoys the horses as well. When he was in Kindergarten we brought two horses to Franklin Elementary School and he was able to share the horses with all the other kids. These experiences would have never happened if it were not for Skyline Stables being affordable and located so close.

Being able to live in this area and have horses so close allows for being able to personally care for our own horses and see them every day. Skyline Stables is a rare stable that give horse owners the chance to bond with their own horse and not leave it up to a keeper, instead. We are able to enjoy the wonderful trails locally and trailer them out often to enjoy rides a little farther out like those near Woodside Trails.

The friends I have made at the stables have truly become my extended family. When I was pregnant with my second child, I was thrown a baby shower by a group of men from the stables. We have had great opportunities to celebrate other wonderful events in life, as well, like New Year's, Birthday parties ECT. We also used to bring fun days to the stables for those who were unable to trailer out. These

Gymkhana days gave the owners and horses the ability to show skills and abilities while enjoying time with friends and neighbors in the stables. There were ribbons and trophies to be won. These were open to all ages and ended with a BBQ meal for all to enjoy. It was great to share these memories with my son as we had them both when I was a child and when he was young, also.

We have had work parties to help keep the stables in safe and usable conditions for the horses and the owners. We have kept up the arena, common areas, barns and trails. We have keep the security and safety large issues to keep the owners and horses safe and secure. Having such a secure location has also given such peace of mind knowing that the horses are safe until we return the next day. Many of our stable occupants are also members of the Volunteer Horse Patrol, which helps patrol Sawyer Camp and San Andreas trail, which are directly connected to our stables. This is invaluable to the Watershed as when we observe any unlawful activity, coyotes, bee hives and holes in fences, we report them immediately and stay there to warn of a possible danger until the proper authorities arrive. We also get the opportunity to share information about horses with families and children using the trails. Plus, having us in uniform on the trails gives an air of safety to those using these trails, plus an extra set of eyes to help everyone enjoy their time. We also love to be able to give back and help keep our community a great place to be.

I understand the importance of having a new seismic water tank and I hope you understand how important it is to have an affordable, well maintained stables. I am asking that you please relocate us in a nearby property that will allow us to continue to care for our horses in the manner that they deserve and where we are close enough to be able to care for them and enjoy them.

Thank you

Concerned Horse owner



Mary Brown

1332 Skyview Dr.

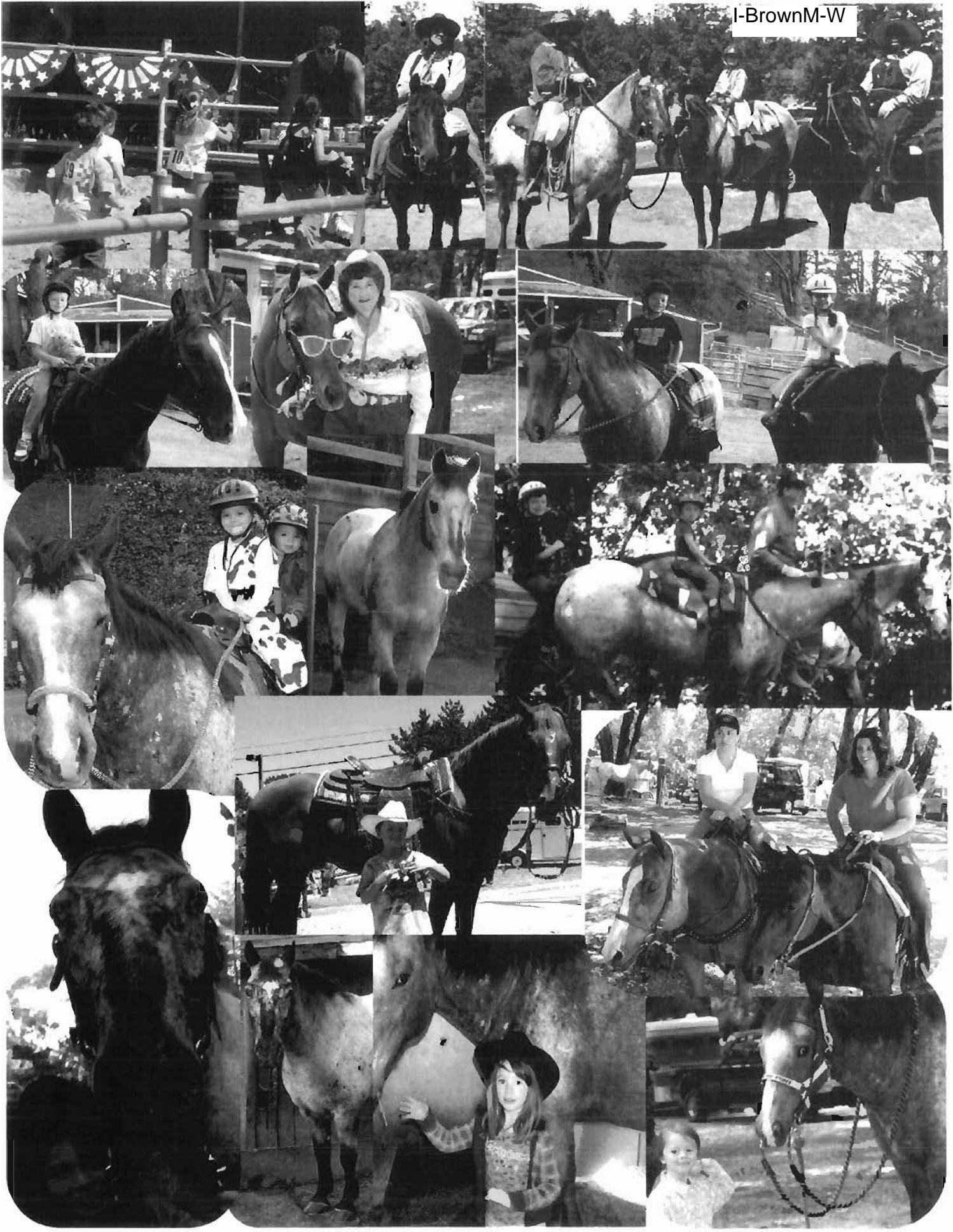
Burlingame, Ca 94010

I have also enclosed some pictures of the many faces at Skyline Stables.

01
G3

02
PD1

I-BrownM-W



Cowgirl Birthday Party

Join us to celebrate
Cassie's 5th Birthday
Sat. May 22, 2010
11:00am - 1:00pm
Skyline Stables Millbrae

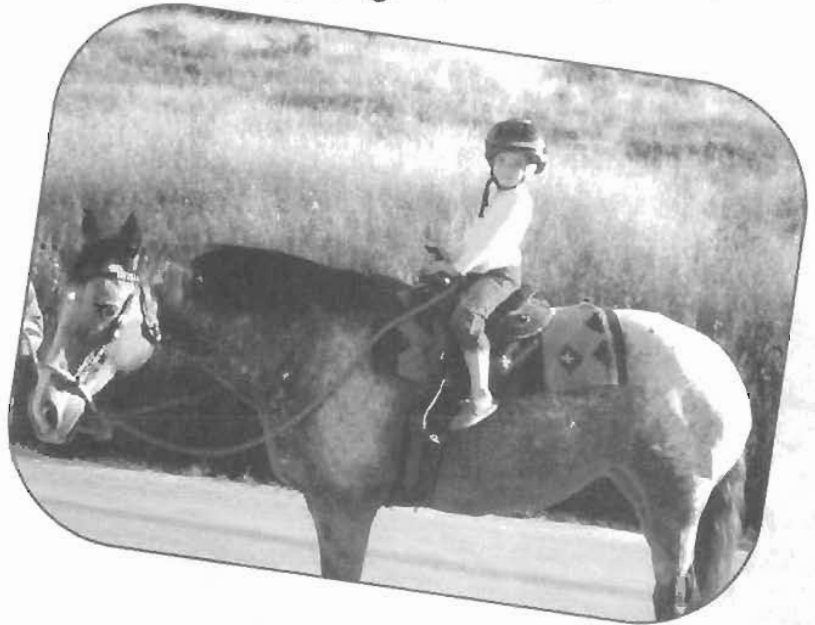
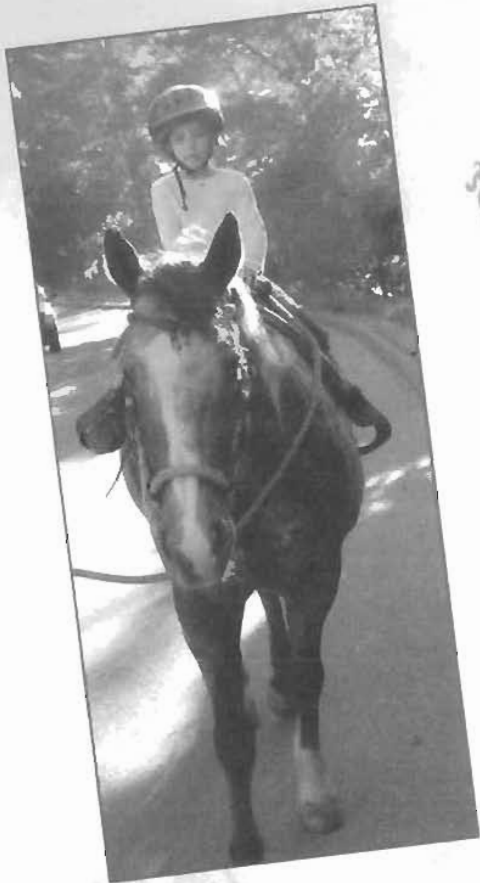


Parent participation, please
as we will be riding horses.
Wear jeans and closed
toed shoes.

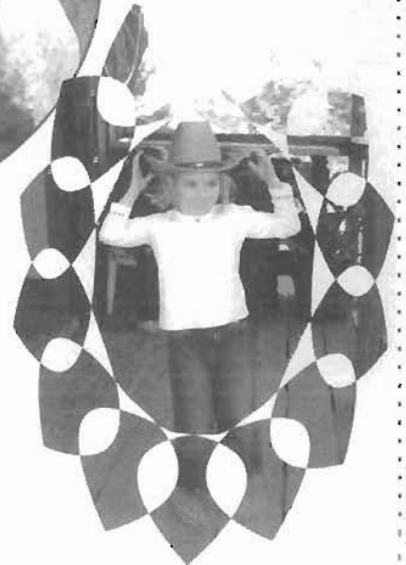
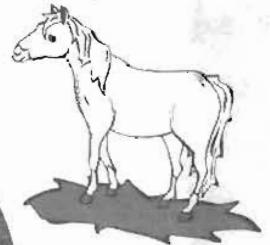
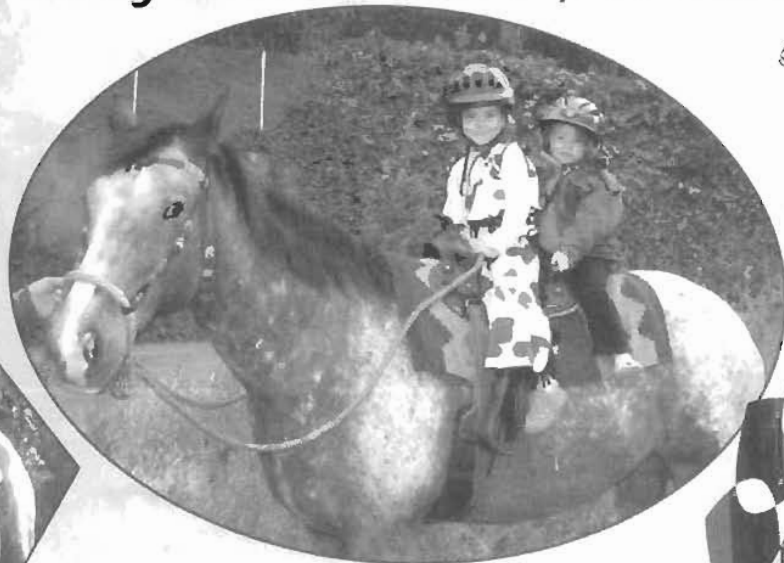
RSVP: Mary 548-5336
bm.brown@comcast.net



HORSING AROUND



Horseback riding is even more fun with a friend.





Keara's 5 years old!

Come
Celebrate with us!



Keara's 5th Birthday Cow- girl/Cowboy Party

(Feel free to come in your Western
Outfits)



Saturday, May 31, 2008,
11:30 am to 1 pm

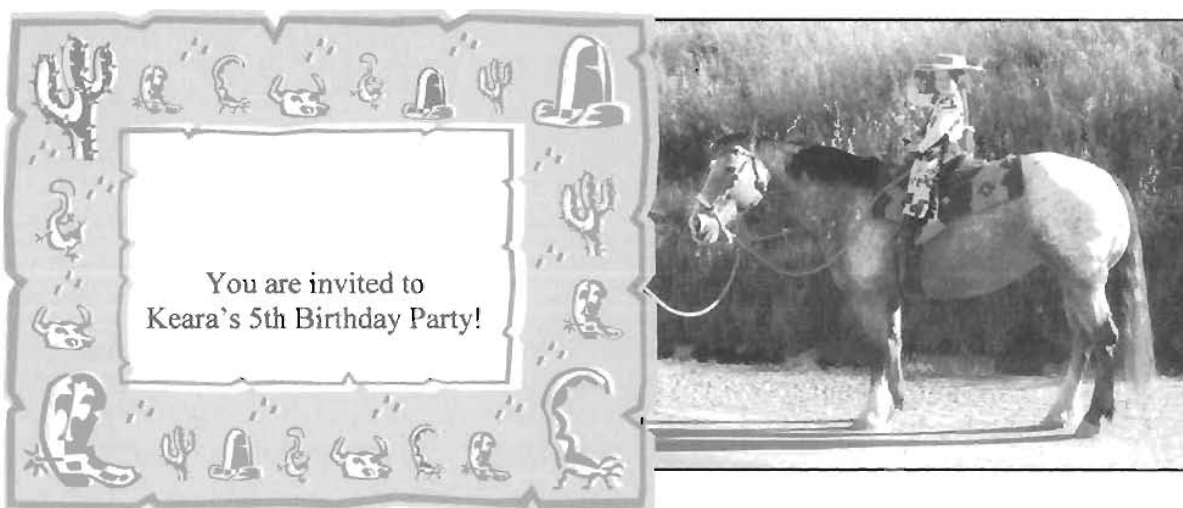


At Keara's Ranch,

BBQ lunch, with hamburgers, hot dogs and the fixin's



Please RSVP to Karen and Josh



I am a Mother with two children. My husband and I were a renters and barn owners at Skyline Stables on the San Bruno/Millbrae border for over 25 years. During that time we raised two children and worked. My daughter and granddaughter are currently at Skyline Stables. One of the main reasons that we had horses was because the pasture fee for stabling our horses was reasonable and affordable and the water department/stable area was very secure. We were a working family and did not have much money.

My daughter used to ride her bicycle from our home to the barn and we never worried about her safety once she arrived (although we did worry about her on the streets). We did our own repairs to the barn and the barn area. The owners and renters periodically got together and did repairs to the other barns and common areas as there was no money to pay for it. We would drag and shovel the arena and the small round pen, pull weeds around the trailer area and on the trails, clean the trails, fix wash outs, fix the wash rack and so on. Afterwards we would get together and have a potluck. Everyone watched out for everyone else and helped one another.

Skyline Stable is one of the last stables in Northern San Mateo County. Skyline Stables is unique. There is no hired help to do the chores. Every horse owner is completely responsible for his/her horse. There is no other stables in northern San Mateo County that is structured this way. Other stables do all chores *and charge accordingly*. These stables charges range from \$400.00 per month to in some places over \$1,000.00. This is unaffordable for working families.

My family was into driving carriages. My children grew up learning to respect the boundaries of working with live animals and how to manage them. They learned respect, love, cooperation, working hard and responsibility.

We have given numerous carriage rides, participated in parades, fairs, drives and repaired carriages and harness. We were able to do this because of the affordability of the stables, the secure environment and the cooperation of owners and renters.

Accordingly, I respectfully request that you relocate Skyline Stables so other families can afford horses in a secure, family oriented area for future generations.

Irene Buchner

01
R4

02
PD1

appyutoo@aol.com
05/16/2010 08:03 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
SKYLINE STABLES

Dear Mr. Wycko,

I am writing you to support my fellow equestrians and friends at Skyline Stables. I understand that necessary work needs to be done to the Harry Tracy Water Treatment Plant, forcing the relocation of the stables. I am writing to ask the SFPUC to consider Skyline Stables a unique partner and continue to support the community by relocating Skyline Stables to other SFPUC land.

01
PD1

The draft Environmental Impact Report (EIR) has deemed that the removal of the stables that are permitted to house 52 horses has no significant impact. The EIR as it now stands maintains that the horses living at this location can be "absorbed" into stables in the surrounding area.

02
R4

However, this report fails to note that most of the places these horses are supposed to be moved to are full with a waiting list, and the cost of some of these stables is more than 5 times what it costs to keep a horse at the non-profit Skyline Stables.

Skyline Stables is unique. It has been in the same location for over 60 years. The stables are managed by a non-profit corporation whose leaders are elected by the boarders. The boarders buy their own hay and do all the work themselves; this keeps the stabling very affordable. It is also a 15-minute drive from San Francisco in the mid-Peninsula area of San Bruno and Millbrae.

03
G2

Skyline Stables offers a place for folks on a tight budget to enjoy a pastime deeply tied to our history and the region - Horses! Closing such a resource will be a great loss. Some boarders have purchased their horses only after finding a place near home they could afford. Some have been laid off from their jobs. If they lose this affordable opportunity they may need to sell or give away their horses. The present economic climate is not a good one for horses. Horse rescues are full, their funding is low and it is difficult to place horses that in the past were easy to find homes for.

04
R4

Please support the relocation of Skyline Stables to other SFPUC land.

05
PD1

Thank you for your consideration and support,

Bullard R Hap

626 POB

Boulder Creek, Ca 95006

christinaburdios@comcast.net
04/29/2010 12:32 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject

Fwd: STABLE CLOSURE-- A CALL FOR EMAIL SUPPORT!!!

To: timothy.johnston@sfgov.org

From:

Name: Chrisitna Burdios__ ,Concerned Horse Advocate

Address:___2801 topaz Drive, Novato CA 94945 e-mail

christinaburdios@comcast.net

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on
San Francisco
Watershed

Land for over 60 years. Losing 52 low cost stalls and corrals
on the
mid-Peninsula would have a significant impact on the horse community and
the community at large.

Please relocate the Skyline Stables to other SFPUC land in
the area.

Thank you,
Concerned Horse Advocate

--

Novato Horsemen Inc.

Visit our website at: www.novatohorsemen.com

01

G2, R3

02

PD1

Ann Burke <burke94941@aol.com>
04/28/2010 11:37 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables Closure

History:
This message has been forwarded.

Dear Mr. Johnston:

I am Co-President of the Marin Horse Council and I am writing to you today in support of Skyline Stables. I urge you to find an appropriate site for this stable within the San Francisco Watershed.

Equestrians are stewards of the land and good partners to land management agencies that house stables. Just a few years ago the Marin Watershed executed a new long lease with Marin Stables in Fairfax.

Again, I urge you to find an appropriate location for this stable in order to preserve the history of the equine, have a partner in land stewardship in addition to search and rescue services as the horse can bring you to areas that are not easily accessible by vehicle or by foot.

Please relocate the Skyline Stables to other SFPUC land in the area.

Thank you,

Ann Burke
334 Jean Street
Mill Valley, California 94941

01
PD1

May 11, 2010

Marliisa Campbell
1046 Banyan Way
Pacifica, CA 94044
Email: Marliisa@comcast.net

Bill Wycko, Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Fax: 415 558-6409
Email: timothy.johnston@sfgov.org

RE: Draft Environmental Impact Report, SCH No. 2008052106, MEA Case No. 2007.1202E

Dear Mr. Wycko,

I am writing to comment on the above referenced draft EIR on the Harry Tracy water treatment plant long-term improvements project. In particular, I wish to submit comments on the portions of the draft EIR that pertain to the removal of the Skyline Stables equestrian facilities from their current location.

On pages 5.4-23 and 5.4-24, the draft EIR concludes that Skyline Stables do not appear to be eligible for preservation as buildings of historical interest. While this may be true of the actual buildings themselves, it is worth considering that the presence of horses in the North Peninsula area goes back several hundred years to the days of Spanish land grants and the supporting ranchland for Mission San Francisco. This heritage is rapidly being lost as horses are pushed off the land in urban and suburban parts of the Bay Area.

On pages 5.8-3 to 5.8-5, the draft EIR lists 19 equestrian facilities that are stated to provide viable alternative stabling for all the horses currently at Skyline Stables. The EIR fails to account for a number of important points:

- The list was based on a 35 mile radius from the current location at Skyline Stables. However, Skyline Stables is one of the few boarding facilities serving the North and Mid-Peninsula, as can be seen clearly on Figure 5.8-3 of the draft EIR. San Francisco no longer has any horse boarding facilities, so San Francisco horse owners already have no choice but to travel some distance from their homes to where their horses are kept. The majority of listed facilities are in the South Peninsula to South Bay areas, which would necessitate far longer travel times.
- The list takes no account of typical traffic conditions between Skyline Stables and the listed facilities, much less for those having to drive from points within San Francisco. Travel times are likely to be far longer than miles alone would suggest.
- The list takes no account of whether any of the listed facilities actually have the spaces available to absorb 52 horses. Many boarding barns are full with long waiting lists.

01
CR2

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- The list makes no comment on the price or suitability of the listed boarding facilities. As a non-profit corporation run by the boarders themselves, Skyline Stables is an affordable option for horse owners of modest incomes. It is likely that these owners would not be able to absorb a 5-fold increase in boarding fees, which would be the case for some of the listed facilities.

On page 5.8-7, the draft EIR states that, "Although increased distance to alternative boarding facilities would likely inconvenience some members of Skyline Stables..." A horse is not a bike or a boat for which decreased access would be an "inconvenience." Horses are living animals that require a minimum of daily care. Care of injured, sick, or senior animals may require multiple trips per day. In case of emergencies, owners must be able to travel to the site where their horses are boarded within a reasonable amount of time in order to tend to their animals and coordinate with veterinary care.

Between the distances and the expense, many of the boarders at Skyline Stables may feel they have no option other than trying to sell their animals. In today's economic climate, sales are extremely difficult. Older and/or unrideable horses, in particular, are sadly likely to end up transported to out-of-state auctions and from there on to slaughter houses in Canada or Mexico.

On page 5.8-7, the draft EIR concludes that the removal of Skyline Stables, without providing replacement facilities, would have no significant impact on equestrian recreational resources on the Peninsula. To the contrary, the loss of 52 horses from one of the last affordable boarding sites on the North Peninsula would have a significant negative impact on equestrian recreational resources in the area. Equestrian trails are not of much use without horses to ride on them.

Not only would the owners of these horses be negatively impacted, there is an extended network of goods and services providers that would be negatively impacted as well. These include: hay and grain producers, riding instructors and horse trainers, farriers, and large animal veterinarians. Continued shrinkage of the numbers of horses in the area would eventually make such businesses nonviable, in turn having a knock-on negative impact on the availability of services to remaining boarding facilities and private horse owners.

In summary, the sections of the draft EIR that pertain to the removal of Skyline Stables without replacing them elsewhere on SFPUC land have not adequately reflected and assessed the likely impacts of this action. I hope you will consider the points made in this letter in reviewing the draft EIR.

Sincerely,

Marliisa Campbell

03
G2,R4

04
R3

"Suzan Canli" <scanli@ocilaw.com>
05/10/2010 12:54 PM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Skyline Stables

Dear Mr. Wycko:

I am a Bay Area horse owner who is lucky to be able to afford fancy accommodations for my two horses. I know other owners who have to scrimp and sacrifice a great deal in order to keep their beloved animals. Skyline Stables is a 60-year old stable and one of the only coop model stables in the Bay Area. The boarders there put in a lot of personal time and labor to keep the place running and affordable.

It is NOT easy to relocated 52 horses. Many horse lots and auction yards are full of skinny horses that people won't spend the money to feed. Even pedigreed horses are sitting unsold - the economy is at a standstill. If you dislocate 50 horses whose owners can only afford a coop arrangement, they will have NOWHERE to go. I know people who have ended up moving their entire households to Arizona in order not to sell off the family horse.

Please consider finding an alternate location for these fine animals and their dedicated owners. Horses are amazing, intuitive creatures who bond deeply with humans and have long memories. They live to 35 or 40 years old. There are so few places left for kids to go feed a horse a carrot, to experience their noble presence. Please consider this in your plans for the SF Watershed lands. There must be a way to make it all work.

Thank you for your time.

Regards,
Suzan Canli

CONFIDENTIAL COMMUNICATION

This email message and any attachments are intended only for the use of the addressee named above and may contain information that is privileged and confidential. If you are not the intended recipient, any dissemination, distribution, or copying is strictly prohibited. If you received this email message in error, please immediately notify the sender by replying to this email message or by telephone. Thank you.

Otis, Canli & Iriki, LLP
625 Market St., 4th Floor

01
PD1

San Francisco, California 94105
Telephone (415) 362-4442
Facsimile (415) 362-7332

Mary Chapman <mary.b.chapman@gmail.com>
04/28/2010 04:11 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Please keep the stable open!!

History:
This message has been forwarded.

To: timothy.johnston@sfgov.org

From:
Name: Mary Chapman , Concerned Horse Advocate
Address: 5555A Lucas Valley Rd. Nicasio, CA
e-mail mary.b.chapman@gmail.com

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large. Please relocate the Skyline Stables to other SFPUC land in the area.

Thank you,
Concerned Horse Advocate and a Horse OWNER

01
G2,R3
02
PD1

WillaJC@aol.com
05/07/2010 10:57 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

Dear Mr. Wycko:

I am writing on behalf of the horse owners who board their horses at Skyline Stables, a site which your agency apparently intends to close. I am the executive director of Sea Horse and Friendly Acres Ranches in Half Moon Bay, the largest public horseback riding rental stable in California, which also provides boarding for privately owned horses. I have been in this position for more than twenty (20) years. I have also boarded my own horses on the Coast for that period of time as well. I am on the Board of Directors of Coastside Horse Council, on various committees formed by our local government to explore issues relating to the use by horses and horseback riders, of public lands, and vested in the protection and perpetuation of the 'horse culture' in California-Northern California in particular.

I have had an opportunity to review the EIR which purports to be the basis of your notion that the 52 horses at Skyline Stables can be readily 'moved', such that there is no substantial negative recreational impact. This is fantasy. It is also irresponsibly negligent and reflects the utter lack of concern which your agency appears to have for the many families and horses which will be effected. Your EIR is at best self-serving, and at its worst irresponsible and dishonest.

Because of the growing restriction on the use of public lands for horseback riding and stabling, the available space for same has shrunk noticeably. One of the great virtues of the Skyline Stables is that the cost of boarding there is less than anywhere else on the coast. This is significant because so many of the horses at Skyline are 'retired' horses, horses twenty or more years old, owned for most of their lives by the people who board them at Skyline. Many of the people themselves are retired, seniors, or individuals with limited discretionary income. These horses are 'pets', as real and has loved as the smaller animals which become members of our families. There is no difference in how they are

01
R3

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R4

loved, and their important to the people who own them.

02

The reality is, the average mileage from Skyline to other horse board facilities is almost 60 miles. In addition, the availability of stalls and/or pasture for 50 or more horses simply doesn't exist. Even more significantly, however, the cost of boarding, even if it can be found, is on average three to four times greater, which makes it impossibly out of reach for the Skyline boarders.

R4

03

G2

The other, ugly reality, and one which appears to be so cavalierly dismissed by the EIR and your agency, is that the greatest likelihood of all is that because of the foregoing, the vast majority of horses at Skyline would wind up being euthanized.

The San Francisco Bay Area is known for its animal-friendly environment and protections. I suspect that the specter of 52+ horses being euthanized so that your agency can build a new water treatment plant will not play well with the public, and this will become a seminal, and big public relations issue for you--as well it should.

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R3

At a very minimum, a new and more responsible and honest EIR should be prepared. Before any eviction of these horses and families occurs, your agency should relocate them onto other land under your control. This is not an issue which is going to go away quietly. The entire Northern California equestrian community is aware of your plans, and will be both contacting you or others in your agency, and helping to bring your intentions to the public eye.

05

PD1

I hope you will consider seriously what I have written. Should you wish to discuss this, or should you have any questions, please feel free to contact me at this e-mail address.

Thank you.

Willa Chapman
Executive Director
SEA HORSE RANCH
FRIENDLY ACRES RANCH

Terry Church <tcequine@earthlink.net>
04/29/2010 10:44 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables Closure

From:
Name: Terry Church, Concerned Horse Advocate
Address: 1899 Middle Two Rock Rd., Petaluma, CA 94952
e-mail: tcequine@earthlink.net

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on
San Francisco
Watershed

Land for over 60 years. Losing 52 low cost stalls and corrals
on the
mid-Peninsula would have a significant impact on the horse community and
the community at large.

Please relocate the Skyline Stables to other SFPUC land in
the area.

Thank you,
Terry Church

01

G2,R3

02

PD1

Ladies and Gentleman of the board, thank you for hearing us today.

Have you ever seen the smile of a child or adult that touched his or her first horse? The look on their face as the horses lips search for the carrot in their hand? This has happened countless times at Skyline Stables and some of the adults which I speak of are your own employees.

My name is Bill Clark and I have been at the stables now for 13 years and a resident of Millbrae all of my 56 years. Prior to coming to Skyline, I had my horse on the coast and because the property was being sold, the new owners were not going to board anymore. The coast was a great place to be. There was a lot of access to ride and the ranchers and older property owners let you have access through their land, as long as you respected it and closed the gates. Sadly this access was coming to an end about the same time we had to look for some where else to stable. The dot com era was booming and a lot of the land was sold. New owners didn't want you on their land and really didn't want to hear about it. If you look back, it was another minimizing of space for horse owners in the area. So we looked and were able to get into Skyline Stables. It is a great place. It's made up of barn owners, who since 1943, and by some accounts earlier than that, through sweat equity and their own money, built it into what it is today. The stable, through the years, has taught children the meaning of commitment and for quite a few others, built memories that are all fond ones. It had riding trails and access to the watershed. Back then you were able to buy a horse permit through the water dept which allowed you to ride off the beaten path. This was only offered to the equestrian because the water dept said the horses would not disturb the land like the general public with bikes and running paths. So we were seen as being environmentally neutral. We also were able in a small way, patrol the land and on a few occasions, avert some problems we saw to the watershed.

After a couple years there I bought a barn. It made sense; I

lived close and by buying, could continue the legacy. I could keep my horse and have others afforded the same. Lower stabling costs and all you had to do is clean and feed. Then, came 911 and the sudden death of our manager, who held the lease at the stable. The stable took on a different look for safety reason. Our permits were taken away, access was tightened and we developed a non profit to fit into the P U C plans. The cost was always reasonable but the non profit has helped to keep the stable at an affordable rate to the community. Granted, this way of stabling might not fit into a lot of people's plans and the access was limited but we still were able to tend to our animals and keep the costs down. My horse has achieved the ripe old age of 37 by me being able to tend to him and give him that quality of care that he needs. Some people can't believe he's that old, I wish I could say the same about myself. So my thought to you is, when's the last time you smiled? I ask you to come up and touch a horse. That by closing this stable it is a loss. A loss to the community and others in the future who may want to have a horse. A loss to 52 horses and their owners who tend to them in their own special way. Some of these 52 are already rescues and were at risk. We are asking you to relocate us if our barns are to be torn down. Relocate us, so that we may keep this way of life alive, not for just the now but for the future. For as you look around this bay area the horse and as I stated before is becoming non existent, because of development and closing of the land. Buy relocating us it is an investment. An investment for one, which we do pay rent and you are receiving a yearly return. Secondly, an investment in the ability to keep 52 horses at a lower cost to the public. These animals and us do not pose a threat to the environment. We are all about mother earth. We can also be a second set of eyes to the watershed. Thirdly and most importantly, an investment in the children and the forming of their future. In this day in age there are not a lot of avenues for kids to learn and not a lot of reasons to smile. Yes, there are a lot of adults with horses but they were kids once too. It was said that any bad day on a horse is better than a good day at work. This still rings true. So I ask you again, when's the last time you smiled?

Respectively, Bill Clark, Vice Chair
Skyline Stables

01
PD1

Clermont Craig <craig@clermontequest.com>
05/12/2010 09:29 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Alternate stabling location for Skyline boarders

History:
This message has been forwarded.

Helly Mr. Wycko,

My wife and I operate a boarding facility a bit south of Skyline Stables, on Skyline Road just off of the 92 highway a few miles from San Mateo.

I thought the boarders might want to know that we provide pasture board for just \$350 and could lower it further to \$295 if people who don't need access to our indoor arena or daily blanketing service, to help offer an alternative and affordable option for them, so they don't have to sell their horses. There are lots of trails onsite and nearby as well.

If you would like to let them know about this during tomorrow's meeting, please do so. They can contact info@clermontequest.com to book their spot and arrange shipping. We only have 20 spots available though.

There is also some nearby San Francisco owned land, so if you would like to discuss relocating the stables to there for the boarders, please contact me directly at craig@clermontequest.com.

Thanks,

Craig

Craig Clermont
Clermont Equestrian
www.clermontequest.com
12670 Skyline Blvd.
Woodside, CA 94062
Office: 650-851-2230

01
R4

"Brittany Cole" <brittany.cole@sbcglobal.net>
05/11/2010 11:00 PM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Help prevent Skyline Stable Closure01

Dear Mr. Wycko,

I am writing you to support my fellow equestrians and friends at Skyline Stables. I understand that necessary work needs to be done to the Harry Tracy Water Treatment Plant, forcing the relocation of the stables. I am writing to ask the SFPUC to consider Skyline Stables a unique partner and continue to support the community by relocating Skyline Stables to other SFPUC land.

01
PD1

The draft Environmental Impact Report (EIR) has deemed that the removal of the stables that are permitted to house 52 horses has no significant impact. The EIR as it now stands maintains that the horses living at this location can be "absorbed" into stables in the surrounding area.

02
R4

However, this report fails to note that most of the places these horses are supposed to be moved to are full with a waiting list, and the cost of some of these stables is more than 5 times what it costs to keep a horse at the non-profit Skyline Stables.

Skyline Stables is unique. It has been in the same location for over 60 years. The stables are managed by a non-profit corporation whose leaders are elected by the boarders. The boarders buy their own hay and do all the work themselves; this keeps the stabling very affordable. It is also a 15-minute drive from San Francisco in the mid-Peninsula area of San Bruno and Millbrae.

03
G2

Skyline Stables offers a place for folks on a tight budget to enjoy a pastime deeply tied to our history and the region - Horses! Closing such a resource will be a great loss. Some boarders have purchased their horses only after finding a place near home they could afford. Some have been laid off from their jobs. If they lose this affordable opportunity they may need to sell or give away their horses. The present economic climate is not a good one for horses. Horse rescues are full, their funding is low and it is difficult to place horses that in the past were easy to find homes for.

04
R4

Please support the relocation of Skyline Stables to other SFPUC land.

05
PD1

Thank you for your consideration and support,

I-FormEmail2
(I-ColeB-W)

Brittany Cole
4106 Spruce Creek Ct
Fairfield, CA, 94534
Brittany.Cole@sbcglobal.net

State Clearinghouse #2008052106

Dear **Mr.** Wycko:

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community.

Please relocate the Skyline Stables to other SFPUC land in the area.

Thank you,

Concerned Horse Advocate

Name: Tony Cook

●

Address: 3385 Fowler ave
Santa Clara, Ca. 95051

e-mail: Tony.cook@united.com

Please Deliver By May 17, 2010

|01
|**G2,R3**
|02
|**PD1**

Susanne crane <susannecrane@att.net>
05/10/2010 11:10 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

Dear Mr. Wycko:

Please do not close Skyline Stables. It has been located on
San Francisco
Watershed Land for over 60 years. Losing 52 low cost stalls and corrals
on
the mid-Peninsula would have a significant impact on the horse community.
Please relocate the Skyline Stables to other SFPUC land in the area.
Thank
you, Susanne Crane

1367 47th Avenue San Francisco, CA 94122

01
G2,R3

02
PD1

Susanne crane <susannecrane@att.net>
05/14/2010 12:40 PM
To Timothy.Johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

I am writing in regards to the closure of Skyline Stables.

It is imperative that the stables remain in existence. The equine community requires facilities such as these to ensure that people have to opportunity to have horses who would, otherwise, not be able to have this experience. Please reconsider your decision.

Sincerely,
Susanne Crane
1367 47th Avenue
San Francisco, CA 94122

01
PD1

May 13, 2010

Gabriele Cressman
P.O. Box 370024
Montara, CA 94037
Email: g4schubert@yahoo.com

Bill Wycko, Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: timothy.johnston@sfgov.org

**RE: Draft Environmental Impact Report, SCH No. 2008052106,
MEA Case No. 2007.1202E**

Dear Mr. Wycko,

I am writing to comment on the removal of the Skyline Stables equestrian facilities.

On page 5.8-7, the draft EIR states that, "Although increased distance to alternative boarding facilities would likely inconvenience some members of Skyline Stables...." A horse is not a bike or a boat for which decreased access would be an "inconvenience." Horses are living animals that require a minimum of daily care. Care of injured, sick, or senior animals may require multiple trips per day. In case of emergencies, owners must be able to travel to the site where their horses are boarded within a reasonable amount of time in order to tend to their animals and coordinate with veterinary care.

01
G2,R3

On pages 5.8-3 to 5.8-5, the draft EIR lists 19 equestrian facilities that are stated to provide viable alternative stabling for all the horses currently at Skyline Stables. The EIR fails to account for a number of important points:

- The list was based on a 35 mile radius from the current location at Skyline Stables. However, Skyline Stables is one of the few boarding facilities serving the North and Mid-Peninsula, as can be seen clearly on Figure 5.8-3 of the draft EIR. San Francisco no longer has any horse boarding facilities, so San Francisco horse owners already have no choice but to travel some distance from their homes to where their horses are kept. The majority of listed facilities are in the South Peninsula to South Bay areas, which would necessitate far longer travel times.
- Typical traffic conditions between Skyline Stables and the listed facilities, much less for those having to drive from points in the northern peninsula are not considered. Travel times are likely to be far longer than miles alone would suggest, especially based on a daily routine.

02
R4

- The list takes no account of whether any of the listed facilities actually have the spaces available to absorb 52 horses. Many boarding barns are full with long waiting lists.
- The list takes no comment on the price or suitability of the listed boarding facilities. As a non-profit corporation run by the boarders themselves, Skyline Stables is an affordable option for horse owners of modest incomes. It is likely that these owners would not be able to absorb a 5-fold increase in boarding fees, which would be the case for some of the listed facilities.

02
R4

On page 5.8-7, the draft EIR concludes that the removal of Skyline Stables, without providing replacement facilities, would have no significant impact on equestrian recreational resources on the Peninsula. To the contrary, the loss of 52 horses from one of the last affordable boarding sites on the North Peninsula would have a significant negative impact on equestrian recreational resources in the area. Equestrian trails are not of much use without horses to ride on them.

Not only would the owners of these horses be negatively impacted, there is an extended network of goods and services providers that would be negatively impacted as well. These include: hay and grain producers, riding instructors and horse trainers, farriers, and large animal veterinarians. Continued shrinkage of the numbers of horses in the area would eventually make such businesses nonviable, in turn having a knock-on negative impact on the availability of services to remaining boarding facilities and private horse owners.

03
R3

Between the distances and the expense, many of the boarders at Skyline Stables may feel they have no option other than trying to sell their animals. In today's economic climate, sales are extremely difficult. Older and/or unrideable horses, in particular, are sadly likely to end up transported to out-of-state auctions and from there on to slaughter houses in Canada or Mexico.

In summary, the sections of the draft EIR that pertain to the removal of Skyline Stables without replacing them elsewhere on SFPUC land have not adequately reflected and assessed the likely impacts of this action. I hope you will consider the points made in this letter in reviewing the draft EIR.

Sincerely,

Gabriele Cressman

"Denham, Susanna B." <sdenham@sandomenico.org>
04/29/2010 02:24 PM
To "timothy.johnston@sfgov.org" <timothy.johnston@sfgov.org>
cc

bcc

Subject

RE: STABLE CLOSURE-- A CALL FOR EMAIL SUPPORT!!!

Name: Susanna Denham ,Concerned Horse Advocate
Address: 1500 Butterfield Rd, San Anselmo, CA 94960
e-mail: sdenham@sandomenico.org

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on
San Francisco
Watershed

Land for over 60 years. Losing 52 low cost stalls and corrals
on the
mid-Peninsula would have a significant impact on the horse community and
the community at large.

Please relocate the Skyline Stables to other SFPUC land in
the area.

Thank you,
Concerned Horse Advocate

01
G2,R3

02
PD1

Laura Derry <lauraderry@me.com>
05/17/2010 01:20 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Barn relocation at Skyline Stables

Dear Mr. Wycko:

My name is Laura Derry and I am a horsewoman. I am writing on behalf of Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community. Please relocate the Skyline Stables to other SFPUC land in the area. I went to the hearing at City Hall and I am very interested in seeing details about relocating the stables.

01

R3

02

PD1

Thank you for your time, and on behalf of people in the Bay Area who love horses and are a part of our community, I also thank you for listening to us and working with us to find a solution so everyone is happy -

Laura Derry
1369 47th Ave
SF CA 94122

I-FormEmail1
(I-DevinS-W)

smdevin@comcast.net
05/10/2010 09:57 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Please do not close Skyline Stables

Dear Mr. Wycko: Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community. Please relocate the Skyline Stables to other SFPUC land in the area. Thank you,
Your name: Sylvie Devin
Address: 23 Tweed Terrace, San Rafael, CA 94901

01
G2,R3
02
PD1

MVDoar@aol.com
04/30/2010 11:24 PM
To timothy.johnston@sfgov.org
cc
novatohorsemen@gmail.com
bcc

Subject
Skyline Stables Closure

To: Timothy Johnston

From:
Name: Marianne V. Doar ,Concerned Horse Advocate
Address:
70 Summit Avenue, Mill Valley, CA 04041
E-mail: mvdoar@aol.com

Regarding: Skyline Stables Closure

As a lifelong horse lover and current owner of two horses, I would like to ask you to please reconsider your decision to close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years and has added to the enjoyment of hundreds of horse lovers. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large, and I think that we would all be the poorer for it.

01
R3

If you find that you must close the stables in their current location, please consider relocating the Skyline Stables to other SFPUC land in the area.

02
PD1

Thank you so much for your consideration,
Marianne V. Doar
Concerned Horse Advocate

Marianne V. Doar

Marianne V. Doar
70 Summit Avenue
Mill Valley, CA 94941
415-381-8020 (H)
415-497-4601 (C)
mvdoar@aol.com

Esther Doerr <estherdoerr@mac.com>
05/17/2010 06:12 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Petition

To: Mr. Bill Wycko, San Francisco Planning Dept.
Re: Harry Tracy Water Treatment Plant Long-Term Improvement

Project

(State Clearinghouse No. 2008052106)

Dear Mr. Wycko:

Please do not close Skyline Stables. Its been located on the
San Francisco Watershed Land for over 60 years. Losing 52 low
cost stalls and
corrals on the mid-peninsula would have a significant impact
on the
community.
Please relocate the Skyline Stables to other SFPUC land in
the area.

01
G2,R3

02
PD1

Thank You.
Concerned Horse Advocate
Name: Esther Doerr
Address:
e-mail: edoerr@gmail.com

Properties Unlimited <money4reo@sbcglobal.net>
04/27/2010 04:37 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Against closing the stable.

History:
This message has been forwarded.

I strongly oppose closing down the stables at the water shed. I have
been
a horse owner
and a member of the horseman's association for many years. The joy of
this life cannot
be dismissed so easily. Please reconsider a new site for the water tank.

01
PD1

Regards~

Alyce Cardinale

Kathy Doulabi

Brokers/Properties Unlimited
Broker# 00944632
415-642-1000/fax 415-642-1010

Rachel Dow <rdow1893@yahoo.com>
05/16/2010 10:25 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Harry Tracy Water Treatment Plant Long-Term Improvement Project (State
Clearinghouse No. 2008052106)

Dear Mr. Wycko:
Please do not close Skyline Stables. Its been located on the
San Francisco Watershed Land for over 60 years. Losing 52 low
cost stalls and corrals on the mid-peninsula would have a significant impact
on the community.
Please relocate the Skyline Stables to other SFPUC land in
the area.
Thank You.
Concerned Horse Advocate
Name: Rachel Dow
e-mail: rdow1893@yahoo.com

01
G2,R3

02
PD1

norman dunham <smalldaschund@yahoo.com>
04/28/2010 07:12 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
stable closure

Dear Sir

It is imperative in these times that with all that is going on with wild horses we keep the public with a place to rent horses as well as stables open for business . Many of our young people are kept off the streets wit a meaningful outlook. Horsemanship is one of the leading sprts to build both responsibility for our future. We must not let them down.

Sincerely Norman Dunham
Novato Ca.

01
PD1

Lisa Dunmeyer <lisadun@mindspring.com>
05/10/2010 09:30 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject

Please Relocate Skyline Stables to other SFPUC land

Dear Mr. Wycko,

I am writing you to support my fellow equestrians and friends at Skyline Stables. I understand that necessary work needs to be done to the Harry Tracy Water Treatment Plant, forcing the relocation of the stables. I am writing to ask the SFPUC to consider Skyline Stables a unique partner and continue to support the community by relocating Skyline Stables to other SFPUC land.

01
PD1

The draft Environmental Impact Report (EIR) has deemed that the removal of the stables that are permitted to house 52 horses has no significant impact. The EIR as it now stands maintains that the horses living at this location can be "absorbed" into stables in the surrounding area.

02
R4

However, this report fails to note that most of the places these horses are supposed to be moved to are full with a waiting list, and the cost of some of these stables is more than 5 times what it costs to keep a horse at the non-profit Skyline Stables.

Skyline Stables is unique. It has been in the same location for over 60 years. The stables are managed by a non-profit corporation whose leaders are elected by the boarders. The boarders buy their own hay and do all the work themselves; this keeps the stabling very affordable. It is also a 15-minute drive from San Francisco in the mid-Peninsula area of San Bruno and Millbrae.

03
G2

Skyline Stables offers a place for folks on a tight budget to enjoy a pastime deeply tied to our history and the region - Horses! Closing such a resource will be a great loss. Some boarders have purchased their horses only after finding a place near home they could afford. Some have been laid off from their jobs. If they lose this affordable opportunity they may need to sell or give away their horses. The present economic climate is not a good one for horses. Horse rescues are full, their funding is low and it is difficult to place horses that in the past were easy to find

04
R4

homes for.

04
R4

Please support the relocation of Skyline Stables to other
SFPUC land.

05
PD1

Thank you for your consideration and support,

Lisa Dunmeyer
67 Brady St.
San Francisco, CA 94103

Annie Ellicott <annie@leapup.com>
05/10/2010 12:02 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables: Please Don't Close!

Dear Mr. Wycko,
I have been a horse owner here in the Bay Area for over 15
years. The Bay
Area needs to keep its stables! Please do not close Skyline Stables. It
has been located on San Francisco Watershed Land for over 60 years.
Losing
52 low cost stalls and corrals on the mid-Peninsula would be a
significant
loss to the entire horse community here. I strongly support relocating
this stables to other SFPUC land in the area. Thank you,
Your name: Annie Ellicott
Address: 2779 Bush Street
San Francisco, CA 94115

01
G2,R3

02
PD1

"Elliott, Karen" <kelliott@sfchronicle.com>
05/10/2010 12:13 PM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Skyline Stables

Dear Mr. Wycko:

I am writing to request that you please relocate Skyline Stables to other SFPUC land in the area rather than closing the stables. Skyline Stables has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would be devastating to the people that have horses there now as there is not an affordable equivalent and the horses would have to be sold or disposed of. All of us in the horse community would be adversely impacted by the closure of the Skyline Stables. Please relocate the Skyline Stables.

Thank you,

Karen Elliott
106 Westlawn Avenue
Daly City, CA 94015

Karen Elliott
Circulation Department
San Francisco Chronicle
(415) 777-8332
kelliott@sfchronicle.com

01
G2,R3
02
PD1

=====
This e-mail message is intended only for the personal use of the recipient(s) named above. If you are not an intended recipient, you may not review, copy or distribute this message.

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=====

"Elliott, Karen" <kelliott@sfgchronicle.com>
05/12/2010 07:31 AM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Skyline Stables

Dear Mr. Wycko,

I am writing you to support my fellow equestrians and friends at Skyline Stables. I understand that necessary work needs to be done to the Harry Tracy Water Treatment Plant, forcing the relocation of the stables. I am writing to ask the SFPUC to consider Skyline Stables a unique partner and continue to support the community by relocating Skyline Stables to other SFPUC land.

01
PD1

The draft Environmental Impact Report (EIR) has deemed that the removal of the stables that are permitted to house 52 horses has no significant impact. The EIR as it now stands maintains that the horses living at this location can be "absorbed" into stables in the surrounding area.

02
R4

However, this report fails to note that most of the places these horses are supposed to be moved to are full with a waiting list, and the cost of some of these stables is more than 5 times what it costs to keep a horse at the non-profit Skyline Stables.

Skyline Stables is unique. It has been in the same location for over 60 years. The stables are managed by a non-profit corporation whose leaders are elected by the boarders. The boarders buy their own hay and do all the work themselves; this keeps the stabling very affordable. It is also a 15-minute drive from San Francisco in the mid-Peninsula area of San Bruno and Millbrae.

03
G2

Skyline Stables offers a place for folks on a tight budget to enjoy a pastime deeply tied to our history and the region - Horses! Closing such a resource will be a great loss. Some boarders have purchased their horses only after finding a place near home they could afford. Some have been laid off from their jobs. If they lose this affordable opportunity they may need to sell or give away their horses. The present economic climate is not a good one for horses. Horse rescues are full, their funding is low and it is difficult to place horses that in the past were easy to find homes for.

04
R4

Please support the relocation of Skyline Stables to other SFPUC land.

05
PD1

Thank you for your consideration and support,

I-FormEmail2
(I-ElliottK-W2)

Karen Elliott
106 Westlawn Avenue
Daly City, CA 94044

Karen Elliott
Circulation Department
San Francisco Chronicle
(415) 777-8332
kelliott@sfchronicle.com

=====
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=====

"Elliott, Karen" <kelliott@sfchronicle.com>
05/14/2010 07:55 AM
To <timothy_johnston@sfgov.org>
cc

bcc

Subject
Skyline Stables

Dear Mr. Wycko:

I am writing to request that you please relocate Skyline Stables to other SFPUC land in the area rather than closing the stables. Skyline Stables has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would be devastating to the people that have horses there now as there is not an affordable equivalent and the horses would have to be sold or disposed of. All of us in the horse community would be adversely impacted by the closure of the Skyline Stables. Please relocate the Skyline Stables.

Thank you,

Karen Elliott
106 Westlawn Avenue
Daly City, CA 94015

Karen Elliott
Circulation Department
San Francisco Chronicle
(415) 777-8332
kelliott@sfchronicle.com

01

G2,R3

01

PD1

=====
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=====

Tone.E@comcast.net
05/12/2010 02:29 PM
To "." <timothy.johnston@sfgov.org>
cc

bcc

Subject
Skyline Stables

Dear Mr. Wycko,

I am writing you to support my fellow equestrians and friends at Skyline Stables. I understand that necessary work needs to be done to the Harry Tracy Water Treatment Plant, forcing the relocation of the stables. I am writing to ask the SFPUC to consider Skyline Stables a unique partner and continue to support the community by relocating Skyline Stables to other SFPUC land.

01
PD1

The draft Environmental Impact Report (EIR) has deemed that the removal of the stables that are permitted to house 52 horses has no significant impact. The EIR as it now stands maintains that the horses living at this location can be "absorbed" into stables in the surrounding area.

02

However, this report fails to note that most of the places these horses are supposed to be moved to are full with a waiting list, and the cost of some of these stables is more than 5 times what it costs to keep a horse at the non-profit Skyline Stables.

R4

Skyline Stables is unique. It has been in the same location for over 60 years. The stables are managed by a non-profit corporation whose leaders are elected by the boarders. The boarders buy their own hay and do all the work themselves; this keeps the stabling very affordable. It is also a 15-minute drive from San Francisco in the mid-Peninsula area of San Bruno and Millbrae.

03
G2

Skyline Stables offers a place for folks on a tight budget to enjoy a pastime deeply tied to our history and the region - Horses! Closing such a resource will be a great loss. Some boarders have purchased their horses only after finding a place near home they could afford. Some have been laid off from their jobs. If they lose this affordable opportunity they may need to sell or give away their horses. The present economic climate is not a good one for horses. Horse rescues are full, their funding is low and it is difficult to place horses that in the past were easy to find homes for.

04
R4

Please support the relocation of Skyline Stables to other SFPUC land.

05
PD1

I-FormEmail2
(I-EvensenT-W)

Thank you for your consideration and support,

Tone Evensen
San Francisco

"Fix, Kim" <kfix@marinhorizon.org>
04/29/2010 07:51 AM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Skyline Stables closure

Dear Mr. Johnston:

I am a horse owner and concerned advocate. I am dismayed to hear of the possible closure of Skyline Stables. It has been located on the San Francisco Watershed land for over 60 years and provides over 50 low-cost stalls and corrals on the mid-Peninsula. Losing these would be a significant loss and would negatively impact the horse community at large.

I would ask that you consider relocating Skyline Stables as opposed to closing them altogether.

Regards,

Kim

Kimberly Fix
Director of Institutional Advancement
Marin Horizon School
415/388-8408 ext. 230
P Save trees...Print this email only if necessary.

01
G2,R3

02
PD1

"Fleischer, Priscilla CTR USA" <priscilla.fleischer@eur.army.mil>
04/30/2010 04:52 AM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Closure of Skyline Stables (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

From:
Name: Priscilla Fleischer, ,Concerned Horse Advocate
Address: __49 Key Largo Course, Corte Madera, CA 94925
e-mail:Priscillafleischer@hotmail.com
Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on
San Francisco Watershed

Land for over 60 years. Losing 52 low cost stalls and corrals
on the mid-Peninsula would have a significant impact on the horse community and
the community at large.

Please relocate the Skyline Stables to other SFPUC land in
the area.

Thank you,
Concerned Horse Advocate

Priscilla Fleischer, Ph.D., LCSW
Family Advocacy Program Manager
ACS, USAG Hohenfels
DSN: 466-4907
CIV: 09472-83-4907

Army Community Service is proud to serve the USAG Hohenfels
community.

Please let us know how we are doing:

https://ice.disa.mil/index.cfm?fa=card&site_id=201&service_provider_id=8631

6

Classification: UNCLASSIFIED
Caveats: NONE

01
G2,R3
02
PD1

Chrissy Foley <cholene@hotmail.com>
05/12/2010 08:29 PM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Skyline Stables

Dear Sir,

I am writing you to support my fellow equestrians and friends at Skyline Stables. I understand that necessary work needs to be done to the Harry Tracy Water Treatment Plant, forcing the relocation of the stables. I am writing to ask the SFPUC to consider Skyline Stables a unique partner and continue to support the community by relocating Skyline Stables to other SFPUC land.

01
PD1

The draft Environmental Impact Report (EIR) has deemed that the removal of the stables that are permitted to house 52 horses has no significant impact. The EIR as it now stands maintains that the horses living at this location can be "absorbed" into stables in the surrounding area.

02
R4

However, this report fails to note that most of the places these horses are supposed to be moved to are full with a waiting list, and the cost of some of these stables is more than 5 times what it costs to keep a horse at the non-profit Skyline Stables.

Skyline Stables is unique. It has been in the same location for over 60 years. The stables are managed by a non-profit corporation whose leaders are elected by the boarders. The boarders buy their own hay and do all the work themselves; this keeps the stabling very affordable. It is also a 15-minute drive from San Francisco in the mid-Peninsula area of San Bruno and Millbrae.

03
G2

Skyline Stables offers a place for folks on a tight budget to enjoy a pastime deeply tied to our history and the region - Horses! Closing such a resource will be a great loss. Some boarders have purchased their horses only after finding a place near home they could afford. Some have been laid off from their jobs. If they lose this affordable opportunity they may need to sell or give away their horses. The present economic climate is not a good one for horses. Horse rescues are full, their funding is low and it is difficult to place horses that in the past were easy to find homes for.

04
R4

Please support the relocation of Skyline Stables to other SFPUC land.

05
PD1

Thank you for your consideration and support,

I-FormEmail2
(I-FoleyC-W)

Chrissy Foley
Redwood City, CA

Patricia Forrest <patriciajeanne1008@comcast.net>
08/18/2010 05:45 AM To
timothy.johnston@sfgov.org
cc

I-FormEmail1
(I-ForrestP-W)

bcc

Subject
Please Save Skyline Stables

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community.

01
G2, R3

Please relocate the Skyline Stables to other SFPUC land in the area.

02
PD1

Thank you,
Concerned Horse Advocate
Patricia Forrest
1198 Chesterton Ave. Redwood City CA 94061

"Adi Foord" <afoord@csus.com>
05/16/2010 08:07 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject

To: Mr. Bill Wycko, San Francisco Planning Dept.
Re: Harry Tracy Water Treatment Plant Long-Term Improvement

Project

(State Clearinghouse No. 2008052106)

Dear Mr. Wycko:

San

Please do not close Skyline Stables. Its been located on the

cost stalls and

Francisco Watershed Land for over 60 years. Losing 52 low

on the

corrals on the mid-peninsula would have a significant impact

community.

the area.

Please relocate the Skyline Stables to other SFPUC land in

Thank You.

Concerned Horse Advocate

Name: Adi Foord

e-mail:afoord@csus.com

01

G2,R3

02

PD1

May 11, 2010

Dear Mr. Bill Wycko,

My name is, Claudia Fox and I am writing this letter to you in hopes that it will help encourage the Water Department to be willing to relocate the Skyline Stables in Millbrae to a different location, as I understand their current location for the past 60 years is no longer available to them.

For eight years from the age of thirteen to twenty-one, I daily visited the Skyline Stables helping to care for the horses there. For six out of the eight years I also boarded my Arabian horse, Z-Ruler at the stables and what a tremendous blessing that was for me! I rescued Z-Ruler from a very uncaring environment, where he was under nourished and neglected for over five years. I brought him to the Skyline Stables in 1997 where I restored him back to good health and cared for him daily. Having had the stables in such a convenient location at the time was such a huge benefit as it was close to my home and easily accessible to get to daily through public means or rides from my parents. After obtaining Z-Ruler, I began working part time to help board and care for his basic needs. Having no financial assistance from anyone, with my part time job I was able to maintain care for my horse because of the low costs of stabling at Skyline. Having boarded, Z-Ruler anywhere else within the surrounding areas would have been near to impossible for me and for so many others as well.



I can honestly say that my time spent at the Skyline Stables helped mold me into the person I am today! Having a safe and fun environment to be able to go to everyday was a great support to me as I look back today and see that it helped keep me away from destructive activities that a lot of kids my age, at that time were falling into. I had a lot of friends that enjoyed drinking, parties, etc. and instead of tagging along with them, I was very fortunate to have had an interest in something positive and productive like horseback riding and having the privilege of owning my own horse. I was also taught a huge sense of responsibility and maturity of being accountable to the care of a living creature, which was a great experience for me! Teenage years are a very tough and influential stage in our lives and I was very blessed to have kept busy with a constructive hobby that grew into a huge passion of mine over time.

I am sincerely confident that relocating the Skyline Stables to another nearby convenient location would truly impact those in the local community and outside as well, as these stables have proven not only to be just a boarding location for horses but a refuge for those including kids and teenagers, looking for a safe and enjoyable place to get connected into. If you've never been horseback riding a highly recommend it as it can be a very refreshing therapy for those who are interested and passionate about it, at least it was and has been for me!



01
PD1

May 11, 2010

I greatly appreciate your time in reading my concerns for the Skyline Stables. I ask that you please consider helping the people and horses of Skyline Stables!

Sincerely,

Claudia Fox

<Foxgirl82@gmail.com>

01

PD1

Michelle Fox <mfox1@stanford.edu>
05/12/2010 04:03 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

Dear Mr. Johnston,

You haven't heard from me yet. I've been trying to get to the meetings but my schedule has not been conducive. I'm sure that you've heard all of what I'm about to say but I would like to add myself to the other voices anyway.

I have been in the equestrian community of this area for over 10 years. I am an equine and small animal Registered Veterinary Technician and most of my close friends have horses or are involved with horses in some way. I am part of the surgery team at a local equine hospital so I know the equestrian community very well. I have been at several boarding facilities over the years, and I can honestly say there are very few situations such as Skyline Stables. There are a lot of facilities for people that are above a modest income but very few for those of us that don't have a whole lot to go around but love our horses and the horse community. Just in the decade that I have been here, I have seen the Woodside/Portola Valley area shrink considerably in terms of the equestrian community and, even more, the land to house them. Skyline Stables is really the only affordable place on the peninsula that is worth holding onto, that is safe for the horses and riders, and has a great group of people.

01
R4

Attached is a picture of me and my "Lady".

Thanks for your time,
Michelle Fox, BA, RVT

--

mfox1@stanford.edu

"Bob Garcia" <tahoma@pacbell.net>
04/27/2010 08:41 AM
To <timothy.johnston@sfgov.org>
cc
"Faye Brophy" <fayeumeda@sbcglobal.net>
bcc

Subject
Skyline Stables

History:
This message has been forwarded.

I would like you to support the effort to find a solution in preserving Skyline Stables. As a peninsula horse owner, rider and competitor I can assure you that the closing of this boarding and riding facility will have a significant impact on the local equine community. Finding local and affordable places to board and enjoy their horses is a challenging task for most horse owners, the planned relocation of the boarders at Skyline to "other" facilities will not be the easy task outlined in the draft EIR and I assure you that this relocation will have a significant negative impact on those boarders.

The CEQA process requires all impacts to be fully addressed and mitigated in a reasonable manner- the current draft EIR fall short of this requirement.

Bob Garcia
650.269.9346

"A dog may be man's best friend, but the horse wrote history"

01
PD1

02
R4

marigarcia@aol.com
05/14/2010 01:57 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Please Save Skyline Stables!

Dear Mr. Wycko,
I am writing you to support my fellow equestrians and friends at Skyline Stables. I understand that necessary work needs to be done to the Harry Tracy Water Treatment Plant, forcing the relocation of the stables. I am writing to ask the SFPUC to consider Skyline Stables a unique partner and continue to support the community by relocating Skyline Stables to other SFPUC land.

01
PD1

Skyline Stables is unique. It has been in the same location for over 60 years. The stables are managed by a non-profit corporation whose leaders are elected by the boarders. The boarders buy their own hay and do all the work themselves; this keeps the stabling very affordable. It is also a 15-minute drive from San Francisco in the mid-Peninsula area of San Bruno and Millbrae.

02
R4

Skyline Stables offers a place for folks on a tight budget to enjoy a pastime deeply tied to our history and the region - Horses! Closing such a resource will be a great loss. Some boarders have purchased their horses only after finding a place near home they could afford. Some have been laid off from their jobs. If theylose this affordable opportunity they may need to sell or give away their horses. The present economic climate is not a good one for horses. Horse rescues are full, their funding is low and it is difficult to place horses that in the past were easy to find homes for.

03
PD1

Please support the relocation of Skyline Stables to other SFPUC land.

Thank you for your consideration,

Marilyn Garcia
481 Laidley Street
San Francisco, CA 94131

"Rose Gold" <rgold@csus.org>
05/16/2010 08:20 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject

To: Mr. Bill Wycko, San Francisco Planning Dept.
Re: Harry Tracy Water Treatment Plant Long-Term Improvement

Project

(State Clearinghouse No. 2008052106)

Dear Mr. Wycko:

San

Please do not close Skyline Stables. Its been located on the

cost stalls and

Francisco Watershed Land for over 60 years. Losing 52 low

on the

corrals on the mid-peninsula would have a significant impact

community.

the area.

Please relocate the Skyline Stables to other SFPUC land in

Thank You.

Concerned Horse Advocate

Name: Rose Gold

Address: 3223 Santiago St

Sf, Ca 94116

e-mail: rgold@csus.org

01

G2,R3

02

PD1

Ronda Goldman <rodrick51@comcast.net>
05/10/2010 02:34 PM To
timothy.johnston@sfgov.org
cc

bcc

Subject
DO NOT CLOSE SKYLINE STABLES

Dear Mr. Wycko:

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community. Please relocate the Skyline Stables to other SFPUC land in the area. Thank you, Marissa Goldman
Ronda Goldman
Anne Suire

01
G2,R3
02
PD1

109 Berkeley Way
San Francisco, CA 94131

I only check messages every three days.
Do not leave time-urgent messages here.
Ronda Goldman
415-641-5678

Ronda Goldman <rodrick51@comcast.net>
05/10/2010 02:36 PM
To TIMOTHY.JOHNSTON@SFGOV.ORG
cc

bcc

Subject
DO NOT CLOSE SKYLINE STABLES PLEASE

I am emailing to help support the boarders at Skyline Stables
in Millbrae.

Skyline Stables is not an island and its loss will diminish
all
equestrians on the SF Peninsula.

It would create a large recreational impact to remove the
stables since
the 52 horses would be not be easily absorbed in surrounding stables.

Regards,
Dr Hoff

Gabriele Hoff, PsyD
1373 Waller St. #B
San Francisco
CA 94117
415 255-7866

01
R3

I only check messages every three days.
Do not leave time-urgent messages here.
Ronda Goldman
415-641-5678

Ronda Goldman <rodrick51@comcast.net>
05/12/2010 02:56 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Stop Skyline Stable Closing

Dear Mr. Wycko,

I am writing you to support my fellow equestrians and friends at Skyline Stables. I understand that necessary work needs to be done to the Harry Tracy Water Treatment Plant, forcing the relocation of the stables. I am writing to ask the SFPUC to consider Skyline Stables a unique partner and continue to support the community by relocating Skyline Stables to other SFPUC land.

01
PD1

The draft Environmental Impact Report (EIR) has deemed that the removal of the stables that are permitted to house 52 horses has no significant impact. The EIR as it now stands maintains that the horses living at this location can be "absorbed" into stables in the surrounding area.

02
R4

However, this report fails to note that most of the places these horses are supposed to be moved to are full with a waiting list, and the cost of some of these stables is more than 5 times what it costs to keep a horse at the non-profit Skyline Stables.

Skyline Stables is unique. It has been in the same location for over 60 years. The stables are managed by a non-profit corporation whose leaders are elected by the boarders. The boarders buy their own hay and do all the work themselves; this keeps the stabling very affordable. It is also a 15-minute drive from San Francisco in the mid-Peninsula area of San Bruno and Millbrae.

03
G2

Skyline Stables offers a place for folks on a tight budget to enjoy a pastime deeply tied to our history and the region - Horses! Closing such a resource will be a great loss. Some boarders have purchased their horses only after finding a place near home they could afford. Some have been laid off from their jobs. If they lose this affordable opportunity they may need to sell or give away their horses. The present economic climate is not a good one for horses. Horse rescues are full, their funding is low and it is difficult to place horses that in the past were easy to find homes for.

04
R4

Please support the relocation of Skyline Stables to other SFPUC land.

05
PD1

Thank you for your consideration and support,

I-FormEmail2
(I-GoldmanR-W3)

R. Peterson
San Francisco, CA 94131

I only check messages every three days.
Do not leave time-urgent messages here.
Ronda Goldman
415-641-5678

rich gould <richgould@aol.com>
04/28/2010 06:50 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

Name Richard Gould, Concerned Horse Advocate
Address:11 Skyline Road, San Anselmo, CA 94960
e-mail:richgould@aol.com

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on
San Francisco
Watershed

Land for over 60 years. Losing 52 low cost stalls and corrals
on the
mid-Peninsula would have a significant impact on the horse community and
the community at large.

Please relocate the Skyline Stables to other SFPUC land in
the area.

Thank you,
Concerned Horse Advocate

01
G2,R3

02
PD1

Dan <zacal@aol.com>
04/28/2010 07:45 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject

Fwd: STABLE CLOSURE-- A CALL FOR EMAIL SUPPORT!!!

timothy.johnston@sfgov.org

-----Original Message-----

From: Novato Horsemen <novatohorsemen@gmail.com>
To: novatohorsemen@gmail.com
Sent: Wed, Apr 28, 2010 3:08 pm
Subject: STABLE CLOSURE-- A CALL FOR EMAIL SUPPORT!!!

There is a stable that is in desperate need of our support. Please let the voice of the equestrian community be heard by sending an email with the information listed below. Thank you for your continued support of the Marin Horse Council and your support of the equestrian community. The Equestrian Community can't afford to loose any more stables as they are the homes of our beloved horses.

To: timothy.johnston@sfgov.org

From:
Name:___Dan Greely ,Concerned Horse Advocate
Address:___55 Archibald Ln, Novato,CA

94945_____

e-
mail:___zacal@aol.com_____

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed

Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large.

the area. Please relocate the Skyline Stables to other SFPUC land in

02
PD1

Thank you,
Concerned Horse Advocate

--

Novato Horsemen Inc.

Visit our website at: www.novatohorsemen.com

Patricia Griffin <patricia@icontract.com>
04/26/2010 04:11 PM
To "timothy.johnston@sfgov.org" <timothy.johnston@sfgov.org>
cc
bcc

Subject <no subject>

History:
This message has been forwarded.

Please deliver to
Bill Wycko:

Dear Sir:

I am writing to ask that you please support the people and horses at Skyline Stables by protecting their current location from closing. The Environmental impact report suggests that the horses (up to 52) can be absorbed in or around the couldn't be more false. There may never have been a more difficult time to find affordable boarding for a horse and it's almost impossible to find one a home. Closing these facilities will, without a doubt, separate owners from their cherished horses. The bond between horse and owner is inexplicable, but for those who have them, it is unimaginable to loose them. Ensuring there is a place for horses in our society is essential. There should never be a child, who dreams of ponies all her life to sacrifice the opportunity to grow up and live her dream. At the least, please plan to adequately relocate this historic facility to accommodate the current horses and owner community there. Our quality of life is threatened every day by just such governmental demand. Please consider the horrific impact that would be caused by closing these facilities.

01
PD1

02
R4

03
PD1

Best Regards,

Patricia Griffin
President
Icon Professional Services
650-378-4150

www.icontract.com

This communication (including any attachments) is intended solely for the recipient(s) named above and may contain information that is confidential, privileged or legally protected. Any unauthorized use or dissemination of this communication is strictly prohibited. If you have received this

communication in error, please immediately notify the sender by return e-mail message and delete all copies of the original communication. Thank you for your cooperation.

I-FormEmail1
(I-GronemanJ-W)

Joey Groneman <joeygroneman@gmail.com>
04/29/2010 11:15 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject

Fwd: Fw: STABLE CLOSURE-- A CALL FOR EMAIL SUPPORT!!!

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

From: Maureen Pinto <oceanriderm@prodigy.net>
Date: Thu, Apr 29, 2010 at 8:24 AM
Subject: Fw: STABLE CLOSURE-- A CALL FOR EMAIL SUPPORT!!!
To: Bruce Barlow <buffalozone@earthlink.net>, "Candy (Ace) Bates" <candyscritters@comcast.net>, "Carrie (IronWyll) Barrett" <carriearrett@comcast.net>, "Dave (treasurer) Duncan" <Dduncan44@gmail.com>, "Jane (Flame) Hirshfield" <jhpac@pacbell.net>, "Jane (Peno) McAleve" <Janefmcalevey@yahoo.com>, "Jess (Picco) Pinto" <jesskpinto@gmail.com>, "Joey (Honey) Groneman" <joeygroneman@gmail.com>, "Johnny (Bombay) Alper" <Tanalper@comcast.net>, "Jon (Shanti) Black" <mischamaye@gmail.com>, "Judith (Flame) Forrest" <Judith@perspective2.com>, "Kathy (Rascal) Johnston" <johnston@celadon.com>, Lee Heagerty <leeheagerty@gmail.com>, Leida Schoggen <LeidaBeth@comcast.net>, "Lesley (Karizma) Wolff" <lesleywolff@sbcglobal.net>, "Lillian (Omari Tiger) Farmer" <lillianalice@comcast.net>, "Linda (Bo) Nero" <l_nero@sbcglobal.net>, "Malissa (Emma's mother) Lasky" <melissalasky@gmail.com>, "Maureen (Bear) Pinto" <oceanriderm@prodigy.net>, "Molly (Lucky Bear) Anawalt" <mollanawalt@gmail.com>, "Moses (and Anu) Vaughan" <mosearch@pacbell.net>, "Neveo + Fiona (Ziggy) Mosser" <NMOSSE@mosserco.com>, "Patty (Bo) Swenson" <peswenson@sbcglobal.net>, "Peggy (Ziggy) Elliott" <peggy.elliott@azdgg.com>, "Sheila (Maggie) O'Neil" <sheilatara@hotmail.com>, Susy Stewart <susyoga2@yahoo.com>, "Ted (Ace) Elliot" <ted@goldridgepinot.com>, "Thea (Fair Miss) Chalmers" <theachalmers@earthlink.net>, "Tom (Bijou) Soltesz" <solteszstudio@tahoesnow.com>, "Tristan (Newt) Conway" <tristanconway@yahoo.com>, "Victoria (Mojito) Mosser" <victoriamosser@yahoo.com>

Just takes a second to fill in the blanks... to make it more professional do some editing and add your own language. I've sent mine. We may need this in November so let's do our part to support equestrians around the Bay.

----- Original Message -----

From: marina eisenzimmer
Sent: Wednesday, April 28, 2010 2:30 PM
Subject: STABLE CLOSURE-- A CALL FOR EMAIL SUPPORT!!!

HELLO MARIN HORSE COUNCIL MEMBERS & FRIENDS

There is a stable that is in desperate need of our support. Please let the voice of the equestrian community be heard by sending an email with the information listed below. Thank you for your continued support of the Marin Horse Council and your support of the equestrian community. The Equestrian Community can't afford to loose any more stables as they are the homes of our beloved horses.

To: timothy.johnston@sfgov.org

From:

Name: _Joey Groneman_____

, Concerned Horse
Advocate

Address: 181 Sunset Way, Muir Beach, Ca 94965_____

e-mail: __joeygroneman@gmail.com_____

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on
San Francisco
Watershed

Land for over 60 years. Losing 52 low cost stalls and corrals
on the
mid-Peninsula would have a significant impact on the horse community and
the community at large.

Please relocate the Skyline Stables to other SFPUC land in
the area.

Thank you,
Concerned Horse Advocate

01
G2,R3

02
PD1

Nicole Hamilton <cnhamilton2000@yahoo.com>
05/10/2010 12:05 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline stables

Hi,

As a long standing part of the horse community, please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community. Not everyone is able to afford the high price of local stables. It is a refuge for horse owners that don't have endless financial means and prevents horse abandonment based on that type of situation. I hope you will relocate the Skyline Stables to other SFPUC land in the area.
Thank you,
C. Nicole Hamilton
2040 Franklin St.
San Francisco, CA 94109

01
R3

02
PD1

chrisibhanson@sbcglobal.net

05/14/2010 11:25 PM

To MaureenBarry <mbarry@sfgwater.org>, timothy.johnston@sfgov.org
cc

bcc

Subject

Re: FW: Alternate stabling location for Skyline boarders

Mr. Clermont sent this kind offer of reduced pasture fee to me Wednesday May 12. I did respond to him, thanking him for his offer.

He didn't specify in his email to me however that we would not be allowed to ride in the arena in the email he sent to me.

Thanks for passing his note along.

Please note that not all horses can survive in a pasture environment, only the hardiest and most sound. This would not help our unsound, aged horses.

At a reduced rate of \$295 we would still be paying more than we do at present for decreased facilities usage. Our horses also would not be sleeping at night in a warm stall as they do right now.

Thanks,
Chris Hanson

--- On Fri, 5/14/10, Barry, Maureen <mbarry@sfgwater.org> wrote:

From: Barry, Maureen <mbarry@sfgwater.org>
Subject: FW: Alternate stabling location for Skyline boarders
To: chrisibhanson@sbcglobal.net
Date: Friday, May 14, 2010, 1:21 PM

Chris--did you get this from Tim or others? MB

FYI:

----- Forwarded by Timothy J Johnston/CTYPLN/SFGOV on 05/13/2010 08:47 AM

Clermont Craig

01
R4

<craig@clermonteq
uest.com>
To
timothy.johnston@sfgov.org
05/12/2010 09:29
cc
PM
Subject
Alternate stabling location for
Skyline boarders

Helly Mr. Wycko,

My wife and I operate a boarding facility a bit south of Skyline Stables, on Skyline Road just off of the 92 highway a few miles from San Mateo.

I thought the boarders might want to know that we provide pasture board for just \$350 and could lower it further to \$295 if people who don't need access to our indoor arena or daily blanketing service, to help offer an alternative and affordable option for them, so they don't have to sell their horses. There are lots of trails onsite and nearby as well.

If you would like to let them know about this during tomorrow's meeting, please do so. They can contact info@clermontequst.com to book their spot and arrange shipping. We only have 20 spots available though.

There is also some nearby San Francisco owned land, so if you would like to discuss relocating the stables to there for the boarders, please contact me directly at craig@clermontequst.com.

Thanks,

Craig

Craig Clermont
Clermont Equestrian
www.clermontequest.com
12670 Skyline Blvd.
Woodside, CA 94062
Office: 650-851-2230

May,16,2010

Bill Wycko
Environmental Review Officer
San Francisco, Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Harry Tracy Water Treatment Plant Long Term Improvements Project

Environmental Review Officer

I am writing in response to the draft Environmental Impact Report for the Harry Tracy Water Treatment Plant Long-Term Improvements Project (SCH # 2008052106). My comments and concerns are specifically focused on the project's impact on recreational use, specifically on the significance of Skyline Stables located at the Harry Tracy Facility (EIR section 5.8). The Project Description clearly states that the stables would have to be removed to accommodate a new water reservoir, and it concludes that the recreational impact would be negligible because there are other boarding areas within a 35 mile radius that could absorb the horses. I strongly disagree, and believe the report itself neglected or ignored many key elements in its analysis that must be addressed. I have outlined them below:

01
R3

- **Skyline stables is a nonprofit organization**, no mention was made in the comparison of boarding facilities as to the for profit nature of horse boarding. In fact as far as I can see all of the facilities used for comparison used in the report are for profit institutions or privately owned. This distinction has a major impact on the ability to board a horse at reasonable rates. I propose and would like to see future revisions of the EIR address the fact that there are no other boarding facilities that are non profit and house as many horses as skyline stables.

02
R4

- The current EIR must address the fact that the number of horse permits, **52 horses cannot be easily absorbed into existing recreational facilities**. Should the facilities at Harry Tracy be closed, it would have an economic impact on the market for horse boarding. Essentially flooding the market should all the Skyline boarders be forced to find other places to keep their horses within the area. A look at the EIR's own analysis (see appendix C) shows that of the 18 comparable facilities interviewed there were not enough capacity within 35 miles. The majority of facilities responding that they only had room for 1-2 horses. 1-2 horses is turnover rate for a full facility. Roughly 40% of the facilities that did respond to the survey reported being at capacity, and one can only suspect that the reason so many inquiry phone calls were not returned is because the facilities were full and not interested in new boarders. The main exception being a singular facility with the capacity to take in 30-40 horses at a comparable cost of \$800 per month board. (High rent keeps boarding space open and exclusive)

03
G2

- Given the above points there is a dramatic disparity in **cost of keeping horses** on the SFPUC property and on privately held real-estate. The fact of the matter is that the cost of land in California has risen so much that it is not economically feasible to board horses near urban centers. This economic reality is spelled out in the EIR appendices but was ignored by its authors in their analysis. In Appendix C it is spelled out that there are no lower costs alternatives to Skyline Stables for the same type of boarding opportunity. This is due to the fact that on the Harry Tracy facility all boarders tend to their own horses (another point well illustrated in the comparable interviews but neglected in the EIR analysis).

04
R4

- Another area that needs to be addressed in the EIR is an analysis of **geographical proximity to urban populations**. The report clearly shows in Figure 5.8-3 that Skyline Stables is the closest comparable boarding facility to City of San Francisco. When analyzing recreational use it must be taken into consideration that recreational use of horses requires the presence of humans.

05
G2

06
R4

The report made no mention of where the owners and users of the facility are from. In fact many of the horse caretakers coming from the city have located their horses at Skyline Stables because of its proximity to their homes. The option of simply closing the facility would in fact move horses farther from the urban centers in the bay area. In doing so, it would not only impact the horse owners who would have to commute greater distances and increase their carbon emissions to reach their animals, it would also decrease the opportunities for city residents to interact with horses. Given the recent **closing of all horse facilities within the city and county of San Francisco** this point is not without significance, and must be addressed.

06
R4

It is the conclusion of the report that closing Skyline Stables “would not degrade overall public access to equestrian recreational resources within a reasonable distance of the Peninsula” it is clear that the authors of this report do not have a horse or a loved one who is involved with horses. In its current state the report fails to adequately address the impact on recreational use and consequences of this project. Had the report sought actual input from the recreational users they are assessing they would have found out that the partnership between horse owners and the preservation of open space at the current location far outdates the presence of the SFPUC and is in fact responsible in many ways for securing and preserving the land use that makes the plant expansion possible.

07
R3

In its current state the horse boarding provides a recreational resource that is beneficial to both the water department and the community at large, providing income, security, community, and responsible environmental stewards that cannot be replaced and would surely extinguish should the project move forward in its current form. None of these issues or impacts on the community are addressed in the current EIR, which is a shame for if studies in biological ecology have taught us anything it is that the environmental stewardship is not static and requires active partnerships and responsible land use to preserve open space. Skyline Stables provides such a partnership in readymade form, closure of Skyline Stables would permanently remove such a community in its entirety.

08
G3

Using the reports own terms of analysis, closure of Skyline Stables would “divide a community” (the community of low income equine enthusiasts) “from the established amenities used by its members”. The conclusion of this report is exactly the opposite, concluding that there would be no impact on recreational use if Skyline Stables were to close. This conclusion is not adequately supported by the analysis. **In effect, closure of the stables would destroy the community of low income horse enthusiasts; remove urban access to equine facilities, and lead, quite frankly, to the death and endangerment of many horses as the horses located at Skyline Stables are not in and of themselves of great capital value. They simply cannot live up to the worth of the land they stand on.** Ironically many of these horses and owners have been supporters of the SFPUC for years, and should the Stables at the Harry Tracy facility be closed many would be forced to move from the area or get rid of their horses, again these consequences are not addressed in the draft EIR.

09
R3

Sincerely,

Edward S. Hanson PhD.
74 Cotter St.
San Francisco, CA 94112

"E. Simon Hanson" <simon@funambul.us.org>

05/16/2010 10:19 PM

Please respond to
simon@funambul.us.org

To timothy.johnston@sfgov.org

cc

bcc

Subject

Public Comments for Harry Tracy Water Plant Long Term Improvements
Project

Environmental Review Officer

San Francisco, Planning Department

1650 Mission Street, Suite 400

San Francisco, CA 94103

RE: *Harry Tracy Water Treatment Plant Long Term Improvements Project*

* *

Environmental Review Officer

I am writing in response to the draft Environmental Impact Report for the Harry Tracy Water Treatment Plant Long-Term Improvements Project (SCH # 2008052106). My comments and concerns are specifically focused on the project's impact on recreational use, specifically on the significance of Skyline Stables located at the Harry Tracy Facility (EIR section 5.8). The Project Description clearly states that the stables would have to be removed to accommodate a new water reservoir, and it concludes that the recreational impact would be negligible because there are other boarding areas within a 35 mile radius that could absorb the horses. I strongly disagree, and believe the report itself neglected or ignored many key elements in its analysis that must be addressed. I have outlined them below:

01
R3

- *Skyline stables is a nonprofit organization*, no mention was made in the comparison of boarding facilities as to the for profit nature of horse boarding. In fact as far as I can see all of the facilities used for comparison used in the report are for profit institutions or privately owned. This distinction has a major impact on the ability to board a horse at reasonable rates. I propose and would like to see future revisions of the EIR address the fact that there are no other boarding facilities that are non profit and house as many horses as skyline stables.

02
R4

- The current EIR must address the fact that the number of horse permits, *52 horses cannot be easily absorbed into existing recreational

facilities*. Should the facilities at Harry Tracy be closed, it would have an economic impact on the market for horse boarding. Essentially flooding the market should all the Skyline boarders be forced to find other places to keep their horses within the area. A look at the EIR's own analysis (see appendix C) shows that of the 18 comparable facilities interviewed there were not enough capacity within 35 miles. The majority of facilities responding that they only had room for 1-2 horses. 1-2 horses is turnover rate for a full facility. Roughly 40% of the facilities that did respond to the survey reported being at capacity, and one can only suspect that the reason so many inquiry phone calls were not returned is because the facilities were full and not interested in new boarders. The main exception being a singular facility with the capacity to take in 30-40 horses at a comparable cost of \$800 per month board. (High rent keeps boarding space open and exclusive)

03
G204
R4

· Given the above points there is a dramatic disparity in *cost of keeping horses* on the SFPUC property and on privately held real-estate. The fact of the matter is that the cost of land in California has risen so much that it is not economically feasible to board horses near urban centers. This economic reality is spelled out in the EIR appendices but was ignored by its authors in their analysis. In Appendix C it is spelled out that there are no lower costs alternatives to Skyline Stables for the same type of boarding opportunity. This is due to the fact that on the Harry Tracy facility all boarders tend to their own horses (another point well illustrated in the comparable interviews but neglected in the EIR analysis).

05
G2

· Another area that needs to be addressed in the EIR is an analysis of *geographical proximity to urban populations*. The report clearly shows in Figure 5.8-3 that Skyline Stables is the closest comparable boarding facility to City of San Francisco. When analyzing recreational use it must be taken into consideration that recreational use of horses requires the presence of humans. The report made no mention of where the owners and users of the facility are from. In fact many of the horse caretakers coming from the city have located their horses at Skyline Stables because of its proximity to their homes. The option of simply closing the facility would in fact move horses farther from the urban centers in the bay area. In doing so, it would not only impact the horse owners who would have to commute greater distances and increase their carbon emissions to reach their animals, it would also decrease the opportunities for city residents to interact with horses. Given the recent *closing of all horse facilities within the city and county of San Francisco* this point is not without significance, and must be addressed.

06
R4

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07
R3

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07
R3

In its current state the horse boarding provides a recreational resource that is beneficial to both the water department and the community at large, providing income, security, community, and responsible environmental stewards that cannot be replaced and would surely extinguish should the project move forward in its current form. None of these issues or impacts on the community are addressed in the current EIR, which is a shame for if studies in biological ecology have taught us anything it is that the environmental stewardship is not static and requires active partnerships and responsible land use to preserve open space. Skyline Stables provides such a partnership in readymade form, closure of Skyline Stables would permanently remove such a community in its entirety.

08
G3

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09
R3

Sincerely,

Edward S. Hanson PhD.

74 Cotter St.

San Francisco, CA 94112

Jennifer Harden <82soiljen@gmail.com>
05/03/2010 07:27 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
plea for stable support

It came to my attention that the city wants to displace horses from Skyline stables. Horse boarding is really really difficult to find, especially affordable stables. PLEASE ask PUC to take responsibility for arranging and helping to build a new, affordable location for those horses. It takes a village, and responsibility must be shared.

Thanks very much
Jennifer Harden
El Granada

01
R3

Jill Harley <jharley1999@yahoo.com>
04/29/2010 10:24 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables Closure

Name: Jill Harley, Concerned Horse Advocate
Address: 163 Filbert Ave, Sausalito
e-mail: jharley1999@yahoo.com

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large.

01
R3

Please relocate the Skyline Stables to other SFPUC land in the area so that the horse tenants of Skyline will still have a home. There are few affordable places to board horses in the Bay Area, and closing Skyline Stables without offering a suitable alternative would leave many horses and their people in dire straits. In this time of economic downturn, please do all that you can to aid these horses and their owners.

02
PD1

Thank you,
Jill

Bill Wyco Environmental Review Officer
Harry Tracy Water Treatment Plant
State Clearinghouse No. 2008052106

Dear Mr. Wyco

My name is Allen Harrison. My wife and I own three horses, which are boarded at Skyline Stables. In the environmental report it stated that there are plenty of other stable facilities to place 52 horses located at the Skyline Facility, what the environmental report does not address is the cost of these facilities. Skyline stables is a one of a kind. It is a non-profit, low cost, self care facility; the prices are kept low because the borders perform all the work needed to run the facility. There is no other facility like this on the Peninsula. All other stable facilities are about five times greater in price than Skyline Stables. We live 2 miles from the stables, only a 5 minute drive. We are at the stables twice a day every day. There is no other stable facility less than twenty minutes away.

01
R4

The environmental report also states that The Skyline Stables is one of several horse stables in the San Mateo/Millbrae area built in the early to mid-20th century and is not a unique property. What has happened to all the other stable facility in this area? Only two still exist. A 10 stall facility located on Polhemus Rd. in San Mateo, and Skyline Stables which has 52 stalls and is slated to be closed down.

Our horses are our personal animals and not used for profit in any way. We have had many children come to Skyline Stables to ride our horses. We have taken our horses to Franklin Elementary School for the Kindergarten class. The children got to groom and ride the horses. Last December we took the horses to the San Francisco CHP office for the children to ride during the annual Christmas party.

My wife and I along with several other people at Skyline Stables are members of the San Mateo Count Parks Volunteer Horse Patrol. We regularly patrol the San Andreas and the Camp Sawyer trails. We have access to these trails from the facility we are currently located at. The environmental report states that there is access to these trails from the street parking area at the top of Larkspur Av. While it is possible to access these trails from this location it is not feasible to park a large truck and horse trailer, and have room to safely load and off load the animals and get ready to ride. It would put both the animals and the traveling public at jeopardy.

02
R2

My wife and I both being state employees have taken a large cut in pay. If the Skyline Stable facility is closed we will not be able to afford to keep our horses here, and will be forced to move in order to keep our animals.

03
PD1

I would ask that the Skyline Stable Facility be kept operating at it's current location. If this were not possible I would ask that it be relocated on watershed property close to its current location.

Thank You



Allen Harrison
811 Hillcrest Blvd. Millbrae Ca. 94030
apaloosaal@comcast.net

cowgup@comcast.net
05/17/2010 10:03 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
State Clearinghouse No.2008052106

Bill Wyco Environmental Review Officer
Harry Tracy Water Treatment Plant
Clearinghouse No. 2008052106

Dear Mr Wyco,

My husband and I have been been at Skyline Stables for 11 years. We have three horses. The environmental report stated that their would be no impact to the communittee if Skyline Stables were to close. Several adults and children ride horses at Skyline. It is open to the public. Anyone can stable a horse there. Several of us are on the Volunteer Horse Patrol for the San Mateo County Parks. We ride and clear trails including the Camp Sawyer and San Andreas trail. We will no longer be able to access these trails. We have taken our horses to a school in Burlingame. The children got to learn about the horses and ride them. The environmental report stated there were several stables in the San Mateo/Millbrae area. I don't know of any others except Skyline Stables. It also said the Stables started in 1962. I know people that were there in the 1950's. It cost us \$120.00 to board and another \$100 for hay a month at Skyline Stables. That is \$220.00. We are a non profit facility. We feed clean and care for our own horses. There are no other non profit facilities in the South Bay. While there are a few places to board 30 miles from here the cost would be 5 times as much as we pay now. We could no longer be able to afford our horses. Please keep Skyline Stables where it is.. If that is not possible I ask that we be relocated on watershed property close to its current location.

Thank you Michelle Harrison
811 Hillcrest Blvd Millbrae Ca 94030

01
R1

02
R2

03
R4

04
CR2

05
R4

06
PD1

kkhart@aol.com
04/29/2010 07:26 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables Closure

Dear Mr. Johnston,

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large.

01
G2,R3

There are very few options nearby for San Francisco residents to board or encounter a horse. This stable is one of the few and it is one of the only that allows working people to have a horse- unlike the high priced show barns that seem to be proliferating.

Please relocate the Skyline Stables to other SFPUC land in the area. This is a resource for all of us and one that should be saved.

02
PD1

Thank you,
Kendra Hartnett

susan harvey <susanharvey1@gmail.com>
05/09/2010 09:40 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

Attention Bill Wycko, Environmental Review Officer:

Dear Mr. Wycko,

I am writing to urge you to find an alternative site on SFPUC lands for the horses currently boarding at Skyline Stables. As a member of the equestrian community, a horse owner who boards in a similar situation, I can assure you that boarding space is extremely tight in our area. The eviction of the community at Skyline would have a serious impact on the already stressed affordable boarding market. I sincerely hope that there is a way to find another site for these responsible horse owners.

Respectfully,
Dr. Susan Harvey Ph.D.
1617 Treat St.
San Francisco, CA 94110
415-824-3920

01
PD1

Bobbie Head <bobbiehead@comcast.net>
04/28/2010 09:48 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large.

01
G2,R3

Please relocate the Skyline Stables to other SFPUC land in the area.

02
PD1

Thank you,
Concerned Horse Advocate,

Bobbie Head
50 Mather Rd
San Anselmo CA 94960-1047
Home: 415-454-2676
Office: 415-925-5002
Cell: 415-250-9335
office: bhead@cal-cancer-care.com
home: bobbiehead@comcast.net

I-FormEmail1
(I-HefnerJ-W)

"Jana Hefner" <jhefner@marincounty.net>
04/28/2010 06:03 PM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Skyline Stables

From: Jana Hefner
Name: Jana Hefner ,Concerned Horse Advocate
Address: 754 Wilson Avenue, Novato, CA 94947
e-mail:jhefner@marincounty.net

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on
San Francisco
Watershed

Land for over 60 years. Losing 52 low cost stalls and corrals
on the
mid-Peninsula would have a significant impact on the horse community and
the community at large.

01
G2,R3

Please relocate the Skyline Stables to other SFPUC land in
the area.

02
PD1

Thank you,
Concerned Horse Advocate

Jana Hefner
Senior Loan Agent
Pacific Mortgage Consultants/DRE# 01354291
(415) 897-3955
(415) 320-5812 Cell
(415) 897-1237 Fax

Tricia Henry <tricia@greenvistastables.com>
04/28/2010 02:45 PM
To timothy.johnston@sfgov.org
cc
marina eisenzimmer <pr@marinhorsecouncil.org>, Karl Bastian
<president@SonomaCountyHorseCouncil.org>
bcc

Subject
Skyline Stables Closure

History:
This message has been forwarded.

To: Timothy Johnston
timothy.johnston@sfgov.org

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years and is one of the few affordable stables in the mid-Peninsula. Losing 52 low cost stalls and corrals would have a significant impact on the horse community and the community at large.

01
R3

As an owner of a boarding facility, the ability to absorb displaced horses from another stable would be difficult as we are full and have a waiting list. Many other stables are in the same situation as development & businesses are encroaching on range/pasture land, reducing the number of boarding facilities available.

02
R4

The economic agricultural revenues of the horse industry is second only to grapes. Loss of horse related business revenues will impact the county coffers and jobs.

03
G2

Please leave the Skyline Stables as they are or relocate the stables to other SFPUC land in the area.

04
PD1

Thank you,

Tricia Henry
Green Vista Stables
497 Laguna Vista Rd.
Santa Rosa, CA 95401
(707) 544-BARN
www.GreenVistaStables.com

Dana Kay <dkonthebay@gmail.com>
05/03/2010 01:35 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables Closure

Tim,

Please do not close Skyline Stables. It has been located on
San Francisco
Watershed

Land for over 60 years. Losing 52 low cost stalls and corrals
on the
mid-Peninsula would have a significant impact on the horse community and
the community at large.

01
G2,R3

Please relocate the Skyline Stables to other SFPUC land in
the area.

02
PD1

Thank you,

Dana Herrick, ,Concerned Horse Advocate
P.O. Box 2833
Sausalito, CA 94966

HRjhiggins@aol.com
05/09/2010 07:48 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Save Skyline Stables

Dear Mr. Johnston: Please reconsider closing and destroying the Skyline Stables to make room for a new water tank. The Stable has been on that spot for more than 60 years, and is self-supporting, enabling the people who board their horses there an affordable local facility. There is no other cost-effective place for these horses to go. In these trying economic times, taking away an existing solution only puts additional stress on peoples already burdened. Please hear my plea for this.

01
PD1

Sincerely,

Jill Higgins, Pacifica, CA

Jane Hirshfield <jhpac@pacbell.net>
04/29/2010 05:19 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

Dear Timothy Johnston,

I am writing to ask that Skyline Stables not be closed.

This longstanding, affordable horse facility has been a part of the area for generations of young people learning to ride, and for adults who want to be in the natural world in a natural way.

Horses are not the domain only of the privileged--but the loss of Skyline would put increasing pressure on those who cannot afford to keep horses at home or at a high cost boarding barn. It is important that riding remain available for the rest of us.

Please relocate the Skyline Stables to other SFPUC land in the area.

Thank you,

Jane Hirshfield

jhpac@pacbell.net

367 Molino Avenue
Mill Valley, CA 94941

<http://www.barclayagency.com/hirshfield.html>

01
PD1

Gabriele <drgabrielehoff@gmail.com>
05/05/2010 02:46 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Request for no closure of Skyline Stables!

To whom it may concern:

I am emailing to help support the boarders at Skyline Stables
in Millbrae.

Skyline Stables is not an island and its loss will diminish
all
equestrians on the SF Peninsula.

It would create a large recreational impact to remove the
stables since
the 52 horses would be not be easily absorbed in surrounding stables.

Regards,
Dr Hoff

Gabriele Hoff, PsyD
1373 Waller St. #B
San Francisco
CA 94117
415 255-7866

01
R3

Rebecca Holland <rebecca@lobitoscreekranch.com>
05/03/2010 11:34 AM
To timothy.johnston@sfgov.org
cc
carole.bridgeman@comcast.net
bcc

Subject
Skyline stable closure

Sir:

I just read the email sent by Carole Bridgeman about the Skyline Stable Closure.

Closing any horse boarding facility is clearly sad news for horse owners, but losing a low-cost facility near San Francisco is tragic. People are scrambling to keep their beloved pets from going to slaughter. That sounds harsh, but it is really true.

I am fortunate to own 70 beautiful acres and to have built pastures and comfortable stables for my 6 horses. I can't take in even one more, but I get frequent pleas from everywhere, so I know how pressed people are.

I hope you will think about this when you look for a solution for the placement of the water tank. Surely there is an affordable solution for these people and their horses.

Thank you,
Rebecca Holland
Lobitos Creek Ranch, Half Moon Bay

01
PD1

Lyn Hood <lyhood@cabrillo.edu>
05/13/2010 09:36 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

Dear Mr. Wycko,

I am writing you to support my fellow equestrians and friends at Skyline Stables. I understand that necessary work needs to be done to the Harry Tracy Water Treatment Plant, forcing the relocation of the stables. I am writing to ask the SFPUC to consider Skyline Stables a unique partner and continue to support the community by relocating Skyline Stables to other SFPUC land.

01
PD1

The draft Environmental Impact Report (EIR) has deemed that the removal of the stables that are permitted to house 52 horses has no significant impact. The EIR as it now stands maintains that the horses living at this location can be "absorbed" into stables in the surrounding area.

02
R4

However, this report fails to note that most of the places these horses are supposed to be moved to are full with a waiting list, and the cost of some of these stables is more than 5 times what it costs to keep a horse at the non-profit Skyline Stables.

Skyline Stables is unique. It has been in the same location for over 60 years. The stables are managed by a non-profit corporation whose leaders are elected by the boarders. The boarders buy their own hay and do all the work themselves; this keeps the stabling very affordable. It is also a 15-minute drive from San Francisco in the mid-Peninsula area of San Bruno and Millbrae.

03
G2

Skyline Stables offers a place for folks on a tight budget to enjoy a pastime deeply tied to our history and the region - Horses! Closing such a resource will be a great loss. Some boarders have purchased their horses only after finding a place near home they could afford. Some have been laid off from their jobs. If they lose this affordable opportunity they may need to sell or give away their horses. The present economic climate is not a good one for horses. Horse rescues are full, their funding is low and it is difficult to place horses that in the past were easy to find homes for.

04
R4

Please support the relocation of Skyline Stables to other SFPUC land.

05
PD1

Thank you for your consideration and support,

I-FormEmail2
(I-HoodL-W)

Lyn Hood
Sana Cruz, CA 95062

Jeff & Debbie Hotter <hotterfam@sbcglobal.net>
04/27/2010 06:57 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

History:
This message has been forwarded.

Hello,

I recently heard of the situation at Skyline Stables. It appears from the materials that I've read that the stables are in danger of removal, but won't be replaced as was originally intended.

I do not keep a horse at Skyline Stables, but I do own a horse that I keep in the South Bay at a private residence. The residence where I board was recently put up for sale, so I have been searching for another place to board my horse.

This is not an easy task. Most barns have a waiting list, and the boarding prices are all higher what I have paid for the last 14 years. Keeping a horse these days has gotten more and more difficult. People are working longer hours to make ends meet, or they have lost jobs and are scraping by. Horses are not like other possessions. They can't be tossed out in the garbage bin, and usually can't be given away due to the cost of keeping them. They are living, thinking (somewhat!) breathing animals that we love and care for as best we can.

Skyline Stables has been an affordable, nearby option for the past 60 plus years. Please don't take this option away for the horses and owners that depend on it. Most of us have enough to deal with now, just trying to maintain a high level of care for our horses.

Thank you for your time and consideration.

Sincerely,
Debbie Hotter
1125 Lynn Way
Sunnyvale, CA 94087

01
PD1

Rhea Jain <rheajain92@gmail.com>
05/15/2010 01:04 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Petition

To: Mr. Bill Wycko, San Francisco Planning Dept.

Re: Harry Tracy Water Treatment Plant Long-Term Improvement Project
(State Clearinghouse No. 2008052106)

Dear Mr. Wycko:

Please do not close Skyline Stables. Its been located on the San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-peninsula would have a significant impact on the community.

01
G2,R3

Please relocate the Skyline Stables to other SFPUC land in the area.

02
PD1

Thank You.
Concerned Horse Advocate

Name: Rhea Jain
Address: 524 Roehampton Road, Hillsborough, California
e-mail: rheajain92@gmail.com

Karen R Johnson <krjdesign@mindspring.com>
04/28/2010 02:55 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables Closure

History:
This message has been forwarded.

April 28, 2010

Bill Wycko
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Skyline Stables Closure

Dear Bill Wycko & San Francisco Planning Department,

I live in San Francisco and, as a horse-owner, know how extremely difficult it is to find nearby horse boarding facilities. Please find an alternative solution to the potential removal of Skyline Stables. Please relocate the Skyline Stables to other SFPUC land in the area, and do not close this stable. Losing 52 stalls in this area would adversely impact the local horse community.

Sincerely,
Karen Johnson
123 Buena Vista East
San Francisco, CA 94117

cc: by email to timothy.johnston@sfgov.org

01
PD1
02
R3



RECEIVED

APR 30 2010

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

April 28, 2010

Bill Wycko
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Skyline Stables Closure

Dear Bill Wycko & San Francisco Planning Department,

I live in San Francisco and, as a horse-owner, know how extremely difficult it is to find nearby horse boarding facilities. Please find an alternative solution to the potential removal of Skyline Stables. Please relocate the Skyline Stables to other SFPUC land in the area, and do not close this stable. Losing 52 stalls in this area would adversely impact the local horse community.

01
PD1
02
R3

Sincerely,

Karen Johnson
123 Buena Vista East
San Francisco, CA 94117

cc: by email to timothy.johnston@sfgov.org

Jennifer Kah <jenniferkah@comcast.net>
05/10/2010 03:48 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

Dear Mr. Wycko: Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community. Please relocate the Skyline Stables to other SFPUC land in the area. Thank you,

Jennifer Kah

01
G2,R3

02
PD1

"Keck, Scott" <keck@visa.com>
05/10/2010 11:39 AM
To "timothy.johnston@sfgov.org" <timothy.johnston@sfgov.org>
cc

bcc

Subject
Skyline Stables

Dear Mr. Wycko: Please do not close Skyline Stables. It has
been located
on San Francisco Watershed Land for over 60 years. Losing 52 low cost
stalls and corrals on the mid-Peninsula would have a significant impact
on
the horse community. Please relocate the Skyline Stables to other SFPUC
land in the area. Thank you,

01
G2,R3

02
PD1

Scott Keck
515 Vicente St.
San Francisco, CA 94116

Alex Kereszti <akereszti@gmail.com>
05/17/2010 07:08 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
petition against closing Skyline Stables

To: Mr. Bill Wycko, San Francisco Planning Dept.
Re: Harry Tracy Water Treatment Plant Long-Term Improvement
Project

(State Clearinghouse No. 2008052106)

Dear Mr. Wycko:

Please do not close Skyline Stables. Its been located on the
San Francisco Watershed Land for over 60 years. Losing 52 low
cost stalls and corrals on the mid-peninsula would have a significant impact
on the community.
Please relocate the Skyline Stables to other SFPUC land in
the area.

01
G2,R3

02
PD1

Thank You.

Concerned Horse Advocate

Name: Alex Kereszti

Address: 1360 Millbrae Avenue, Millbrae CA 94030

e-mail: akereszti@gmail.com

I-FormEmail1
(I-KlemmK-W)

Kasey Klemm <kasey.klemm@gmail.com>
05/10/2010 10:44 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables - Please relocate to other SFPUC land in the area.

Dear Mr. Wycko,

I'm writing to respectfully ask for your help and support
in NOT CLOSING
the Skyline Stables. It has been located on San Francisco Watershed Land
for over 60 years. Losing 52 low cost stalls and corrals on the
mid-Peninsula would have a significant impact on the entrie community,
not
just those who actively ride and keep horses.

01
G2,R3

Please relocate the Skyline Stables to other SFPUC land in
the area.

02
PD1

Thank you,
Kasey Klemm

3744 16th St. #1
San Francsico, CA 94114

RECEIVED

MAY 04 2010

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

Celeste Koski
125 Santa Dominga Ave.
San Bruno, CA 94066
May 3, 2010

Mr. Bill Wycko
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street #400
San Francisco, CA 94103

RE: Relocation of Skyline Stables

Dear Mr. Wycko:

As long-time horse owners, my husband and I have been happy, satisfied lessees at the Skyline Stables for 8 years. As such we make an appeal that the Skyline Stables be allowed to remain at their present location in Millbrae.

The proximity to our home in San Bruno and the reasonable rent have allowed us to care for and enjoy our two horses, one of which is a rescued horse. Without this facility, our lives will be sadly different. The friendliness of the other tenants has contributed greatly to the improvement of our previously abused horse, Gambler, who had been beaten and had serious trust issues. Since he was rescued and moved here, he has made tremendous progress towards becoming a trusting, friendly horse, though he has not totally overcome the abuse. Without us being close by and able to see and care for him daily, would have left him a terrified horse. His intelligence and sweet nature are now evident and he is a friend. Our other horse is a happy, sweet, well adjusted horse because we are able to give him the daily care he needs and deserves. He in turn gives us his trust, friendship and affection.

Besides being a wonderful place for our horses, the stables are the same for us. We have made lasting friends there and going to the stable daily adds greatly to our lives. The physical serenity that the location offers and the friendship of the other tenants and owners enhances our lives immensely. Sadly, our lives would be changed if the stables are eliminated and we would have to give up our horses, which are an integral part of our lives. This is heartbreaking.

Though there are several other horse stables somewhat in the area, the distance from our home is greater, as would be the expense of leasing space and having to add the cost of having others care for our horses. Financially, this would be difficult, if not impossible, for us. We would have to give up our horses, and a hugely important part of our lives. Our biggest fear is that our horses would have to be destroyed if we could not find alternative homes for them and this in turn would destroy a major part of our lives.

01
PD1

Mr. Bill Wycko
May 3, 2010
Page 2.

This destructive outcome could be avoided if the stables remain where they are; if not, then they should be moved to another nearby property. Though this is not an ideal situation, it would be more acceptable than having the stables eliminated.

Please consider the appeals that we and other tenants and owners have made that the stables be allowed to continue either where they are or on other nearby water department land. It is truly a shame to negatively impact the lives of people and horses happily located where they are. There is nothing positive for us about this situation. Though there may be no negative environmental impact, there would definitely be a huge emotional and financial impact of a very personal nature.

01
PD1

Thank you for your consideration.

Most sincerely yours,



Celeste Koski

Rob Krensky <rob@krensky.com>
05/13/2010 09:20 AM
To "timothy.johnston@sfgov.org" <timothy.johnston@sfgov.org>
cc

bcc

Subject
Skyline Stables

Dear Mr. Wycko,

I am writing you to support my fellow equestrians and friends at Skyline Stables. I understand that necessary work needs to be done to the Harry Tracy Water Treatment Plant, forcing the relocation of the stables. I am writing to ask the SFPUC to consider Skyline Stables a unique partner and continue to support the community by relocating Skyline Stables to other SFPUC land.

01
PD1

The draft Environmental Impact Report (EIR) has deemed that the removal of the stables that are permitted to house 52 horses has no significant impact. The EIR as it now stands maintains that the horses living at this location can be "absorbed" into stables in the surrounding area.

02
R4

However, this report fails to note that most of the places these horses are supposed to be moved to are full with a waiting list, and the cost of some of these stables is more than 5 times what it costs to keep a horse at the non-profit Skyline Stables.

Skyline Stables is unique. It has been in the same location for over 60 years. The stables are managed by a non-profit corporation whose leaders are elected by the boarders. The boarders buy their own hay and do all the work themselves; this keeps the stabling very affordable. It is also a 15-minute drive from San Francisco in the mid-Peninsula area of San Bruno and Millbrae.

03
G2

Skyline Stables offers a place for folks on a tight budget to enjoy a pastime deeply tied to our history and the region - Horses! Closing such a resource will be a great loss. Some boarders have purchased their horses only after finding a place near home they could afford. Some have been laid off from their jobs. If they lose this affordable opportunity they may need to sell or give away their horses. The present economic climate is not a good one for horses. Horse rescues are full, their funding is low and it is difficult to place horses that in the past were easy to find homes for.

04
R4

Please support the relocation of Skyline Stables to other SFPUC land.

05
PD1

Thank you for your consideration and support,

I-FormEmail2
(I-KrenskyR-W)

Rob Krensky
Woodside, CA, 94062

I-FormEmail1
(I-KusumowidagdoJ-W)

jakusumowidagdo@csus.org
05/16/2010 10:05 PM
Please respond to
jakusumowidagdo@csus.org
To timothy.johnston@sfgov.org

cc

bcc

Subject
PETITION

PETITION:

To: Mr. Bill Wycko, San Francisco Planning Dept.
Re: Harry Tracy Water Treatment Plant Long-Term Improvement Project
(State Clearinghouse No.
2008052106)

Dear Mr. Wycko:

Please do not close Skyline Stables. Its been located on the San
Francisco Watershed Land for over 60 years. Losing 52 low cost stalls
and
corrals on the mid-peninsula would have a significant impact on the
community.

Please relocate the Skyline Stables to other SFPUC land in the area.
Thank You.

Concerned Horse Advocate
Name: Jasmine Kusumowidagdo
Address:
e-mail:jazzykus@yahoo.com

01
G2,R3

02
PD1

Sent from my Verizon Wireless BlackBerry

Sharon Lahr <sharonlahr@yahoo.com>
05/14/2010 09:19 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Save Skyline Stables

Dear Mr. Wycko,

I am writing you to support my fellow equestrians and friends at Skyline Stables. I understand that necessary work needs to be done to the Harry Tracy Water Treatment Plant, forcing the relocation of the stables. I am writing to ask the SFPUC to consider Skyline Stables a unique partner and continue to support the community by relocating Skyline Stables to other SFPUC land.

01
PD1

The draft Environmental Impact Report (EIR) has deemed that the removal of the stables that are permitted to house 52 horses has no significant impact. The EIR as it now stands maintains that the horses living at this location can be "absorbed" into stables in the surrounding area.

02

However, this report fails to note that most of the places these horses are supposed to be moved to are full with a waiting list, and the cost of some of these stables is more than 5 times what it costs to keep a horse at the non-profit Skyline Stables.

R4

Skyline Stables is unique. It has been in the same location for over 60 years. The stables are managed by a non-profit corporation whose leaders are elected by the boarders. The boarders buy their own hay and do all the work themselves; this keeps the stabling very affordable. It is also a 15-minute drive from San Francisco in the mid-Peninsula area of San Bruno and Millbrae.

03
G2

Skyline Stables offers a place for folks on a tight budget to enjoy a pastime deeply tied to our history and the region - Horses! Closing such a resource will be a great loss. Some boarders have purchased their horses only after finding a place near home they could afford. Some have been laid off from their jobs. If they lose this affordable opportunity they may need to sell or give away their horses. The present economic climate is not a good one for horses. Horse rescues are full, their funding is low and it is difficult to place horses that in the past were easy to find homes for.

04
R4

SFPUC land. Please support the relocation of Skyline Stables to other

05
PD1

Thank you for your consideration and support,

Sharon Lahr
1055 Mason Street, #11
San Francisco, CA 94108

Karine Landers <karinelanders@hotmail.com>
04/28/2010 03:55 PM
To <timothy.johnston@sfgov.org>
cc
<pr@marinhorsecouncil.org>
bcc

Subject
Skyline Stables Closure

History:
This message has been forwarded.

Dear Mr. Johnston;

Please reassess your thoughts for closing Skyline Stables. It has been located on San Francisco Watershed land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large. Unfortunately because of real estate costs and the demand for land, the horse is becoming a vanishing thing. I am an equestrian (former bike racer) and I am sad to see our racetracks closing (even though I realize its a brutal beginning for a horse), its the nostalgia of it that I feel should remain.

We use this area and we need to keep our horses close by. Its getting more and more difficult to keep our horses in Marin county, however this is a large livestock area. Please reconsider this or relocate the Skyline Stables to other SFPUC land in our immediate area.

Thank you for listening,
Karine Landers
Fairfax, CA 94930
415.785.4017

The New Busy think 9 to 5 is a cute idea. Combine multiple calendars with Hotmail. Get busy.

01
R3

02
PD1

"Michelle Laszlo" <mlaszlo@csus.com>
05/17/2010 12:19 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Harry Tracy Water Treatment Plant Long-Term Improvement Project (State
Clearingho

Dear Mr. Wycko:
Please do not close Skyline Stables. Its been located on the
San Francisco Watershed Land for over 60 years. Losing 52 low
cost stalls and corrals on the mid-peninsula would have a significant impact
on the community.
Please relocate the Skyline Stables to other SFPUC land in
the area.
Thank You.
Concerned Horse Advocate

01
G2,R3

02
PD1

Michelle Laszlo
1405 San Raymundo Rd.
Hillsborough, CA 94010

mlaszlo@csus.org

"Steve Lawrence" <splawrence@sbcglobal.net>
05/16/2010 07:19 PM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Comment/questions on Draft EIR for Harry Tracy Long-term

History:
This message has been forwarded.

Mr. Johnston:

In the course of the project will there be periods when the plant is non-operational (is down), and if so for how long? If so, what are the risks that during the outage(s) the plant will be required, due perhaps to a Hetch Hetchy event or other emergency, and what will be done to minimize the risk of being unable to serve water?

01
PD3

Steve Lawrence

"Vicki Leeds" <cabaline@svn.net>
04/28/2010 11:21 PM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Skyline Stables

Dear Mr. Johnston,

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large.

01
G2,R3

Please relocate the Skyline Stables to other SFPUC land in the area.

02
PD1

Thank you,

Vicki Leeds
PO Box 398
Pt. Reyes Station, CA 94956
Concerned Horse Owner, Advocate, & Owner of Cabaline Country

Emporium &
Saddlery

kathryn leighton <kathryn@leighton.us>
04/29/2010 10:48 AM
To Timothy Johnston <timothy.johnston@sfgov.org>
cc

bcc

Subject
Pls do not close Skyline Stables

To: timothy.johnston@sfgov.org

From:
Name: Kathryn Leighton, Concerned Horse Advocate
Address: Home - 103 4th Street, Sausalito, CA 94965
e-mail: kathryn@leighton.us

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on
San Francisco
Watershed

Land for over 60 years. Losing 52 low cost stalls and corrals
on the
mid-Peninsula would have a significant impact on the horse community and
the community at large.

01
G2,R3

Please relocate the Skyline Stables to other SFPUC land in
the area.

02
PD1

Thank you,
Kathryn

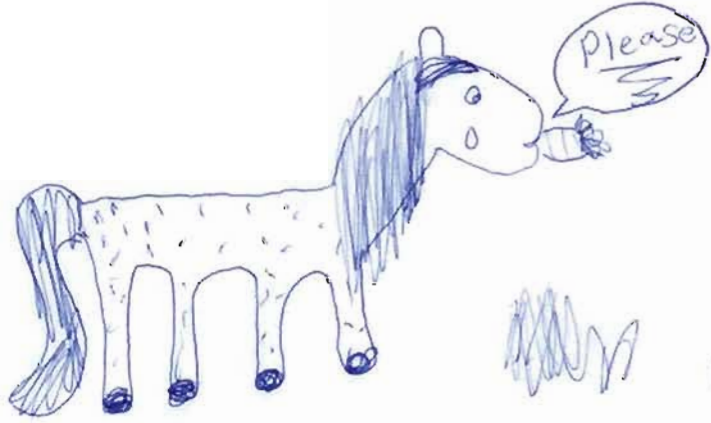
Kathryn Leighton
2666 Hyde Street
San Francisco, CA 94109
415-885-5868
415-520-9300 confidential fax
kathryn@leighton.us

Dear Water Department

Why Do you need put a tank at the barns?
please Don't, because we moved ^{From} SF to Millbrae to
see are Grandma, and her horses. And if you put a tank
there can we bould a barn near by? please!!!

01
PD1

Sincerely
Lola, Angelia,
Kathy, and Geoff



Kathy Goodwin Liggett
304 Vallejo Drive
Millbrae, CA 94030

"Andrea Lim" <anlim@csus.com>
05/17/2010 04:35 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Fwd: help me save the Skyline Stables

PETITION:

To: Mr. Bill Wycko, San Francisco Planning Dept.
Re: Harry Tracy Water Treatment Plant Long-Term Improvement

Project

(State Clearinghouse No. 2008052106)

Dear Mr. Wycko:

Please do not close Skyline Stables. Its been located on the
San Francisco Watershed Land for over 60 years. Losing 52 low
cost stalls and corrals on the mid-peninsula would have a significant impact
on the community.

Please relocate the Skyline Stables to other SFPUC land in
the area.

Thank You.

Concerned Horse Advocate
Name: Andrea
Address:
e-mail:

01
G2,R3

02
PD1

"Danielle C. Lotridge" <Danielle@lotridge.org>
05/17/2010 04:35 PM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Do not close the Skyline Stables

Dear Mr. Wycko:

Please do not close Skyline Stables. It's been located on the San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-peninsula would have a significant impact on the community. Please relocate the Skyline Stables to other SFPUC land in the area.

Thank You.

Concerned Horse Advocate

-Danielle Lotridge 8th grader

01
G2,R3

02
PD1

"Alec MacMillen" <amacmillen@csus.com>
05/17/2010 05:55 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Ranch

To: Mr. Bill Wycko, San Francisco Planning Dept.
Re: Harry Tracy Water Treatment Plant Long-Term Improvement

Project

(State Clearinghouse No. 2008052106)

Dear Mr. Wycko:

Please do not close Skyline Stables. Its been located on the
San Francisco Watershed Land for over 60 years. Losing 52 low
cost stalls and corrals on the mid-peninsula would have a significant impact
on the community.
the area. Please relocate the Skyline Stables to other SFPUC land in

01
G2,R3

02
PD1

Thank You.
Concerned Horse Advocate
Name: Alec MacMillen
e-mail: amacmillen@csus.org

Meg Madden <meg@mustcreate.org>
04/28/2010 02:52 PM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Please relocate Skyline stables

History:
This message has been forwarded.

Dear Timothy Johnston

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large. Please relocate the Skyline Stables to other SFPUC land in the area.

Thank you,
Meg Madden

01
G2,R3

02
PD1

May 16, 2010

Re: Draft Environmental Impact Report for the SF PUC
Harry Tracy Water Treatment Plant Long-Term Improvements Project
Planning Department Case No. 2007.1202E
State Clearing House No. 2008052106

Dear Mr. Wycko,

Please consider my comments regarding the Draft EIR for the Harry Tracy Long Term Improvements Project.

I am a lifetime resident of the Northern Peninsula and a resident of Millbrae for more than 30 years. I have been involved with horses at the HTWTP since 1989. I am a member of the Volunteer Horse Patrol for the San Mateo County Parks. The opportunity provided by the San Francisco Water Department to stable horses at Skyline Stables located at the Harry Tracy site provides a unique and valuable resource to the people of Northern San Mateo County.

01
R3

The draft environmental impact report states in several places that removing Skyline Stables from the HTWTP site would not have significant impact on recreational resources (pages 5.8-6, 5.8-7, 6.43, 6.44 and Table 6.2). I strongly disagree.

Skyline Stables is the home of several horses of the Volunteer Horse Patrol for the San Mateo County Parks. The members of VHP donate many hours to maintain and patrol the trails of San Mateo County Parks, including the San Andreas Trail, Sawyer Camp Trail and the Recreational Trail that joins these two trails between Larkspur and Hillcrest. These patrols assist the county to keep these facilities available to the public during the current budget shortfalls. The horses at Skyline Stables are uniquely situated to patrol the three aforementioned trails because of the direct access provided from Skyline Stables to San Andreas trail via the utility vehicle tunnel that extends under I-280 (Section 5.8-3). No other alternative stable listed in the EIR has access to these three trails from their facility (Table 5.8-1). The report states that riders would have continued access to these trails via trailer access to the San Andreas trail (Section 5.8-7). Some members of the VHP do not have trailers and the parking areas mentioned in the report could be dangerous for trailers and horses to access due to limited space and the proximity to high traffic areas. The VHP horses and riders from Skyline Stables are the only volunteers assisting the county with patrols of these trails. The county rangers seldom, if ever, patrol the Recreational Trail between Larkspur and Hillcrest since the only access is by foot or horseback. The limited park resources often restrict ranger's patrols to areas that can be patrolled from their vehicle.

02
R2

For many of the children that we meet on these trails, their only experience with horses may be the chance to pet or talk to the horses from Skyline Stables. There are no other horses in the immediate area. This is a precious moment for many of the children that we encounter while riding.

02
R2

The report states that the other boarding facilities shown in Table 5.8-1, that have similar amenities to Skyline Stables (Section 5.8-3). What the report does not address is that the cost of these amenities at the facilities in the project vicinity far exceed the cost of Skyline Stables, which is a non-profit self care facility. The other facilities listed are business for profit, and as such, charge much higher rates to board a horse. The other facilities shown in Table 5.8-1 can be as much as 35 miles from the current location, making it unreasonable to visit once or twice per day as the occupants of Skyline Stables currently do to care for their animals.

03
R3

The San Francisco Water District should be proud of the outstanding recreation opportunities for the residents of San Mateo County provided by stables located at the Harry Tracy plant location. I hope these opportunities will be made available for generations to come.

04
PD1

Please reconsider your decision to close Skyline Stables at the HTWTP location. If it is imperative that the stables be removed from this site, I hope that the stables will be relocated on other San Francisco Public Utility Commission land in the nearby area.

Thank you,

Barbara Maeso Ruble
1315 Tuolumne Road
Millbrae, CA 94030

maeso.ruble@sbcglobal.net

Molly Maheras <molly.maheras@gmail.com>
05/10/2010 11:06 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables and the SF Watershed Land

Dear Mr. Wycko,

I was just informed by a close friend about the closing of Skyline Stables. That barn is one of very, very few affordable stables in the Bay Area and given the economy, I fear what will happen to many of the horses at that barn if it closes its doors. Please relocate the barn to other SFPUC land in the area.

01
PD1

Thanks,
Molly Maheras
1777 Pine St. #108
San Francisco, CA 94109

note: I was given this email address for the letter above, though it looks like it's the wrong name/person. I apologize if so.

Sarah <sarahmallas@gmail.com>
05/13/2010 08:37 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

Dear Mr. Wycko,

Please do not close Skyline Stables. It has been located on
San Francisco
Watershed Land for over 60 years. Losing 52 low cost stalls and corrals
on
the mid-Peninsula would have a significant impact on the horse community.
Please relocate the Skyline Stables to other SFPUC land in the area.

Thank you,

Sarah Mallas

1935 Franklin St #603
San Francisco CA 94109

01
G2,R3

02
PD1

"Vicky Mann-Hauer" <vmannhauer@csus.org>
05/17/2010 10:59 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Save the Horse stables

PETITION:

To: Mr. Bill Wycko, San Francisco Planning Dept.
Re: Harry Tracy Water Treatment Plant Long-Term Improvement

Project

(State Clearinghouse No. 2008052106)

Dear Mr. Wycko:

San

Please do not close Skyline Stables. Its been located on the

cost stalls and

Francisco Watershed Land for over 60 years. Losing 52 low
corrals on the mid-peninsula would have a significant impact

on the

community.

the area.

Please relocate the Skyline Stables to other SFPUC land in

Thank You.

Concerned Horse Advocate

Name: Vicky Mann-Hauer

Address: 400 Uplands Drive, Hillsborough, Ca 94010

e-mail: VMann@csus.com

01
G2,R3

02
PD1

Penny Martin <coppercowgirl7@yahoo.com>
05/04/2010 01:14 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

Dear Mr. Johnston,

My name is Penny Martin and I am a horse owner. I have been made aware of the fact that the Skyline Stables risk closing because of the PUC. These stables have been there for longer than I have been alive and have housed numerous horses over those 60+ years. Horses are part of our culture and each time a facility is closed down or a horse property is purchased and not used as such, that part of our culture slowly disappears. What a sad day it would be not to see horses riding down the road, or on the beach, or on a trail somewhere.

I can't imagine the location where Skyline Stables is located is the only place for the needs of the PUC, there must be other locations surely. If indeed the PUC can show it is the only location, then they should be required to facilitate the moving of all the horses to an equally desirable locale.

Very sincerely,
Penny Martin
650-851-1837

01
PD1



RECEIVED

NOV 1 2010

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT

Dear Mr. Wycko,

768 West California Way • Woodside, CA 94062 • (650) 363-2112 • FAX (650) 363-0817 • www.sciencefuturesinc.com

I am writing you to support my fellow equestrians and friends at Skyline Stables. I understand that necessary work needs to be done to the Harry Tracy Water Treatment Plant, forcing the relocation of the stables. I am writing to ask the SFPUC to consider Skyline Stables a unique partner and continue to support the community by relocating Skyline Stables to other SFPUC land.

01
PD1

The draft Environmental Impact Report (EIR) has deemed that the removal of the stables that are permitted to house 52 horses has no significant impact. The EIR as it now stands maintains that the horses living at this location can be "absorbed" into stables in the surrounding area.

02
R4

However, this report fails to note that most of the places these horses are supposed to be moved to are full with a waiting list, and the cost of some of these stables is more than 5 times what it costs to keep a horse at the non-profit Skyline Stables.

03
G2

Skyline Stables is unique. It has been in the same location for over 60 years. The stables are managed by a non-profit corporation whose leaders are elected by the boarders. The boarders buy their own hay and do all the work themselves; this keeps the stabling very affordable. It is also a 15-minute drive from San Francisco in the mid-Peninsula area of San Bruno and Millbrae.

04
R4

Skyline Stables offers a place for folks on a tight budget to enjoy a pastime deeply tied to our history and the region - Horses! Closing such a resource will be a great loss. Some boarders have purchased their horses only after finding a place near home they could afford. Some have been laid off from their jobs. If they lose this affordable opportunity they may need to sell or give away their horses. The present economic climate is not a good one for horses. Horse rescues are full, their funding is low and it is difficult to place horses that in the past were easy to find homes for.

05
PD1

Please support the relocation of Skyline Stables to other SFPUC land.

Thank you for your consideration and support,

Nola E Masterson
Managing Director
Telephone: 650 363 2112

Mayerhofler Peter <peterm@sonic.net>
04/29/2010 01:59 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline

From:

Peter Mayerhofler, MD
1221 Jones St #9E San Francisco, CA
94109
peterm@sonic.net

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large.

01
G2,R3

Please relocate the Skyline Stables to other SFPUC land in the area.

02
PD1

Thank you,
Peter
Concerned Horse Advocate

"Zoe McCrum" <zmccrum@csus.com>
05/17/2010 04:46 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Re: Harry Tracy Water Treatment Plant Long-Term Improvement Project
(State Clear

To: Mr. Bill Wycko, San Francisco Planning Dept.
Re: Harry Tracy Water Treatment Plant Long-Term Improvement
Project

(State Clearinghouse No. 2008052106)

Dear Mr. Wycko:

Please do not close Skyline Stables. It's been located on
the San Francisco Watershed Land for over 60 years. Losing 52 low
cost stalls and corrals on the mid-peninsula would have a significant impact
on the community.

Please relocate the Skyline Stables to other SFPUC land in
the area.

Thank You.

Concerned Horse Advocate

Name: Zoe McCrum

Address: 1540 Drake Ave Burlingame, CA 94010

e-mail: zmccrum@csus.org

01
G2,R3

02
PD1

I-FormEmail1
(I-McEvoyC-W)

c.grosskopf@comcast.net
04/30/2010 07:40 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large. Please relocate the Skyline Stables to other SFPUC land in the area.

Thank you,
Christina McEvoy

From:
Name: Christina McEvoy, Concerned Horse Advocate
Address: Fort Bragg CA
e-mail: c.grosskopf@comcast.net

01
G2,R3

02
PD1

Bill Wyco Environmental Review Officer
Harry Tracy Water Treatment Plant
State Clearinghouse No.2008052106

I Love Horses, but my parents say we can't afford to have our own horse. When Grandpa Al (that's what I get to call Allen Harrison!) invited me to come to his stables to ride his horses, I was so excited! My Mom brought me and the little boys she babysits up to ride with Grandpa Al and we all fell in love with the horses! Then Grandpa Al invited me to stay for a whole weekend so I could learn what it really means to **care** for a horse. I would get to groom, clean, and ride the horses! It was the best weekend of my life !!! The trails were great!! The people were so kind!! And every day I learned something new about horses. I loved it!! I learned that having a horse means more than just riding and having fun with the horse, it is about **caring** for the horse. This is something I could never have learned by renting a horse for an hour ride at some horse stable, but thanks to Grandpa Al and his stables I hope to be a horse owner someday!

If the stables close I am afraid that Grandpa Al might lose the horses, or have to move away and I will not be able to ride anymore!

Molly McGehee
871 Virginia Av.
Campbell Ca. 65008
beak-er@juno.com

01
PD1

"Sahar McVickar" <virb8im@comcast.net>
04/29/2010 08:38 AM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Closure of Skyline Stables

To: Timothy Johnston

From: Sahar McVickar, Concerned Horse Advocate

Address: 208 Oak Springs Drive, San Anselmo, CA 94960
e-mail: virb8im@comcast.net

Regarding: Skyline Stables Closure

Dear Mr. Johnson,

I urge you to please not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large. Please help us keep the Bay Area's horse community vital by relocating the Skyline Stables to other SFPUC land in the area.

Thank you,
Concerned Horse Advocate
Sahar McVickar

Sahar McVickar, CSR. RPR
Official Court Reporter
United States District Court for the
Northern District of California
(415) 626-6060
(415) 626-6050 (fax)

01
G2,R3

02
PD1

Maria Medeiros <freckleye@hotmail.com>
05/10/2010 12:47 PM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
FW: Skyline Stables needs our help

Dear Mr. Wycko: Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community. Please relocate the Skyline Stables to other SFPUC land in the area. Thank you,
Your name: Maria Medeiros
Address: 633 Santiago St

01
G2,R3
02
PD1

Hotmail has tools for the New Busy. Search, chat and e-mail from your inbox. Learn more.

"jonmichael.1@juno.com" <jonmichael.1@juno.com>
05/01/2010 04:51 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
skyline stables

Please keep the stables in place. we have been residents of
Millbrae and
San Bruno since 1955. Thank you.

01
PD1

Jon and Frances Michael.

Penny Stock Jumping 2000%
Sign up to the #1 voted penny stock newsletter for free today!
<http://thirdpartyoffers.juno.com/TGL3131/4bdcbcd081a5828ff06st06duc>

ja971@aol.com
05/16/2010 04:25 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Re: Draft EIR for Harry Tracy Water Treatment Plant Long-Term
Improvements
Project SCH No. 2008052106 MEA Case No. 2007.1202E

May 16, 2010
To whom it may concern:

This letter is to address inadequacies and inaccuracies in the San Francisco Planning Department's Draft Environmental Impact Report, Case No. 2007.1202.E, Clearing House No. 2008052106. The draft EIR inaccurately and inadequately describes the impact that the removal of Skyline Stables, located on the Harry Tracy Water Plant's facility, will have on cultural, recreational and historic resources on the upper San Francisco Bay Peninsula. Further, it does not describe adequately the economic impact that removal of the equestrian facilities will have on tenants.

01
CR1,R3

02
G2

In Chapter 5 Environmental Setting and Impacts, Section 5.2.3 the EIR states that the significance criteria of impacts is that the proposed project will:

"Physically divide an established community;
Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect;
Have a substantial impact upon the existing character of the vicinity; or
Substantially impact or disrupt existing land uses or land use activities. "

03
L2

The report does not address that removal of the equestrian facility will physically divide our community. Webster's definition of a community is "a unified body of individuals" The tenants of the equestrian facilities are united in our passion for horses; therefore, we are a community. It is

04
L1

not possible for 52 horses to be relocated together to existing equestrian facilities consequently; closure of the facility will result in the division of our community. The report also does not state that removal of the equestrian facility alters the character of the vicinity by eliminating the only equestrian facility in Millbrae, San Bruno, South San Francisco, San Mateo and Burlingame. The closest boarding facility in the vicinity is Park Pacifica Stables in Pacifica, which is a 15 mile drive from Skyline stables and does not serve the equestrian community on the eastern Upper Peninsula. The report also does not address that the existing land use and land use activities are impacted by the removal of the equestrian facilities. The land that the Harry Tracy Water Plant is on has housed equestrians on it since the 1900s[1], before the SFPUC occupied the land. While the existing facility was constructed in the 1940s, the land has historically supported equestrian activities. While the San Francisco Planning Department feels this is a "secondary and subordinate land use", that does not mean that closure of Skyline Stables is not a significant disruption to land use activities. Removal of the equestrian facilities will disrupt the local equestrian community and permanently remove the last equestrian facility in the eastern part of the Upper Peninsula.

04
L1

In Section 5.4 Cultural and Paleontological Resources, it is stated that the equestrian facilities are not a cultural resource because "The Skyline Stables is one of several horse stables in the San Mateo/Millbrae area built in the early to mid-20th century and is not a unique property." The Skyline Stables should be considered a cultural resource because while it is true that there were several horse stables in the San Mateo/Millbrae area, Skyline Stables is the only remaining facility in the area. In the early and mid 20th century this area had a vibrant and active equestrian community. Note such landmarks as the Cow Palace, Tanforan Race Track and Bay Meadows Race Track, of which only the Cow Palace exists today. Also, of note is the lack of public equestrian facilities in San Mateo and San Francisco Counties. Skyline Stables is the only public stable remaining in the area.

05
CR2

Additionally, the report dismisses the cultural impact of the facility because "the facility is not known to be directly associated with persons who have made significant contributions to the history of the local area, the region, the state, or the nation." Many former and current tenants are active in local politics and commerce, hence, the facility is a vital contributor to the local history of the area. For example, Mrs. Carol Bottarini has been active in the Millbrae Chamber of Commerce and owned the Historic Sixteen Mile House for 15 years. Also, the former manager of Skyline Stables, Terry Rasmussen, served as the San Bruno City Clerk for many years. The tenants of Skyline Stables are working class individuals

and while they are not nationally known figures, they are members of the community and help shape the character of the vicinity. In summary, Skyline Stables are an important historical resource in San Mateo County and should be considered a cultural resource in the Draft EIR.

05
CR2

In Section 5.8 Recreation, the impact of the destruction of Skyline Stables is addressed. The report states, "Physical degradation of a recreational area or facility does not typically result in a significant impact under CEQA if the public retains access to similar alternative resources, because the overall recreational resource has not been significantly degraded ." The report then justifies the removal of Skyline Stables by presenting an incredibly flawed study on alternative equestrian resources. This "study" was a phone and internet survey of equine facilities within a 35-mile area. However, several critical factors that must be considered in the definition of equivalent equestrian facilities are overlooked. First, the distance that is considered to be equivalent is unreasonable and does not take realistic travel conditions into account. The report defined a 35-mile radius from Skyline Stables as a reasonable distance. It is unreasonable and unrealistic to expect people that reside and work in the northern peninsula to travel over 3 hours round-trip to the south or east bay or the coast to care for their animals. Most of the tenants live within 10 miles of Skyline Stables and care for their animals daily. Many animals are elderly and have special medical needs that must be attended to daily. There are 4 equine facilities within 10 miles of Skyline Stables, all of which are on the coast. Additionally, the report does not calculate actual driving distances. For example, Indian Hills Ranch is listed as an equivalent facility within the prescribed 35-mile radius. However, the driving distance is actually 45 miles, which is at least a 1 hour drive, in reality it is a 1.5 hour drive in normal weekday traffic.

06
R3

The report erroneously states, "As part of the EIR's analysis, the lead agency has confirmed that although the project would directly impact the Skyline Stables facility, the public would retain access to sufficient equestrian resources in the area." Relatedly, the report also states "In fact it is also possible that some boarders would find stables in closer proximity to their homes or places of employment" Both of these statements are incorrect. In figure 5.8-3 only one stable, Park Pacifica, is listed in northern San Mateo County. In fact, there are only 3 boarding facilities in northern San Mateo County, Skyline Stables being excepted and none in San Francisco County. Again, all of those facilities are located on the coast. The majority of the tenants at Skyline Stables live and work within 10 miles of the facility, mostly in Millbrae, Burlingame, San Bruno and San Francisco. This facility is critical to the continuation of equestrian activities in Northern San Mateo and San Francisco Counties and destruction of the facility will ensure the decline and eventual elimination of equestrian activities in the area.

Secondly, while the report lists occupational capacities of the alternative facilities, it does not address the current occupancy rate at each facility. All of the facilities listed do not have adequate available boarding facilities for several horses. In fact, most have no availability. Third, the survey did not assess current boarding rates at these facilities. The average monthly rate at Skyline Stables is \$220; these rates are affordable because of the unique nature of our co-op environment. The tenants perform all daily feedings, stall cleanings and building maintenance themselves. The boarding rates at the listed facilities range from approximately \$500 to over \$1200 per month. This represents a 127-454% increase in the boarding fees paid by tenants per month. This is a significant increase in the rates that tenants would have to pay and it does not take into account costs associated with driving to locations significantly farther from tenants' homes and workplaces, such as gas and time. The tenants at Skyline Stables are mid-to low income families that do not have the fiscal resources to absorb these rate increases. Due to all of the above factors the majority of these facilities should not be considered comparable or equivalent alternatives.

07
R4

Another notable flaw in section 5.8 is the statement that "Riders would have continued access to SFPUC trails (with trailer access to the San Andreas Trail) and other riding opportunities throughout the Peninsula. As described in Section 5.8.1, Setting, the main parking lot and trailhead access to the San Andreas Trail are on the northeast shore of the San Andreas Reservoir off Larkspur Drive. Additional (informal) parking is available on Skyline Boulevard near San Bruno Avenue, which parallels the trail."

08
R2

Neither of these parking facilities is suitable for safe loading and unloading of horses. The street parking at the top of Larkspur drive is a busy off-ramp from I-280 and a normal sized horse trailer, which has an overall length of over 20 feet, generally could not be parked there since the majority of parking is usually occupied. The parking south of San Bruno Avenue is pull-in parking and as such, persons unloading their trailers would be forced to unload their horses into oncoming traffic traveling over 50mph on Skyline Boulevard. Also, backing out a trailer onto a busy highway is extremely dangerous. Therefore, the destruction of Skyline Stables would effectively eliminate all equestrian use of the San Andreas Trail, Sawyer Camp Trail and other connecting trails.

In summary, Section 5 is seriously flawed and the conclusions are drawn from data that is wildly inaccurate. Therefore, there is no validity to the statement at the conclusion of the section "In summary, removing Skyline Stables from the HTWTP site would not be a significant impact on recreational resources because, notwithstanding impacts on a private equestrian facility, the proposed project would not degrade overall public

09
R3

access to equestrian recreational resources within a reasonable distance on the Peninsula." As addressed above, there will be severely reduced access to equestrian resources. The report's definition of reasonable distance does not take into account critical factors. The report does not address the economic impacts to the tenants by the removal of the facility.

09
R3
10
R4
11
G2

I would implore the San Francisco Planning Department and the SFPUC to reconsider the removal of Skyline Stables. It is an unique, affordable, public equestrian community that serves Northern San Mateo County and San Francisco County. The equestrian community has been diminishing in the Upper Peninsula for decades, and the closure of the facility will sound the death knell for equestrian activities in the local vicinity. If there is no viable alternative to the removal of the facility from the Harry Tracy Water Plant, I would like the Water Department to relocate the community, in its entirety, to a suitable, local location on watershed land.

12
PD1

Sincerely,

Janine Micheli, Ph.D.
262 Georgia Avenue
San Bruno, CA 94066
Ja971@aol.com

[1] Case No. 1998.898E - Hetch Hetchy Water Treatment Project--Chloramine Conversion. Section IV-B
"The Skyline Stables contain 52 stalls, leased by 18 families. Equestrians have used land in that area since the early 1900s, before it was purchased by the SFPUC."

Syed Mohsin <syedm.90@gmail.com>
05/16/2010 08:50 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Petition

Mr. Johnston,

Please save Skyline Stables. We do believe that it is a
valuable part of
the county for many people.

01
PD1

Thank You,

Syed Mohsin

"Nena Montgomery" <nmontgomery@csus.org>
05/17/2010 09:31 AM
To timothy.johnston@sfgov.org
cc
"Rhea Jain" <rjain@csus.com>
bcc

Subject
saving skyline stables

Dear Mr. Johnston: I am sending this petition to you in hopes that you will not close the Skyline Stables. Please direct to Mr. Wycko. I am a horse owner with a special needs daughter who has benefitted for many years from horse therapy programs. She will age out of these programs this year and when someone offered to give me a horse last year I had to look long and hard to find a place that I could afford and many of them were sub standard in quality. There are so few stables in the Bay Area that are affordable so the impact of losing these 52 places will probably result in these horses going homeless or being abandoned. Riding is therapeutic and so valuable for many reasons. I am sure you could find an alternative spot for your water tank.

01
PD1

Thank you, Nena Montgomery

PETITION:

To: Mr. Bill Wycko, San Francisco Planning Dept.
Re: Harry Tracy Water Treatment Plant Long-Term Improvement Project

(State Clearinghouse No. 2008052106)

Dear Mr. Wycko:

Please do not close Skyline Stables. Its been located on the San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-peninsula would have a significant impact on the community.

02
R3

Please relocate the Skyline Stables to other SFPUC land in the area.

03
PD1

Thank You.

Nena Montgomery
Director of Annual Funds
Crystal Springs Uplands School
Ph. 650-342-4175 ext. 1533
Fax. 650-342-7623
E-mail. nmontgomery@csus.org

I-MontoyaD-W

ppl4u@aol.com
05/03/2010 07:32 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

Dear Bill Wycko:

I STRONGLY oppose this action which will close Skyline Stables. As a member of the San Francisco Horsemen's Association since 2008, and horse owner I STRONGLY URGE you and the San Francisco Planning Department to find an alternative solution. Help save the horses at skyline stables.

01
PD1

Denise Montoya
425 Lewis lane
Pacifica, ca.94044

Jamie Lee Moore <jlmooreca@yahoo.com>
04/28/2010 06:46 PM
To timothy.johnston@sfgov.org
cc
pr@marinhorsecouncil.org
bcc

Subject
Skyline Stables

Dear Mr. Johnston

Horses built the United States. They were the strength behind all of the railroad lines and many of the buildings in San Francisco and the bay area. When you look at old photos from the turn of the century, you always see horses.

Now, horses are for pleasure. There is nothing quite like the smell of a horse and their companionship. But is hard to be near them because there are so few places for commutable stables like Skyline.

I see the positive impact that horses have on young people everyday where I keep my horse and it is the same at Skyline. "The stables" teach responsibility, athleticism, attention to detail, how to be humane, how to be kind, the meaning of hard work, teamwork and how to communicate. When they are the stables, kids don't text, play video games or watch mindless tv! Amazing, but true! Horses take their full attention in a way that few other things can do.

I know parents with children who have behavioral and other disorders who have benefitted from being around horses. Adults benefit too - especially women who are battling disease, emotional trauma or stress.

Horses really need people too. If people cannot get to them within a reasonable amount of time after work or school, then the horses suffer. Like dogs and dolphins, horses are herd animals and crave connection - not just with horses - but with people too.

It is really important to keep some stables within reach for our communities. Please do not close the stables. Alternatively, please relocate the Skyline Stables to other SFPUC land in the area so that the stables can continue to be a place of healing, teaching and refuge for kids, adults and horses too.

Regards,
Jamie Lee Moore
Attorney at Law - Real Estate - Appeals
SBN 177627; DRE 1332640
<http://jlmrealestate.com/>

Cathy Mueller <cathy-mueller@sbcglobal.net>
05/08/2010 04:15 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Fw: I am looking for some HELP

History:
This message has been forwarded.

Please Help Us,

Relocate Skyline Stables!

Why Skyline Stables is unique. It has been in the same location for over 60 years--a 15-minute drive from San Francisco in the mid-Peninsula area of San Bruno and Millbrae. The suburbs have grown up around the stables. The boarders do all the work themselves; this keeps the stabling very affordable.

01
R4

Most of the people who board their horses at Skyline Stables are on a tight budget. Some have purchased their horses only after finding a place near home they could afford. Some have been laid off from their jobs. If they loose these stables they may need to sell or give away their horses. ,The present economic climate is not a good one for horses with horse rescues full to capacity and very few new homes available for horses in need.

Project history: In 2007 the SFPUC put forward a proposal for seismic upgrading of the Harry Tracy Water Treatment Plant (HTWTP) the area that is shared by Skyline Stables. After performing tests throughout the water treatment plant the engineers have determined that the area where the stables stand is the best spot for a new water tank.

02
R3

The draft Environmental Impact Report (EIR) has deemed that the removal of the stables that are permitted to house 52 horses has no significant impact. The EIR as it now stands maintains that the horses living at this location can be "absorbed" into stables in the surrounding area. This report fails to note that most of the places the horses are supposed to move to cost more than 5 times what it costs to keep a horse at the non-profit Skyline Stables. Even so most of these other stables are full with a waiting list.

03
R4

Our hope is that the Water Department will relocate the stables on other SFPUC land in the area. The SFPUC may be willing to do this if the move can be accomplished to fit their construction schedule. Having the Environmental Impact Report reflect a strong need for them to relocate us

04
PD1

as a group could greatly help in this effort.

We have until May 15th for public comments. There are also two public hearings scheduled. Please help us by attending one of these hearings and sending a note or email.

6:30PM Thursday, April 29, 2010 at Meadows Elementary School, 1101 Helen Drive, Millbrae, CA 94030

1:30PM Thursday, May 13 2010, in Room 400. City Hall, 1 Dr. Carlton B. Goodlett Place, San Francisco (call 415 558-6422 the week of the hearing for a recorded message with a more specific time)

Please send a note to: Bill Wycko, Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 or fax to 415558-6409, or an email to: timothy.johnston@sfgov.org

Also if you would like to read the Draft Environmental Impact Report a copy can be found at <http://mea.sfplanning.org> it is referenced under the SFPUC's Water System Improvement Program, State Clearinghouse No. 2005092026.

Hotmail is redefining busy with tools for the New Busy. Get more from your inbox. See how.

I-FormEmail1
(I-MuellerC-W1)

Cathy Mueller <cathy-mueller@sbcglobal.net>
05/08/2010 04:09 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Save our Horses

State Clearinghouse #2008052106

Dear Mr. Wycko:

Please do not close Skyline Stables. It has been located on
San Francisco
Watershed Land for over 60 years. Losing 52 low cost stalls and corrals
on
the mid-Peninsula would have a significant impact on the horse community.

Please relocate the Skyline Stables to other SFPUC land in
the area.

Thank you,
Concerned Horse Advocate
Name:

•

Cathy Mueller
249 Capistrano Ave
San Francisco, CA 94112
cathy-mueller@sbcglobal.net
e-mail:

01
G2,R3

02
PD1

Please Deliver By May 17, 2010

MullenDee@aol.com
04/28/2010 02:42 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Please keep/relocate Skyline Stables

History:
This message has been forwarded.

To: timothy.johnston@sfgov.org

From:
Name: _Sandra Mullen ,Concerned Horse Advocate
Address: 320 Bodega Ave., Petaluma, CA 94
e-mail: mullendee@aol.com

Regarding: Skyline Stables Closure

PLEASE, please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community as well as on the community at large.

01
G2,R3

Please relocate the Skyline Stables to other SFPUC land in the area.

02
PD1

Thank you,
Sandra Mullen
Concerned Horse Advocate

emurguia@csus.org
05/16/2010 08:18 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Harry Tracy Water Treatment Plant Long-Term Improvement Project(State
Clearinghou

Dear Mr. Wycko:
Please do not close Skyline Stables. Its been located on the
San Francisco Watershed Land for over 60 years. Losing 52 low
cost stalls and corrals on the mid-peninsula would have a significant impact
on the community.
Please relocate the Skyline Stables to other SFPUC land in
the area.
Thank You.
Concerned Horse Advocate

01
G2,R3

02
PD1

Eleanor Murguia
emurguia@csus.org

Katherine Nico <knico8@gmail.com>
05/17/2010 07:17 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Petition

To: Mr. Bill Wycko, San Francisco Planning Dept.
Re: Harry Tracy Water Treatment Plant Long-Term Improvement

Project

(State Clearinghouse No. 2008052106)

Dear Mr. Wycko:

Please do not close Skyline Stables. Its been located on the
San Francisco Watershed Land for over 60 years. Losing 52 low
cost stalls and corrals on the mid-peninsula would have a significant impact
on the community.
Please relocate the Skyline Stables to other SFPUC land in
the area.

01
G2,R3

02
PD1

Thank You.
Concerned Horse Advocate
Name: Katherine N.
Address: 835 Hillsborough Blvd.
e-mail: knico8@gmail.com

ENishibori@aol.com
04/28/2010 05:49 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables Closure

As a concerned, local equestrian, I would like to urge you to keep Skyline Stables alive. The horse community depends upon such stables which offer low-cost stalls for local horses. This would be a terrible loss for the mid-peninsula area, because more and more stables like Skyline are disappearing.

A better solution would be to move the stable to another location in the same area. With careful thought and consideration for all, including the horses, there must be a solution other than closure.

Elizabeth Nishibori
88 Upland Road
Kentfield, CA 94904

ENishibori@aol.com

01
PD1

"Janet's email" <luckyjanet@comcast.net>
04/28/2010 03:14 PM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Skyline Stables

History:
This message has been forwarded.

Hello Mr. Johnston -

I grew up on the Peninsula, rode horses in Los Altos, Palo Alto, Mt. View, Los Gatos, etc. My parents were able to provide horses for my sister and me in the '50's because it was inexpensive to do so in those days.

I have now been riding for almost 60 years, all over the South and North Bay. I have watched the affordable places to keep horses disappearing -- leaving only the fancy, expensive facilities that only accommodate the wealthy riders.

Please do what you can to save/relocate the Skyline Stables. It is for the children, the families, the communities.

Thank you -

Janet Nogara
luckyjanet@comcast.net

01
PD1

"Linda Novy" <lindanovy@comcast.net>
05/05/2010 12:58 PM
To <timothy.johnston@sfgov.org>
cc
"Ann Burke" <burke94941@aol.com>, "Joel Bartlett"
<Joelpbartlett@yahoo.com>
bcc

Subject
Skyline Stable Closure and an offer of help.

To: timothy.johnston@sfgov.org

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large. I believe that horses have long been a part of San Francisco's history. An old friend of mine said that he road as a boy scout in the 30's in SF, and of course earlier, horses pulled cable cars, teamsters delivered goods, the history is long and important. The cultural element also touches young people who may never have seen a horse.

01
R3

Add to this the difficulty in finding other adequate stabling for horses. It would be helpful if you would consider relocating the Skyline Stables to other SFPUC land in the area. A similar situation arose in Marin County, and I was a founder of Friends of Marin Stables, now known as Marin Stables and Trails. We worked out an agreement with the Marin Municipal Water District after a huge public outcry against closing the barn.

02
R4

03
PD1

Again, I encourage you to think about the big picture, the existing and future generations, and the good will. I would be happy to meet with you to share our experience if that would be helpful.

Sincerely,
Linda J. Novy
(415) 457-5268

"Dani Ohemeng" <dohemeng@csus.org>
05/16/2010 09:43 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject

Re: Harry Tracy Water Treatment Plant Long-Term Improvement Project

Dear Mr. Wycko:
Please do not close Skyline Stables. Its been located on the
San Francisco Watershed Land for over 60 years. Losing 52 low
cost stalls and corrals on the mid-peninsula would have a significant impact
on the community.
Please relocate the Skyline Stables to other SFPUC land in
the area.

01
G2,R3

02
PD1

Thank You.
Concerned Horse Advocate
Name: Dani Ohemeng
Address:
e-mail: dani.ohemeng@ymail.com

r p <rpassantino@hotmail.com>
05/06/2010 11:03 PM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
skyline stables

Please have the Environmental Impact Report for the Harry Tracy Water Treatment Plant reflect a strong need to relocate the Skyline Stables facility. In the modern world there doesn't seem to be much acknowledgment

of the horse and its place in human history. Those of us who honor this by taking care of horses often find it hard going to find affordable places for horses in the Bay area. Not all of us are wealthy. Many of us just have a heart for these beautiful creatures. For example, I recently adopted a mustang from the Bureau of Land Management. As far as I am concerned he is a living icon of the American West.

01
PD1

Thank you!

The New Busy is not the old busy. Search, chat and e-mail from your inbox.
Get started.

Catherine Pegeron <catherine.energizyourlife@yahoo.com>
05/04/2010 01:50 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

From:
Name: __Catherine Pegeron_ , Concerned Horse Advocate
Address: _78 Verissimo Drive, Novato CA 94947__
e-mail: _catherine.energizyourlife@yahoo.com_

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on
San Francisco Watershed
Land for over 60 years. Losing 52 low cost stalls and corrals
on the mid-Peninsula would have a significant impact on the horse community and
the community at large.

01
G2,R3

Please relocate the Skyline Stables to other SFPUC land in
the area.

02
PD1

Thank you,
Concerned Horse Advocate

"Maureen Pinto" <oceanridermp@prodigy.net>
04/29/2010 08:22 AM
To <Timothy.johnston@sfgov.org>
cc

bcc

Subject
STABLE CLOSURE-

----- Original Message -----

From: marina eisenzimmer
Sent: Wednesday, April 28, 2010 2:30 PM
Subject: STABLE CLOSURE-- A CALL FOR EMAIL SUPPORT!!!

To: Timothy Johnston
From: Maureen Pinto ,Concerned Horse Advocate
Mill Valley, California
oceanridermp@prodigy.net

Regarding: Skyline Stables Closure

We must not allow the dislocation of more horses and places
for
equestrians to enjoy this connection with nature and relationship with
horses who are so important in many lives.

Please do not close Skyline Stables. It has been located on
San Francisco
Watershed Land for over 60 years. Losing 52 low cost stalls and corrals
on
the mid-Peninsula would have a significant impact on the horse community
and the community at large.

01
G2,R3

Please relocate the Skyline Stables to other SFPUC land in
the area.

02
PD1

Thank you,
Maureen Pinto
Manager of Golden Gate Dairy Stables, Muir Beach, CA
Concerned Horse Advocate

Gloria Pomilia <swimwell@att.net>
04/29/2010 06:50 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
skyline stables

Please do not close skyline stable. It's need is relevant
and we need
your consideration

01
PD1

Concerned advocate.
Gloria Pomilia

(415) 331 0605

Linda Posner <linda_posner@yahoo.com>
04/29/2010 04:00 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject

 Please look into moving the Skyline Stables to a good place.
My prayer is
that both water treatment plan and horses can co-exist in the area.
Please
act justly and be careful not to "bulldoze" over the lives and loves of
others. Thank you.

01
PD1

Linda Posner, horse owner

Soozi <tangonme@yahoo.com>
04/28/2010 09:23 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

From:
Soozi Pressley, Concerned Horse Advocate
Address: 18090 Las Lomas Rd, Sonoma, CA

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large.

01
G2,R3

Please relocate the Skyline Stables to other SFPUC land in the area.

02
PD1

Thank you,
Concerned Horse Advocate

LQ <lisaquo@igc.org>
05/17/2010 10:21 AM
Please respond to
LQ <lisaquo@igc.org>

To timothy.johnston@sfgov.org
cc

bcc

Subject
Harry Tracy Water Treatment Plant

Dear Mr. Johnston:

I am writing with grave concern regarding the potential destruction of the Skyline Stables in Millbrae. It is clear to me that, if these stables are indeed destroyed, an equivalent piece of land must be set aside for the construction of new stables that will fill the same need in the community - for local, affordable stabling. The EIR report suggests that there are equivalent facilities available, but it is clear to anyone who has actually researched this, that there is nothing available which will adequately house the many horses who are currently at Skyline. Even if there were barn spaces available, the cost and the distance would be prohibitive to most of the middle and lower-middle class families who use this facility.

01
PD1

02
R4

Lest you dismiss this as a trivial matter, let me help you try to understand;

My daughter has loved horses since her first encounter with one. My husband and I explained to her that horses were something for rich people - not something she could ever really do. But we took her on the pony rides at Tilden park once or twice a year - and it was the highlight of her year each time. As she got older, we began scraping together money to get her a ride on a horse, or maybe a lesson, once every few months, but that was all we could afford.

03
PD1

If this was just something fun for her, that probably would have been enough - but, if you've ever known a horse person, you will know that just wouldn't do. A neighbor, who has a horse at the Skyline Stables, began taking my daughter along on weekends. She didn't get to ride much - she would just spend the day at the stables, doing whatever needed to be done, and being with the horses. Through her middle school years, she stayed calm and content despite the difficult pressures of public school, because she had her stable time to look forward. She managed to lease a pony at

Skyline her summer before ninth grade - at a low rate that would be unthinkable at any other facility. After that, she met a trainer who stables horses at Skyline and began trading work for lessons. This is an arrangement that the trainer could not afford at any other facility - she would need to maximize the money each horse brought in just to pay for its stall.

My daughter is now showing regularly, wearing hand-me-down clothing from the women at Skyline that we call her fairy horse-mothers. She has a stack of blue ribbons and show championships, and a smile on her face that tells me she has found the thing that she is meant to do in life. Her goal is to become an equine vet - and the university programs require plenty of horse experience prior to admission. The only way that my daughter can continue to gain the experience she needs for her educational goals is if Skyline Stables or its geographical and economical equivalent continue to exist.

Thank you,

Lisa Quoresimo

03
PD1

Diane Rachel <drachel@sbcglobal.net>
05/11/2010 11:27 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

Dear Mr. Wycko:

Please do not close Skyline Stables. It has been located on
San Francisco
Watershed Land for over 60 years.

Losing 52 low cost stalls and corrals on the mid-Peninsula
would have a
significant impact on the horse community.

Please relocate the Skyline Stables to other SFPUC land in
the area.

Thank you,
Diane Rachel
160 17th St., Oakland, CA 94612

01
G2,R3

02
PD1

Tanya Rebarchik <trebar@hamilton.com>
05/05/2010 08:29 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

To Bill Wycko, Environmental Review Officer, SFPUC Planning Dept.

I am writing regarding the plans of the SFPUC to eliminate Skyline Stables in favor of a water storage tank. Apparently the location of the stables is seismically best suited for the planned water tank. While it is understandable that the SFPUC wishes to see the most suitable and safe location for their water storage, I find it extremely disappointing that with all the land available to/owned by the SFPUC, no effort seems to be underway to find an alternate location for Skyline Stables, which have been there for a long time.

01
PD1

The draft Environmental Impact Report (EIR) has deemed that the removal of the stables that are permitted to house 52 horses has no significant impact. That is just plain WRONG. The EIR as it now stands maintains that the horses living at this location can be "absorbed" into stables in the surrounding area. This report fails to note that most of the places these horses are supposed to be moved to are full with a waiting list, and the cost of some of these stables is more than 5 times what it costs to keep a horse at the non-profit Skyline Stables.

02
R3

There really are no other stables close by, and certainly not with that amount of free space!

03
R4

Skyline Stables is unique. It has been in the same location for over 60 years. The stables are managed by a non-profit corporation whose leaders are elected by the boarders. The boarders buy their own hay and do all the work themselves; this keeps the stabling very affordable. It is also a 15-minute drive from San Francisco in the mid-Peninsula area of San Bruno and Millbrae. Stables in the Bay area, are getting fewer and farther between all the time. As a local Equestrian, I find it is a very sad trend to watch.

04
R4

Most of the people who board their horses at Skyline Stables are on a tight budget. Some have purchased their horses only after finding a place near home they could afford. Some have been laid off from their jobs. If they lose this affordable opportunity they may need to sell or give away

05
PD1

their horses. The present economic climate is not a good one for horses. Horse rescues are full, their funding is low and it is difficult to place horses that in the past were easy to find homes for.

Please consider making an effort to find an alternate location - I'm sure the boarders would most likely even help with the move/rebuilding. THE SFPUC owns a vast amount of land - there has got to be another spot for these stables!

05
PD1

thank you for your attention

Tanya Rebarchik

Tanya Rebarchik
trebar@hamilton.com
don't dream your life - live your dreams!

I-FormEmail1
(I-RedmarksJ-W)

RedMarks <redmarks@gmail.com>
04/30/2010 09:49 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Public Hearing regarding Skyline Stables

Dear Mr Timothy Johnston

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community.

Please relocate the Skyline Stables to other SFPUC land in the area.

Thank you,

Your name: Jiiivanii RedMarks
Address: Kingston, Jamaica

01
G2,R3

02
PD1

FA Ribera <f_aribera@yahoo.com>
05/17/2010 02:28 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
HTWTP (Skyline Stables)

Mr. Timothy Johnston,

My husband, myself and our two children have been at Skyline Stables (which is not a private facility) for 26 years. Our horse was 5 years old when we came here, he is now 31 years old, and needs a little attention.

After being in Half Moon Bay for a year commuting and dealing with the traffic during certain times of the year had taken a toll on us. It was time to look for another place that we could afford.

This is when we looked around and found Skyline Stables right in our back yard so to speak. It had a stall and a paddock. Since we live in the Millbrae Meadows (another impact problem). How great this place has been over the 26 years, with trail riding, reasonable price riding lessons, and the BBQ's. All this within walking distance and affordable. We live close enough to come up twice a day. We are a hands on horseowner doing everything that others pay for. Such as cleaning and feeding and we don't mind doing it.

The ERI states that there will be minimal impact on us and our horses, as we can move them to other facilities on the peninsula (it never is an impact if it doesn't effect you). The cost to board him will double or in some places triple the price we are paying now, especially during this economic times. Some have a waiting list and others are not the best of places to board a horse at. Then there is the long drive 35 to 45 minutes one way, and over an hour going and coming back, and don't forget the gas!

What we would like to have at Skyline Stables is to have the SFPUC to relocate us somewhere close by.

Thank you,
Frank and Angie Ribera
Skyline Stables
May 17, 2010

01
R3

02
PD1

Katherine Risso <krisso@salesforce.com>
04/28/2010 03:08 PM
To "timothy.johnston@sfgov.org" <timothy.johnston@sfgov.org>
cc

bcc

Subject
Closing of Skyline Stables-Please Don't Do It

History:
This message has been forwarded.

Dear Mr. Johnston,

Name: _____ Kathy Risso _____ , Concerned Horse
Advocate
Address: _____ 11 Merrydale Road, _____ 4, San Rafael, CA
94903 _____
e-mail: _____
kjrisso@hotmail.com _____

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large. The Bay Area has lost too many stables over the past years to developers, etc. Horses are a huge part of California's history and need to stay part of California's future.

01
G2,R3

Please relocate the Skyline Stables to other SFPUC land in the area.

02
PD1

Thank you,

Kathy Risso
Concerned Horse Advocate

"Rittenhouse, Claire" <crittenhouse@stanfordmed.org>
05/13/2010 06:03 PM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
FW: SFHA: Closure of Skyline Stables, easy way to help

From: Claire Box [mailto:claire_box@juno.com]
Sent: Wednesday, May 12, 2010 7:14 PM
To: claire@clairebox.com
Subject: Fwd: SFHA: Closure of Skyline Stables, easy way to help

Please RESPOND using the easy sample letter below and help prevent Skyline Stable Closure. Just put your name at the bottom and send to timothy.johnston@sfgov.org. If you have received a similar notice and have already emailed - thank you. If this was your stable, you would want as many horse people to support you as could be rallied.
Sincerely,
Ronda Goldman

Dear Mr. Wycko,
I am writing you to support my fellow equestrians and friends at Skyline Stables. I understand that necessary work needs to be done to the Harry Tracy Water Treatment Plant, forcing the relocation of the stables. I am writing to ask the SFPUC to consider Skyline Stables a unique partner and continue to support the community by relocating Skyline Stables to other SFPUC land.

01
PD1

The draft Environmental Impact Report (EIR) has deemed that the removal of the stables that are permitted to house 52 horses has no significant impact. The EIR as it now stands maintains that the horses living at this location can be "absorbed" into stables in the surrounding area.

02
R4

However, this report fails to note that most of the places these horses are supposed to be moved to are full with a waiting list, and the cost of some of these stables is more than 5 times what it costs to keep a horse at the non-profit Skyline Stables.

Skyline Stables is unique. It has been in the same location for over 60 years. The stables are managed by a non-profit

03
G2

corporation whose leaders are elected by the boarders. The boarders buy their own hay and do all the work themselves; this keeps the stabling very affordable. It is also a 15-minute drive from San Francisco in the mid-Peninsula area of San Bruno and Millbrae.

03
G2

Skyline Stables offers a place for folks on a tight budget to enjoy a pastime deeply tied to our history and the region - Horses! Closing such a resource will be a great loss. Some boarders have purchased their horses only after finding a place near home they could afford. Some have been laid off from their jobs. If they lose this affordable opportunity they may need to sell or give away their horses. The present economic climate is not a good one for horses. Horse rescues are full, their funding is low and it is difficult to place horses that in the past were easy to find homes for.

04
R4

Please support the relocation of Skyline Stables to other SFPUC land.

05
PD1

Thank you for your consideration and support,

Claire Rittenhouse
La Honda
CA, 94020

Penny Stock Jumping 2000%
Sign up to the #1 voted penny stock newsletter for free today!
AwesomePennyStocks.com

bob rosenberg <bob@clickarm.com>
04/28/2010 10:06 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

History:
This message has been forwarded.

Bill Wycko

Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400,
San Francisco, CA 94103

I'm writing about the EIR that will affect the Skyline Stables. The equestrian community has been made aware that this report may suggest that closing the stable and simply leaving it to horse owners to find new boarding will be an easy task. This is very likely an untrue assumption. This particular stable is unique in the way it is managed and the way boarders are charged. Further, many if not most of the boarding facilities on the peninsula have waiting lists for new openings.

01
R4

Horse owners bring many benefits to their community. I am sworn as a volunteer deputy sheriff for San Mateo County Mounted Search and Rescue, and also volunteer for that county's Park Ranger's Horse Patrol, where I routinely patrol the large parks. I am the webmaster for San Mateo County Horseman's Association, for the Volunteer Horse Patrol, and for Page Mill Pastures, where I board my own horses. I routinely see the difficulty that horse owners have when trying to find new facilities to board their horse.

02
PD1

I urge you to consider saving this valuable stable, or at the very least, to relocate it for the benefit of the current horse owners.

Sincerely,
Bob Rosenberg
bob@clickarm.com
408-666-7508
Webmaster for:
briarwoodequine.com
ihonc-ca.com

mancinibass.com
mhoa2.org
pagemillpastures.com
softcds.com
smcha.org
smcvhp.org

I-FormEmail1
(I-RossC-W)

Cyd Handley <cmhandley@hotmail.co.uk>
04/28/2010 09:38 PM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Skyline Stables Closure

From:

Name: Cyd Ross, Concerned Horse Advocate
Address: 461 N. Corry St, Ft Bragg
e-mail: cmhandley@hotmail.co.uk

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large. Please relocate the Skyline Stables to other SFPUC land in the area.

01
G2,R3

Thank you,
Concerned Horse Advocate
Get a free e-mail account with Hotmail. Sign-up now.

02
PD1

(I-RossD-W)

"Douglas Ross DC" <docross@comcast.net>
04/26/2010 09:28 PM
Please respond to
<docross@comcast.net>

To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Skyline Stables

History:
This message has been forwarded.

Please do not force skyline Stables to move. Closing affordable
co-operatively run stables and throwing out 50+ horses creates a hardship
in the lives of hundreds of people and their families. Not to mention
closing one more avenue for people to experience the outdoors.
Doug Ross

01
PD1

JROSSINS@aol.com
04/29/2010 11:58 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Stable closure SKYLINE

Dear Timothy,

From:

Name: Jennifer Ross, Concerned Horse Advocate
Address: 2829 Bridgeway Ste 202 Sausalito, ca 94965
e-mail: jrossins@aol.com

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large.
Please relocate the Skyline Stables to other SFPUC land in the area.

01
G2,R3

Thank you,
Very Concerned Horse Advocate

02
PD1

ROSS INSURANCE AGENCY
2829 BRIDGEWAY STE 202
SAUSALITO, CA 94965
415-332-6123
415-480-1368 F
415-302-1586 C

FARMERS.....GETTING YOU BACK WHERE YOU BELONG!

alykat2@comcast.net
04/28/2010 06:53 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
stable closure

To: timothy.johnston@sfgov.org
From:
Name: __kathie Rothkop_____
, Concerned Horse
Advocate
Address: __411 School Rd Novato,
Ca_____
e-
mail: __alykat2@comcast.net_____

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on
San Francisco
Watershed
Land for over 60 years. Losing 52 low cost stalls and corrals
on the
mid-Peninsula would have a significant impact on the horse community and
the community at large.

01
G2,R3

Please relocate the Skyline Stables to other SFPUC land in
the area.

02
PD1

Thank you,
Concerned Horse Advocate

"Rotkel, Carroll A" <crotkel@fico.com>
04/28/2010 03:23 PM
To "timothy.johnston@sfgov.org" <timothy.johnston@sfgov.org>
cc

bcc

Subject
Stable closure comment

History:
This message has been forwarded.

From:
Name: __Carroll Rotkel____ , Concerned Horse Advocate
Address: ____2060 Vineyard Rd., Novato, CA_____
e-mail: __crotkel@fico.com_____

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large.

01
G2,R3

Please relocate the Skyline Stables to other SFPUC land in the area.

02
PD1

Thank you,
Carroll

This email and any files transmitted with it are confidential, proprietary and intended solely for the individual or entity to whom they are addressed.

If you have received this email in error please delete it immediately.

Julia Rubin <jrubin@csus.org>
Sent by: jrubin@crystal.csus.org
05/17/2010 02:56 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Save Skyline Stables

PETITION:

To: Mr. Bill Wycko, San Francisco Planning Dept.
Re: Harry Tracy Water Treatment Plant Long-Term Improvement Project
(State Clearinghouse No. 2008052106)

Dear Mr. Wycko:

Please do not close Skyline Stables. Its been located on the San
Francisco Watershed Land for over 60 years. Losing 52 low cost stalls
and

corrals on the mid-peninsula would have a significant impact on the
community.

Please relocate the Skyline Stables to other SFPUC land in the area.
Thank You.

01
G2,R3

02
PD1

Concerned Horse Advocate

Name: Julia Rubin

Address:

e-mail: jrubin@csus.org

"sharonsaare@juno.com" <sharonsaare@juno.com>
04/28/2010 02:45 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject

Fw: STABLE CLOSURE-- A CALL FOR EMAIL SUPPORT!!!

History:

This message has been forwarded.

HELLO MARIN HORSE COUNCIL MEMBERS & FRIENDS

There is a stable that is in desperate need of our support. Please let the voice of the equestrian community be heard by sending an email with the information listed below. Thank you for your continued support of the Marin Horse Council and your support of the equestrian community. The Equestrian Community can't afford to loose any more stables as they are the homes of our beloved horses.

To: timothy.johnston@sfgov.org

From:

Name: __Sharon Saare_____, Concerned Horse Advocate

Address: __450 Mark West Springs Rd, Santa Rosa 95404_____

e-

mail:Sharonsaare@juno.com_____

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large.

01
G2,R3

Please relocate the Skyline Stables to other SFPUC land in the area.

02
PD1

Thank you,
Concerned Horse Advocate

I-FormEmail1
(I-SaareS-W)

Penny Stock Jumping 2000%
Sign up to the #1 voted penny stock newsletter for free today!
AwesomePennyStocks.com

charlotte sagan <charlattel28@gmail.com>
05/17/2010 12:22 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
petition for skyline stables

PETITION:

To: Mr. Bill Wycko, San Francisco Planning Dept.
Re: Harry Tracy Water Treatment Plant Long-Term Improvement Project
(State Clearinghouse No. 2008052106)

Dear Mr. Wycko:

Please do not close Skyline Stables. Its been located on the San
Francisco Watershed Land for over 60 years. Losing 52 low cost stalls
and
corrals on the mid-peninsula would have a significant impact on the
community.

Please relocate the Skyline Stables to other SFPUC land in the area.
Thank You.

Concerned Horse Advocate

Name: Charlotte Sagan

Address: 470 Coleridge Avenue, Palo Alto CA 94301

e-mail: charlattel28@gmail.com

01
G2,R3

02
PD1

I-FormEmail1
(I-SchreibmanA-W)

Andi Schreibman <aschrubs@yahoo.com>
04/28/2010 04:22 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Regarding: Skyline Stables Closure

History:
This message has been forwarded.

Dear Sir:

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large.

01
G2,R3

Please relocate the Skyline Stables to other SFPUC land in the area.

02
PD1

Thank you,

Andra Schreibman
aschrubs@yahoo.com

Concerned Horse Advocate

M S <megseam@yahoo.com>
05/13/2010 10:26 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
SFHA: Closure of Skyline Stables

Dear Mr. Wycko,

I am very concerned to hear about the potential closing of the Skyline Stables, and I writing you to support my fellow equestrians and friends at Skyline Stables. I understand that necessary work needs to be done to the Harry Tracy Water Treatment Plant, forcing the relocation of the stables. I am writing to ask the SFPUC to consider Skyline Stables a unique partner and continue to support the community by relocating Skyline Stables to other SFPUC land. There are so few places to stable a horse in the Bay Area and horses are a natural part of the landscape. It is a shame to lose what little horse properties there are in this area.

01
PD1

The draft Environmental Impact Report (EIR) has deemed that the removal of the stables that are permitted to house 52 horses has no significant impact. The EIR as it now stands maintains that the horses living at this location can be "absorbed" into stables in the surrounding area.

02
R4

However, this report fails to note that most of the places these horses are supposed to be moved to are full with a waiting list, and the cost of some of these stables is more than 5 times what it costs to keep a horse at the non-profit Skyline Stables.

Skyline Stables is unique. It has been in the same location for over 60 years. The stables are managed by a non-profit corporation whose leaders are elected by the boarders. The boarders buy their own hay and do all the work themselves; this keeps the stabling very affordable. It is also a 15-minute drive from San Francisco in the mid-Peninsula area of San Bruno and Millbrae.

03
G2

Skyline Stables offers a place for folks on a tight budget to enjoy a pastime deeply tied to our history and the region - Horses! Closing such a resource will be a great loss. Some boarders have purchased their horses only after finding a place near home they could afford. Some have been laid off from their jobs. If they lose this affordable opportunity they may need to sell or give away their horses. The present economic climate is not a good one for horses. Horse rescues are full, their funding is low and it is difficult to place horses that in the past were easy to find homes for.

04
R4

Please support the relocation of Skyline Stables to other SFPUC land.

05
PD1

I-FormEmail2
(I-SeamM-W)

Thank you for your consideration and support,

Meg Seam
Mt. View, CA

"Gary Sello" <gary@indianvalleycarriage.com>
04/28/2010 07:02 PM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Skyline Stables

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on
San Francisco
Watershed

Land for over 60 years. Losing 52 low cost stalls and corrals
on the
mid-Peninsula would have a significant impact on the horse community and
the community at large.

01
G2,R3

Please relocate the Skyline Stables to other SFPUC land in
the area.

02
PD1

Thank you,
Gary Sello

Indian Valley Carriage Company
1924 Indian Valley Road
Novato, CA 94947

I-FormEmail1
(I-ShannonM-W)

Mary <hicute@yahoo.com>
04/28/2010 03:31 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables Closure

History:
This message has been forwarded.

Name: Mary Shannon ,Concerned Horse Advocate
Address: 506 Magnolia Place, Novato, California
e-mail: hicute@yahoo.com
Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large.

01
G2,R3

Please relocate the Skyline Stables to other SFPUC land in the area.

02
PD1

Thank you,
Concerned Horse Advocate

Lari Shea <larishea@horse-vacation.com>
04/28/2010 03:55 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables Closure

History:
This message has been forwarded.

From:
Name: Lari Shea , Concerned Horse Advocate
Address: 24201 N.Hwyl, Ft Bragg, CA, 95437
e-mail: larishea@horse-vacation.com

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large. Please relocate the Skyline Stables to other SFPUC land in the area.

Thank you,
Concerned Horse Advocate

"What unites us all is a love of the out-of-doors, a spirit of adventure, and a passion for horses!"

Lari Shea <http://www.horse-vacation.com>
Ricochet Ridge Ranch 707-964-7669 Ranch: Daily Trailrides phone/fax
24201 North Highway One 707-964-9669 Home office ph/fax for Vacations
Fort Bragg, CA 95437
Riding Vacations on the Mendocino Coast with lodging at unique B&B Inns
International Riding Vacations

01
G2,R3

02
PD1

I-FormEmail1
(I-SierraG-W)

SIERRAGM@aol.com
05/10/2010 10:53 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
(no subject)

History:
This message has been forwarded.

Dear Mr. Wycko: Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community. Please relocate the Skyline Stables to other SFPUC land in the area. Thank you,
Gina Sierra
160 Pixley Street,
Sf CA 94123

01
G2,R3

02
PD1

Hue Simpson <hues07@sbcglobal.net>
04/26/2010 08:11 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Impact of the EIR on Skyline Stables:SIGNIFICANT

History:
This message has been forwarded.

The draft Environmental Impact Report (EIR) has deemed that the removal of the stables that are permitted to house 52 horses has no significant impact.

I am not sure your position, who you are, on this project, but was given your email to voice a comment. I am a horse owner on the peninsula and I can tell you that closing the stables and making 52 horses find other accommodations is a very large number of horses to be 'absorbed' somewhere else. It is awesome that the barn is on the seismically stable location, that tells me something about the builders and their sense or solidity. But I digress, this is to vehemently protest the judgment that the removal of the stables 'has no significant impact'.
Thank you. Please add this comment to the comment list/group.

01
R3

Hue Simpson
Mountain View, CA
650-575-7837
TTOUCH Practitioner
Wild Horse Mentor

Kimberly Squire <kfsquire@mac.com>
05/12/2010 07:46 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject

Re: SFHA: Closure of Skyline Stables, easy way to help

Dear Mr. Wycko,

I am writing you to support my fellow equestrians and friends at Skyline Stables. I understand that necessary work needs to be done to the Harry Tracy Water Treatment Plant, forcing the relocation of the stables. I am writing to ask the SFPUC to consider Skyline Stables a unique partner and continue to support the community by relocating Skyline Stables to other SFPUC land.

01
PD1

The draft Environmental Impact Report (EIR) has deemed that the removal of the stables that are permitted to house 52 horses has no significant impact. The EIR as it now stands maintains that the horses living at this location can be "absorbed" into stables in the surrounding area.

02
R4

However, this report fails to note that most of the places these horses are supposed to be moved to are full with a waiting list, and the cost of some of these stables is more than 5 times what it costs to keep a horse at the non-profit Skyline Stables.

Skyline Stables is unique. It has been in the same location for over 60 years. The stables are managed by a non-profit corporation whose leaders are elected by the boarders. The boarders buy their own hay and do all the work themselves; this keeps the stabling very affordable. It is also a 15-minute drive from San Francisco in the mid-Peninsula area of San Bruno and Millbrae.

03
G2

Skyline Stables offers a place for folks on a tight budget to enjoy a pastime deeply tied to our history and the region - Horses! Closing such a resource will be a great loss. Some boarders have purchased their horses only after finding a place near home they could afford. Some have been laid off from their jobs. If they lose this affordable opportunity they may need to sell or give away their horses. The present economic climate is not a good one for horses. Horse rescues are full, their funding is low and it is difficult to place horses that in the past were easy to find homes for.

04
R4

Please support the relocation of Skyline Stables to other SFPUC land.

05
PD1

Thank you for your consideration and support,

Kimberly Squire

New Era Diets (SHOCKER)
Simple weight loss secret to lose 12 pounds in 30 days
consumershealthreports.com

I-FormEmail1
(I-StarrK-W)

"Karen Starr" <kstarsky@comcast.net>
05/10/2010 06:10 PM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Skyline Stables

Dear Mr. Wycko: Please do not close Skyline Stables. It has
been located
on San Francisco Watershed Land for over 60 years. Losing 52 low cost
stalls and corrals on the mid-Peninsula would have a significant impact
on
the horse community. Please relocate the Skyline Stables to other SFPUC
land in the area. Thank you,
Karen Starr

5277 Grasswood Court
Concord, CA 94521:

01
G2,R3

02
PD1

I-FormEmail1
(I-StarrL-W)

Linda Starr <lstarr4342@yahoo.com>
05/10/2010 02:28 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

Dear Mr. Wycko: Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community. Please relocate the Skyline Stables to other SFPUC land in the area.
Thank you,
Linda Starr
1360 47th ave
San Francisco, CA 94122

01
G2,R3

02
PD1

Don Stayner <don.stayner@gmail.com>
05/16/2010 11:48 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject

Re: Harry Tracy Water Treatment Plant Long-Term Improvement Project

To: Mr. Bill Wycko, San Francisco Planning Dept.

Re: Harry Tracy Water Treatment Plant Long-Term Improvement

Project

(State Clearinghouse No. 2008052106)

Dear Mr. Wycko:

Please do not close Skyline Stables. Its been located on the
San Francisco Watershed Land for over 60 years. Losing 52 low
cost stalls and corrals on the mid-peninsula would have a significant impact
on the community.
the area. Please relocate the Skyline Stables to other SFPUC land in

Thank You.

Concerned Horse Advocate

01
G2,R3

02
PD1

Hannah Steinhardt <steinhardt.hannah@gmail.com>
05/16/2010 07:56 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Harry Tracy Water Treatment Plant Long-Term Improvement Project (State
Clearinghouse No. 2008052106)

PETITION:

To: Mr. Bill Wycko, San Francisco Planning Dept.

Dear Mr. Wycko:

San Francisco Watershed Land for over 60 years. Losing 52 low
cost stalls and corrals on the mid-peninsula would have a significant impact
on the community.

01
G2,R3

Please relocate the Skyline Stables to other SFPUC land in
the area.

02
PD1

Thank You.
Concerned Horse Advocate
Name: Hannah Steinhardt

e-mail: hsteinhardt@comcast.net

tulsahs@aol.com
05/17/2010 08:25 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Harry Tracy Water Treatment Plant Comment Card

Project Name: Harry Tracy Water Treatment Plant Long-Term
Project
State Clearinghouse Number: 2008052106

My name is Laura Stevens. I live at 154 Ney Street, San Francisco, CA 94112. I have been a professional horse trainer and riding instructor all my life. My concern is with the closure of Skyline Stables as San Francisco's last urban stable. The draft EIR states that there would be no impact with its closure. I believe there would be a significant social and economic impact.

Everyday I am astonished by the lack of understanding of the nature of the horse. How he will behave and what can be expected of him is a mystery to most urban people. I ride and teach in public. Safety has to be my main concern. Training horses for the San Jose Police Horse Mounted Unit, I had to ask people not to pose for a photo next to my rearing frightened horse while he was being trained at the light rail system. Leading trail rides on the busy multi-use trails in Wunderlich County Park in San Mateo County I have to tell parents to not allow their children to run under the horses. At the same time, I am astonished daily by people, adults and children, who have never seen a horse in real life. I am amazed by their joy at seeing a horse for the very first time. It is a profound and primordial experience for them. Sometimes the children cry or scream with wonder.

I live in what was my great-grandmother's house in the Excelsior District. My mother grew up in the same house and used to wait everyday just to watch the milk horse pull up in front of her bedroom window. She rode horses at the stable below McLaren Park, admired the Saint Francis Riding Club, and leased a horse at a private stable by Laguna Honda Hospital. Those stables have gone the way of the dray horse. I grew up in the Sunset District watching horses on the bridle paths in Golden Gate Park and dreaming of when it would be my turn. I eventually got my turn with the police department but Golden Gate Stables is closed. Will it ever re-open?

I live in and I love San Francisco. I applaud and voted for Water Earthquake Retrofit. But I am also concerned with quality of life here. I provide public riding lessons at low cost to San Franciscans at Skyline Stables. With its closure, where are city people supposed to go to learn about horses, farm animals, and the natural world? Where are we supposed to go out and play? Where are we supposed to get back to

01
G2

nature? Where are urban people supposed to discover the mysteries of the horse?

01
G2

Those of us who can, will leave our urban homes to go down the peninsula or to the coast. I know every stable within 35 miles of Skyline Stables sited in Appendix C. Where the board is similar, the facilities are not, and where the facility is comparable board is at least 3 times the cost. Space is limited and getting more so with every closure. I can count 600 stalls that have closed on the peninsula in the last 5 years and I am not counting Bay Meadows Race Track. In 2009, the horse census in Woodside, showed that half the number of horses were registered there as in the previous decade. Yes, there is a horse census in Woodside. At 2 million dollars an acre, the public boarding stables are being turned into private compounds and they are not being replaced. Low cost, local, urban community stables have to be on public lands. Please help us keep Skyline, our last local, and community, urban, public stable, open by moving us to another close location.

02
R4

03
PD1

Thank you.
Sincerely,

Laura Stevens
Heather Hill Riding Academy
www.horseridingbayarea.com

Nikki <nikkiwang@gmail.com>
06/10/2010 08:12 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

Dear Mr. Johnston,

As a horse enthusiast and San Mateo County resident, I am deeply concerned about the proposed removal of the non-profit Skyline Stables. This is one of the few remaining north peninsula barns. I would like to see Skyline Stables moved to another section of SFPUC land nearby so that local equestrians can keep their horses in affordable stalls. As I'm sure you are aware, the next closest stables are located all the way down in Menlo Park/Woodside and charge double Skyline's rates. Golden Gate Park stables are gone. Don't let this one go too.

01
PD1

Thank you for your concern, and I look forward to learning the resolution soon.

Best,
Nikki Stoddart

Adeline Sullivan <aqsullivan@gmail.com>
05/12/2010 08:19 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

Dear Mr. Wycko,

I am writing you to support my fellow equestrians and friends
at

Skyline Stables. I understand that necessary work needs to be done to
the Harry Tracy Water Treatment Plant, forcing the relocation of the
stables. I am writing to ask the SFPUC to consider Skyline Stables a
unique partner and continue to support the community by relocating
Skyline Stables to other SFPUC land.

01
PD1

The draft Environmental Impact Report (EIR) has
deemed that the removal of the stables that are permitted to house 52
horses has no significant impact. The EIR as it now stands maintains
that the horses living at this location can be "absorbed" into stables
in the surrounding area.

02
R4

However, this report fails to note that most of
the places these horses are supposed to be moved to are full with a
waiting list, and the cost of some of these stables is more than 5 times
what it costs to keep a horse at the non-profit Skyline Stables.

Skyline Stables is unique. It has been in the
same location for over 60 years. The stables are managed by a non-profit
corporation whose leaders are elected by the boarders. The boarders buy
their own hay and do all the work themselves; this keeps the stabling
very affordable. It is also a 15-minute drive from San Francisco in the
mid-Peninsula area of San Bruno and Millbrae.

03
G2

Skyline Stables offers a place for folks on a
tight budget to enjoy a pastime deeply tied to our history and the
region - Horses! Closing such a resource will be a great loss. Some
boarders have purchased their horses only after finding a place near
home they could afford. Some have been laid off from their jobs. If they
lose this affordable opportunity they may need to sell or give away
their horses. The present economic climate is not a good one for horses.
Horse rescues are full, their funding is low and it is difficult to
place horses that in the past were easy to find homes for.

04
R4

Please support the relocation of Skyline
Stables to other SFPUC land.

05
PD1

Thank you for your consideration and support,

I-FormEmail2
(I-SullivanA-W)

Adeline Sullivan
224 Palmetto Ave
Pacifica, CA 94044

Theresa Sunding <sutter10@gmail.com>
04/28/2010 02:54 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stable Closure

History:
This message has been forwarded.

From: Theresa Sunding

Name: Theresa Sunding ,Concerned Horse Advocate
Address: 114 Barber Avenue, San Anselmo, CA 94960
e-mail: sutter10@gmail.com
Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large.

Please relocate the Skyline Stables to other SFPUC land in the area.

Thank you,
Theresa Sunding
Concerned Horse Advocate

01
G2,R3

02
PD1

Patricia Tate
775 Lockhart Gulch
Scotts Valley, CA 95066

May 12, 2010

Dear Mr. Wycko,

Myself and my daughter, Claudia are very sorry and sadden to hear about the demise of Skyline Stables. As a child, Claudia loved animals and wanted a horse of her own and at the age of thirteen, Mary Brown became her mentor. Mary had horses at the Skyline Stables and took Claudia under her wings and taught her all about the caring of horses and how to ride. Claudia eventually was given her own horse and the stables become a home away from home for her. It was convenient because the stables were very nearby, they were family oriented and I felt my daughter was safe while up there. Most of all her spare time was spent constructively, no wayward behavior. Claudia is now a responsible twenty-seven year old and her years at the stables developed of great part of who she is. Our youth need more places like the Skyline Stables to help them develop into good citizens of the community. I hope to see Skyline Stables relocated to another nearby and safe area for experiences like these to continue on for others.

01
PD1

Thank you for your attention.

Sincerely,

Patricia Tate

Marilynn Terstegge <marenpony@hotmail.com>
04/28/2010 09:51 PM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Skyline Stables closure

To: timothy.johnston@sfgov.org

From: Marilynn Terstegge, former San Francisco resident,
trail rider and
former Skyline Stables rider
Address: 103 Tara Road, Orinda, CA 94563

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for more than 60 years, providing a valued location for equestrians located throughout the area. I lived in San Francisco when there actually were stables at Golden Gate Park, at private homes, on Stanyan Street, out in Pacifica and in various locations, but for many years now, residents of The City and surrounding areas have had to go further and further away in order to find a place to ride and enjoy equestrian sports.

01
PD1

Losing Skyline Stables and its 52 low cost stalls and corrals will have a detrimental impact on the horse community and the various business entities that provide services and supplies to the equestrians who have been affiliated with Skyline Stables for many years.

02
G2

If it becomes impossible to maintain the stables at this current location, please consider relocating Skyline Stables to other nearby SFPUC land in the area.

03
PD1

Thank you for your consideration,
a Concerned Horse Advocate

The New Busy is not the too busy. Combine all your e-mail accounts with Hotmail. Get busy.

jane thomason <janethomason@sbcglobal.net>
04/29/2010 11:47 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

Dear Tim,

I understand Skyline Stables are slated for closure. I am writing to urge you to fight to keep an equivalent space for horses and owners (at least 52 stalls) --in the San Francisco Watershed area.

Stable space is difficult to find, and with each resource that closes down the equestrian community is hit with less access and affordability to maintain their animals and way of life. Now is a time when awareness of the great benefits of interaction with horses is rapidly growing. What a loss to our community at large it would be to close down access at a time of increasing interest and demand for equine involvement.

Please work to protect a future that provides unique access to a way of living in and with Nature that cannot be reproduced in any other context.

Sincerely,

Jane Thomason
janethomason@sbcglobal.net
80 Marina Vista Ave
Larkspur, CA 94939

01
PD1

"T. Thornton" <celtichorseman@att.net>
04/29/2010 07:40 AM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Skyline Stables Closure

From:
Theresa A. Thornton ,Concerned Horse Advocate
316 Mesa Verde Way
San Rafael, CA

celtichorseman@att.net

Regarding: Skyline Stables Closure

Dear Mr. Johnston,

Please do not close Skyline Stables. It has been located on
San Francisco
Watershed

Land for over 60 years.

Losing 52 low cost stalls and corrals on the mid-Peninsula
would have a
significant impact on the horse community and the community at large

My husband and I used to live in San Bruno and I rode in this
area for
many years before relocating to Marin county. It would be ashamed to
lose such a vital part of the community.

Please relocate the Skyline Stables to other SFPUC land in
the area.

Thank you,

Theresa Thornton
Concerned Horse Advocate

01
G2,R3

02
PD1

Georgina Thornton-Clark <georgie.grl.12@gmail.com>
05/18/2010 07:54 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables

Dear Mr. Wycko:

San Francisco Watershed Land for over 60 years. Its been located on the
cost stalls and corrals on the mid-peninsula would have a significant impact
on the community.
Please relocate the Skyline Stables to other SFPUC land in
the area.

01
G2,R3

02
PD1

Thank You.
Concerned Horse Advocate, Georgina Thornton-Clark

150 Tobin Clark Drive, Hillsborough 94010 CA
georgie.grl.12@gmail.com

I-FormEmail1
(I-TimmerN-W)

NTIMME@aol.com
04/28/2010 02:34 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
(no subject)

History:
This message has been forwarded.

From:
Name: Nansi Timmer _____ , Concerned Horse
Advocate
Address: 834 Sutro Novato Ca 94947 _____
e-mail: ntimme@aol.com _____

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large.

01
G2,R3

Please relocate the Skyline Stables to other SFPUC land in the area.

02
PD1

Thank you,

I-TongM-W

Millard Tong <milltong@sbcglobal.net>
05/08/2010 08:25 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject

History:
This message has been forwarded.

Tim,

My name is Millard Tong of Millwood ranch in Pacifica. I can take all 52
horses which need homes. I'm located in Pacifica. www.millwoodranch.com

01
R4

Thank you,

Millard

Sadie Vaden <sadievaden@mac.com>
05/16/2010 09:34 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Petition

To: Mr. Bill Wycko, San Francisco Planning Dept.
Re: Harry Tracy Water Treatment Plant Long-Term Improvement

Project

(State Clearinghouse No. 2008052106)

Dear Mr. Wycko:

San

cost stalls and
on the

the area.

Please do not close Skyline Stables. Its been located on the
Francisco Watershed Land for over 60 years. Losing 52 low
corrals on the mid-peninsula would have a significant impact
community.

Please relocate the Skyline Stables to other SFPUC land in

Thank You.

Concerned Horse Advocate

Name: Sadie Vaden

Address:

e-mail: sadievaden@mac.com

01
G2,R3

02
PD1

I-FormEmail1
(I-VaughanM-W)

Moses Vaughan <mosearch@pacbell.net>
04/29/2010 11:04 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Skyline Stables Closure

To: timothy.johnston@sfgov.org

From:
Moses Vaughan ,Concerned Horse Advocate
Address:501 2nd St, San Francisco, CA 90107
mosearch@pacbell.net

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large.

Please relocate the Skyline Stables to other SFPUC land in the area.

Thank you, Moses Vaughan
Concerned Horse Advocate

01
G2,R3

02
PD1

I-FormEmail1
(I-WadeM-W)

Margie Wade <mcw0w@yahoo.com>
05/11/2010 12:09 AM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Please do not close Skyline Stables.

Dear Mr. Wycko:

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community. Please relocate the Skyline Stables to other SFPUC land in the area. Thank you, Margie Wade
102 Cabro Ridge
Novato CA, 94947-3759

01
G2,R3

02
PD1

Summer Tompkins Walker <summert2@earthlink.net>
04/26/2010 04:20 PM
To "timothy.johnston@sfgov.org" <timothy.johnston@sfgov.org>
cc

bcc

Subject
Skyline Stables

History:
This message has been forwarded.

To Whom this may concern,
I am writing to make my voice heard that the Skylines Stables be
relocated not shut and have horses put up for adoption as many
horseowners will not be able to keep them in other facilities due to
space and cost. Currently there are very few options for these horses.
It is near impossible to find a cost effective alternative for these
horseowners. This has not been mentioned in the EIR for relocati g the
water tanks.

I currently have my horse pastures in a simliar situation in Marin
County. I strongly urge you to support the relocation not closure.
We need to do our best to maintain as many affordable facilities
available to the public.
Many thanks for your consideration.

Summer Tompkins Walker
415-265-9030
2711 Scott Street
San Francisco CA 94123
Sent from my iPhone (apologies for typos!)

01
PD1

02
R4

03
PD1

Lisa Wang <lisawang2@hotmail.com>
05/11/2010 12:06 AM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
barn closing

Dear Mr. Wycko:

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community. Please relocate the Skyline Stables to other SFPUC land in the area.

01
G2,R3

02
PD1

Thank you,

Lisa Wang

The New Busy is not the old busy. Search, chat and e-mail from your inbox.
Get started.

Mimi Watson <Mimi@mimiwatson.com>
04/28/2010 03:41 PM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Regarding: Skyline Stables Closure

History:
This message has been forwarded.

To: timothy.johnston@sfgov.org

From:
Name: Mimi Watson ,Concerned Horse Advocate
Address: San Anselmo, CA
e-mail: mimi@dolphin-development.com

Dear Mr. Johnston,

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large. It is a time when stables and horses are coming under incredible pressure, and losing all space in our societies. Please help us maintain a fair and equal presence, and allow children to grow up able to know and connect with these magnificent beings.

01
R3

02
PD1

Please relocate the Skyline Stables to other SFPUC land in the area.

Thank you,

Mimi Watson
Concerned Horse Advocate

"Deni Wetsel" <deniw@lucasvalley.net>
04/28/2010 05:37 PM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
STABLE CLOSURE-- A CALL FOR EMAIL SUPPORT!!!

To: timothy.johnston@sfgov.org

From:
Name: Deni Wetsel, Concerned Horse Advocate
Address: 324 Mt. Shasta Dr., San Rafael, CA 94903
e-mail: deniw@lucasvalley.net

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on
San Francisco
Watershed

Land for over 60 years. Losing 52 low cost stalls and corrals
on the
mid-Peninsula would have a significant impact on the horse community and
the community at large.

Please relocate the Skyline Stables to other SFPUC land in
the area.

Thank you,

Deni Wetsel
Concerned Horse Advocate

01
G2,R3

02
PD1

"Kirsten Whitsett" <kirsten@i680n.com>
04/27/2010 10:32 AM
To <timothy.johnston@sfgov.org>
cc
"Pamela Bullen" <pam@bullendesign.com>
bcc

Subject
skyline stables

History:
This message has been forwarded.

Dear Mr. Johnston,

If it becomes necessary to move the horses at Skyline Stables, I very strongly support the idea of moving them to another location on SFPUC land. My horse lives on EBMUD land, it is a cooperative. We work diligently with EBMUD to maintain the 500 acres to meet EBMUD requirements, and to provide a healthy and safe place for the herd.

Skyline has been a successful barn for many decades, and provides the owners a reasonable place to board a horse. Owning a horse should not be just a privilege for those who can afford expensive barn facilities.

Sincerely, Kirsten Whitsett, Vice
President, Orinda Horsemens Association

01
PD1

JTWillDVM@aol.com
04/29/2010 03:41 PM
To timothy.johnston@sfgov.org
cc
dana@danakay.net
bcc

Subject
Skyline Stables closure

Dear Mr. Johnston,

In my opinion, closure of the Skyline Stables may be an action that is short sighted. Horses are an important part of our history and they provide a wonderful outlet for adults and young people alike.

As an equine veterinarian, without any patients or clients at Skyline Stables, I have seen first hand the positive influence horses have on our youth. In a time that so many of this country's young people are negatively influenced by the violence of video games, television and movies in my opinion we should do everything possible to keep as many positive influences in the lives of our next generation, such as involvement with horses.

Horses keep kids off the streets and help them grow into productive adults as they are charged with the care and well being of a horse. Every time a stable is closed the opportunity and benefits from horse/human bonds disappear causing a detriment to our society.

"The outside of a horse is good for the inside of a man"
Winston Churchill

Regards,
James T Williams, DVM
Novato, Ca
(415) 897-3966

01
PD1

"Michael Willin" <mike@fitzgeraldcompany.com>
04/28/2010 03:39 PM
To <timothy.johnston@sfgov.org>
cc

bcc

Subject
Skyline stable Closure

History:
This message has been forwarded.

Timothy,

The Equestrian Community can't afford to loose any more stables as they are the homes of our beloved horses. I took lessons at this stable 45 years ago and am very sad to hear that it will be closed. Horses built this country. It is part of our heritage and should never be forgotten. It was our mode of transportation. They plowed our fields. They will forever be close to our hearts.

01
PD1

To: timothy.johnston@sfgov.org

From:
Name: Michael Willin, Concerned Horse Advocate
Address: po box 1107 woodacre, ca 94973
e-mail: mike@fitzgeraldcompany.com

Regarding: Skyline Stables Closure

Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community and the community at large.

02
R3

Please relocate the Skyline Stables to other SFPUC land in the area.

03
PD1

Thank you,
Concerned Horse Advocate

Michael Willin
J.F. Fitzgerald co, inc
2750 19th street
San Francisco ca, 94110
tel (415) 648-6161
fax (415) 648-1425
mike@fitzgeraldcompany.com

<http://www.fitzgeraldcompany.com/>

Tom Woosnam <twoosnam@csus.org>
Sent by: twoosnam@crystal.csus.org
05/16/2010 08:02 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Please don't close the stables

To: Mr. Bill Wycko, San Francisco Planning Dept.
Re: Harry Tracy Water Treatment Plant Long-Term Improvement
Project
(State Clearinghouse No. 2008052106)
Dear Mr. Wycko:
Please do not close Skyline Stables. Its been located on the
San Francisco Watershed Land for over 60 years. Losing 52 low
cost stalls and corrals on the mid-peninsula would have a significant impact
on the community.
Please relocate the Skyline Stables to other SFPUC land in
the area.
Thank You.

01
G2,R3

02
PD1

--
Tom Woosnam
Chair, Science Dpt.
Crystal Springs Uplands School
400 Uplands Drive
Hillsborough CA 94010
650 375 5402
FAX 650 342 7623

"Andrew Yang" <ayang@csus.com>
05/17/2010 08:55 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Hi

Dear Mr. Johnston,
I am petitioning for the Skyline Stables. "Please do not
close Skyline
Stables. Its been located on the San Francisco Watershed Land for over
60
years. Losing 52 low cost stalls and corrals on the mid-peninsula would
have a significant impact on the community." I understand that the county
has stated that the horses inhabited at the Skyline can be placed in
other
local stables, but those stables are much more expensive, and thus some
of
the horse owners would have to part way with their beloved horses -
either
buy selling them or by killing them (no euphemisms needed). I don't think
one should have to be rich in order to have the privilege of doing what
they love. I would sincerely appreciate your consideration of this point.

01
R3

02
R4

Sincerely,
Andrew Yang
ayang@csus.org
Senior of Crystal Springs Uplands School

"Yim, Norman" <Norman.Yim@sfdpw.org>
05/10/2010 12:18 PM
To "Johnston, Timothy J" <Timothy.Johnston@sfgov.org>
cc

bcc

Subject
Please Do Not Close Skyline Stables

Dear Mr. Wycko: Please do not close Skyline Stables. It has been located on San Francisco Watershed Land for over 60 years. Losing 52 low cost stalls and corrals on the mid-Peninsula would have a significant impact on the horse community. Please relocate the Skyline Stables to other SFPUC land in the area.

01
R3

The hope is that to relocate the barns to somewhere close by and keep the reasonable pricing - most barns are incredibly expensive. Most of the people who board their horses at Skyline Stables are on a tight budget. Some have purchased their horses only after finding a place near home they could afford. Some have been laid off from their jobs. If they lose this affordable opportunity they may need to sell or give away their horses. The present economic climate is not a good one for horses. Horse rescues are full, their funding is low and it is difficult to place horses that in the past were easy to find homes for.

02
PD1

Thank you,

Norman Yim
221 Arroyo Drive
South San Francisco, CA 94080
415-554-8351

Ann Zorn <annzorn@gmail.com>
05/10/2010 04:07 PM
To timothy.johnston@sfgov.org
cc

bcc

Subject
Please keep the Skyline Stables open

Dear Mr. Wycko,

Please keep the Skyline Stables open by finding another location on SFPUC land in the area. This stable has been located there for about 60 years and is a affordable location for peninsula residents to keep their horses. Owning and riding horses is barely affordable for the middle class, but stables like Skyline make that a possibility. Please keep these stables open!

01
PD1

Thanks,

Ann Zorn
1455 12th Avenue
San Francisco, CA 94122

--

Ann Zorn
415.902.7169

APPENDIX B

Transcripts of Draft EIR Public Hearings

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SAN FRANCISCO PLANNING DEPARTMENT
Major Environmental Analysis Division
PUBLIC HEARING ON THE
HARRY TRACY WATER TREATMENT PLANT
LONG-TERM IMPROVEMENTS PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT

Thursday, April 29, 2010

Meadows Elementary School
1101 Helen Drive
Millbrae, California

REPORTED BY: DEBORAH FUQUA, CSR #12948

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A P P E A R A N C E S

SAN FRANCISCO PLANNING DEPARTMENT:
(Lead Agency Under CEQA)

TIM JOHNSTON, Environmental Planner, Major
Environmental Analysis Division - Moderator

SAN FRANCISCO PUBLIC UTILITIES COMMISSION:
(Project Sponsor)

CALVIN HUEY, Project Manager

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1 Thursday, April 29, 2010 6:36 o'clock p.m.

2 ---o0o---

3 P R O C E E D I N G S

4 TIM JOHNSTON: All right. It looks like most
5 everyone's settled in.

6 So good evening, everyone, and welcome to
7 tonight's public hearing on the Draft Environmental
8 Impact Report for San Francisco Public Utilities
9 Commission's Harry Tracy Water Treatment Plant
10 Long-Term Improvements Project.

11 My name is Tim Johnston. I'm an environmental
12 planner with the Major Environmental Analysis Division
13 of the San Francisco Planning Department. I'll be
14 tonight's -- the moderator for tonight's hearing.

15 San Francisco Planning Department is the lead
16 agency under CEQA for the environmental review of
17 projects in or sponsored by the City of San Francisco.
18 The San Francisco Public Utilities Commission is the
19 sponsor of the proposed project. And for those of you
20 new to this process, CEQA is shorthand for the
21 California Environmental Quality Act.

22 And this is the first of two public hearings
23 on the Draft EIR. The second public hearing will be in
24 San Francisco on May 13th at San Francisco City Hall
25 before the San Francisco Planning Commission. We will

1 be providing the same information and the same
2 opportunity for public comment at both hearings.

3 This is the agenda for tonight's meeting.
4 First, I will provide reminders and instructions for
5 the public hearing, and hopefully -- can we have lights
6 or -- turn off one light? Why don't we open those
7 doors, then, for side light.

8 All right. So, first, introductions: Calvin
9 Huey will be giving -- who is the project manager, he
10 will be giving a brief overview of the proposed
11 project. Afterwards, I will open the hearing for
12 public comment. At the close of comments, I will
13 provide information on further opportunities for you to
14 submit comments on the Draft EIR.

15 So as you came in, hopefully, you signed in.
16 If you didn't sign in before, please do so before you
17 leave. Also, print legibly so we can keep in touch
18 with you throughout this process. If you plan on
19 speaking tonight, please fill out a speaker card. Does
20 everyone have a speaker card who wants to speak? If
21 not, please raise your hand, and you will be provided a
22 speaker card. I will be calling people to the
23 microphone from those cards.

24 Okay. Otherwise, if you don't want to speak
25 tonight, we have comment forms. If you want to fill

1 out a form and submit that before you leave tonight,
2 Karen, behind you all, has the comment cards. You can
3 drop that off before you go. To submit written
4 comments, you still have up until May 17th to submit
5 comments. If you like, you can submit them by mail,
6 e-mail, fax as well.

7 So the restrooms are out this door, behind you
8 to my right and to the right, I believe. Please turn
9 off your cell phones because I've been told they will
10 interfere with the wireless microphone.

11 Please also note that we have a court reporter
12 here tonight who will be making a transcript of
13 tonight's hearing, so please speak slowly when you come
14 to the microphone so she can get your name down
15 correctly.

16 So this is a hearing to receive your comments
17 on the adequacy and accuracy of the Draft Environmental
18 Impact Report, or EIR, for SFPUC's proposed Harry Tracy
19 Water Treatment Plant Long-Term Improvements Project.
20 Staff are not here to respond to your questions or
21 comments. Rather, the comments you offer tonight will
22 be transcribed and responded to in writing in a
23 comments and responses document that will be published
24 later this summer.

25 So again, you have until May 17th to make

1 comments. All comments received by May 17th will be
2 responded to in writing, and revisions on the -- to the
3 Draft EIR will be made as appropriate in response to
4 those comments.

5 Please note that this is not a hearing to
6 consider approval of the project nor to consider the
7 merits of the project proposal. The hearing -- that
8 hearing will be heard by the San Francisco Public
9 Utilities Commission after the EIR is certified by the
10 San Francisco Planning Commission.

11 So with that, actually, I will pass it over to
12 Calvin.

13 CALVIN HUEY: Thanks, Tim.

14 The SFPUC provides water to 2.5 million
15 customers. And our source of water comes from the
16 Sierra Nevadas. And also it's also comprised of our
17 water from the local watershed. So 85 percent of the
18 water comes from the Hetch Hetchy or the Sierra Nevada,
19 and 15 percent is really from our local watershed.

20 Because the system is over 100 years old and
21 also crosses three major faults -- the Calaveras Fault,
22 the Hayward Fault, and the San Andreas Fault -- as well
23 as a few other smaller faults long the way, the SFPUC
24 adopted the Water System Improvement Program, which is
25 the WSIP program, in 2008. It's comprised of 86

1 projects. The great thing is 25 projects are already
2 in construction. Within the Peninsula right now, we
3 actually have 20 projects. The Harry Tracy Long-Term
4 Improvements is one of those projects.

5 This is an aerial photo of the Harry Tracy
6 Water Treatment Plant. Interstate 280 is over on this
7 side. More recently you may have noticed, living
8 around this neighborhood, you would have seen the big
9 crane over the top of our site. In the last two years,
10 we completed short-term improvements to our treatment
11 processes, which is our filtration and our chelation
12 system. We upgraded these short-term improvements just
13 to have better reliability before we started the
14 long-term improvement project.

15 I think there's a question, but I don't
16 think --

17 UNIDENTIFIED SPEAKER: Could you speak into the
18 microphone?

19 CALVIN HUEY: Oh, okay.

20 So again, the Water System Improvement
21 Program, we do have 86 projects. And within the Harry
22 Tracy Treatment Long-Term Improvements, this is one out
23 of the 86.

24 So tonight, we'll discuss the project
25 location. We'll discuss the project purpose. And

1 we'll also discuss briefly some of the project
2 improvements.

3 For the proposed project vicinity, the Harry
4 Tracy Water Treatment Plant, or HTWTP, is located just
5 east of Interstate 280. It's also bordered by
6 residential areas to the north, to the east, and to the
7 south. Most of the he Harry Tracy Water Treatment
8 Plant is located in unincorporated San Mateo County
9 with a small portion of the pipeline work located
10 within the City of Millbrae. As you see here, this is
11 the Meadows Elementary School.

12 So the project objectives. Why do we need
13 this project? We have an aging system. The water
14 system is over 100 years old. It's vulnerable to
15 seismic activity. We cross three major faults and
16 quite a number of smaller faults.

17 So what is the project goals that we have?
18 It's basically to seismically strengthen the Harry
19 Tracy Water Treatment Plant, and it is to give us
20 earthquake protection. It also is to provide sustained
21 water treatment capacity for everybody. So basically
22 what all this means for us is that we'll be able to
23 provide water to you within 24 hours after a major
24 seismic event.

25 I think because of this great undertaking that

1 we have with this project, we looked at several
2 off-site alternatives and we looked at several on-site
3 alternatives. Thus, we came up with one proposed
4 selection.

5 So in terms of off-site alternatives, we
6 looked at what it would take to build a new treatment
7 plant off-site. We looked at the -- one, two, three,
8 four, five -- six sites. We have six sites that we
9 looked at outside -- outside Harry Tracy. And from
10 that, from our evaluation, we decided that really, to
11 construct a new treatment plant, we would have greater
12 impact than if we retrofitted our existing treatment
13 plants.

14 And really the impacts are that we would have
15 a larger construction footprint. You would need to
16 change the way we move water, that is, reroute existing
17 pipelines and/or install new pipelines. And I think
18 because of the various areas, as you can see from the
19 map, we would have greater environmental impact.

20 So then we focused on on-site alternatives.
21 What are the things we can do on site? So again, we
22 looked at five on-site alternatives, which is across --
23 this is Harry Tracy Plant right here. This is -- north
24 is going this way. 280 is this way.

25 We looked across the I-280, at the San Andreas

1 Reservoir site. And we looked at -- one, two, three --
2 four sites within Harry Tracy. Again, because of the
3 EIR evaluation, as described further in Chapter 7 of
4 the Draft Environmental Impact Report, we determined
5 that the impacts were actually greater than the
6 proposed project. And there's more detail described in
7 Chapter 7.

8 So here is the proposed improvements. There's
9 a general layout -- I know it's a very busy layout --
10 of all the proposed work that we have planned. And
11 basically the work is really comprised of three items.
12 One is for treatment process upgrades. We'll also have
13 seismic improvements. And we'll also have various site
14 improvements.

15 So the rest of the presentation -- I'll just
16 go briefly through these major points.

17 In Chapter 3 of our Draft EIR, it actually
18 describes in more details all the various analyses and
19 description of the impacts and so forth.

20 One of the major components for us is
21 treatment reliability improvements, that we would
22 improve the existing raw water pump station; we would
23 relocate our chemical storage and solids handling into
24 our existing sed basin -- we're trying to make use of
25 our existing facility. And then we'll also add new

1 additional water filters on site.

2 We will also improve our seismic reliability.
3 We'll improve our pipeline, make improvements to our
4 pipeline. We'll also have site-access improvements.
5 We'll retrofit the existing buildings that we have.
6 We'll also have slope stabilization of the area around
7 the pump station, the clarifiers, and the water storage
8 tank. And this is a photo of one of the clarifiers.

9 We've been talking about new treated water
10 reservoirs. One of the major goals was actually to --
11 or one of the major works that we have was actually to
12 decommission the two existing reservoirs that we have
13 outside and to build a new one. So this is an
14 architectural rendering of the proposed treated water
15 reservoir. This is the above-grade portion structure
16 of the treated water reservoir. The finish will be
17 similar to the existing finish that you see out there.
18 It's actually concrete that's painted green. The
19 retaining walls, over here and over here, will have
20 this type of finish. So you can see within the plan,
21 it will actually blend in pretty well with the
22 surroundings.

23 So for our proposed construction schedule for
24 the primary contract that we have, the schedule is
25 really from January 2011 to April of 2011, we'll have

1 preconstruction activities. That is, they'll do
2 surveys; they'll have site preparation work; the
3 contractor will mobilize his equipment, trailers on
4 site.

5 Then basically from April 2011 to about
6 September 2014, that's when we're going to have the
7 demolition work and then the remaining construction
8 activities. From September 2014 to January 2015, we'll
9 have start-up/testing, decommissioning of the existing
10 reservoirs, and demobilization of our contractor.

11 Construction access. Construction access,
12 we'll have primary access through the Crystal Springs
13 Road entranceway. And then we will have secondary
14 access through the Helen Drive entranceway to the Harry
15 Tracy Water Treatment.

16 Construction hours will be from 7:00 a.m. to
17 6:00 p.m. Typically contractors are -- usually start,
18 you know, about 7:00, usually end about 3:30, 4:00
19 o'clock. There may be occasional Saturday work which
20 will run from 9:00 a.m. to 5:00 p.m. And there will
21 possibly be maybe some 24-hour work during shutdowns.

22 Shutdown is basically when we need to --
23 actually shut down the facility itself so that we can
24 do work safely and have various connection points for
25 the contractor.

1 The construction duration is approximately
2 three and a half years. In addition to that, we'll
3 have about six months for preconstruction activities
4 and for demobilization.

5 The project benefit is that we want to be able
6 to provide high quality water and delivery for your
7 community every day and after a major seismic event.

8 And with that, I'll turn it over to Tim
9 Johnston. Thank you.

10 TIM JOHNSTON: Okay. I actually got a little
11 ahead of myself before I turned it over to Calvin. We
12 covered this slide already and described to you the
13 purpose of the hearing.

14 So, yes, if you would like to submit written
15 comments, once again, you can do so by dropping them
16 off tonight or you can e-mail or you can fax, you can
17 send us a letter through the mail. And the Planning
18 Department, again, will accept comments through
19 5:00 p.m. on Monday, May 17th.

20 So yes, if you haven't reviewed the Draft EIR
21 yet, you still have plenty of time. You can get it
22 online. There are copies available at these various
23 libraries. If you would like a CD, we can mail one to
24 you if you -- if it's too big to download off the
25 Internet.

1 So the environmental review schedule, again,
2 there's a 45-day public review period, public hearing
3 tonight and on May 13th. As it says here, late summer,
4 the comments and responses document will be released.
5 And then we will have another hearing in front of the
6 Planning Commission, the San Francisco Planning
7 Commission, to consider certification of the EIR.

8 Now we're ready to open the hearing for public
9 comment. We ask that you follow these ground rules for
10 the comment session.

11 First, as I've noted already tonight, this is
12 a hearing to receive comments on the Draft EIR. It is
13 not a hearing to decide whether to approve the proposed
14 project.

15 So please direct your comments to the adequacy
16 and accuracy of the information contained the Draft EIR
17 regarding analysis of potential impacts on the
18 environment. Also, please submit a speaker card -- I
19 do have ten here, I believe -- if you would like to
20 speak tonight. And, again, speak clearly and slowly;
21 state your name first for the court reporter.

22 And in the interest of time -- well, I do have
23 ten speaker cards. If we give everyone three minutes,
24 that's a half hour worth of comments. If you hear --
25 if you can consider your verbal comments a summary of

1 your main points. And if you would like to elaborate
2 further, you can do so in writing, as I mentioned
3 already, by mail, e-mail, or fax.

4 So with that, we'll start calling people up to
5 the microphone. The first one here, Christine Hanson.

6 CHRISTINE HANSON: Hello. Thank you. My name is
7 Christine Hanson. I'm talking on the Harry Tracy Water
8 Treatment Plant Long-Term Project, Clearinghouse Number
9 2008052106. Thank you.

10 My name is Christine Hanson, and I'm the
11 chairman of the board of nonprofit Skyline Stables. I
12 am also a sub-leaseholder, and my horse lives at
13 Skyline Stables. Losing Skyline Stables will cause a
14 significant impact. If the new treated water reservoir
15 can only be located on the site of the barns and
16 paddocks, then it is very important that these 52
17 stabling choices are moved in their entirety to another
18 SFPUC location.

19 The Draft EIR states that the horses housed at
20 Harry Tracy Water Treatment Plant can be absorbed into
21 other stables in the area. In the Draft EIR, there is
22 a list of stables and their capacity.

23 What is not reflected in the Draft EIR is the
24 disparity of pricing between Skyline Stables and those
25 listed, nor does it reflect any availability of stalls

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1 or paddocks.

2 During the week of April 12th, 2010, I
3 telephoned the stables listed as alternatives. None of
4 these other barns, by the way, is a nonprofit. The
5 average monthly cost of board at the facilities with
6 paddocks listed in the EIR is \$608. The highest is
7 \$1,135 for a box stall. Because we do all of the
8 maintenance, feeding, and cleaning of manure, the
9 average monthly cost of keeping a horse at Skyline
10 Stables is roughly \$220.

11 Also, the Draft EIR doesn't note availability.
12 Most of the places listed are full with no vacancy
13 available. Two places are full in their paddock
14 stabling with only a single box stall available costing
15 \$900 or more.

16 The facility listed in the Draft EIR with the
17 greatest number of paddocks vacancies and one of the
18 more affordable spots is located an hour's drive away
19 from Millbrae in Milpitas. This is the typical
20 horse-keeping climate today for urban dwellers in this
21 area.

22 Another facility could be built using
23 inexpensive prefabricated stabling. Any new stabling
24 would be designed in accordance with "Horse-keeping, A
25 Guide to Land Management for Clean Water," a guide

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1 that's prepared by the San Francisco Bay Resource
2 Conservation and Development Council.

3 The cost of moving the stable would be
4 significantly less than the average of what it would
5 cost the horse owners to pay for boarding at the
6 facilities suggested in the EIR just until the end of
7 our lease that runs until 2014. Even if you add the
8 cost of a full CEQA report on a new stable, it would
9 not cost -- it would cost less than moving these horses
10 to the more expensive existing stabling as is
11 suggested.

12 The loss of this stables would fall hardest on
13 the people who board multiple horses there. Many of
14 the horses in this group are either elderly or lame.
15 If their owners are unable to care for them, their
16 prospects for finding a good new home are slim.

17 These owners are desperate. A good portion of
18 these horses have been taken on as rescue animals to
19 begin with and now, because of the economic climate,
20 the horse rescues that they came from are filled to
21 capacity.

22 If the stables are removed completely, it
23 would remove a valuable resource for all horse owners
24 in this area. This is especially critical now in these
25 uncertain economic times.

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1 Skyline Stables is also unique for its history
2 and longevity in an area that has developed in a manner
3 that does not include horses. As a little girl growing
4 up in Millbrae, I can remember very clearly my
5 neighbors riding their horses down our street. Those
6 horses were stabled at Skyline Stables.

7 The Draft EIR states that, because there were
8 many similar barns in the Millbrae, San Bruno --
9 Millbrae-San Mateo area in the mid-20th century, that
10 our structures are not unique. But the fact that the
11 barns at Skyline Stables survived today in this area is
12 unique. The rest of those barns described are long
13 gone, and the horses have gone with them.

14 This point is illustrated in the picture on
15 Figure 5.8-3 in the Draft EIR. It shows the northern
16 peninsula to be almost devoid completely of stables.
17 The number of stables increases as you move south, away
18 from San Francisco. It is really important to keep
19 some stables within reach of our communities.

20 Since this environmental impact report process
21 began, I've spoken to many people about their
22 experience at Skyline Stables. The response I hear
23 over and over isn't, "I used to board my horse there."
24 What I hear instead is, "I grew up in that place."

25 This stable has been a community for so many

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R4

1 people over the years. The other day, I spoke to a
2 gentleman who is 70 years old. At 11 years of age, in
3 1951, he bought his first horse from someone who
4 stabled that horse in one of the little barns located
5 in the lower stable area.

6 Skyline Stables are irreplaceable and need to
7 be relocated if the ground that they sit on right now
8 is to be used for other purposes. Skyline Stables has
9 managed to benefit a lot of people, even within the
10 parameters of increased Homeland Security parameters.

11 While I would be very sad to see my barn fall
12 to a bulldozer, I know that if we are relocated on
13 another SFPUC property that has a lower security
14 clearance, we will be able to share this experience
15 with an even greater number of people.

16 With our nonprofit status and the way our
17 stables are organized and the co-op of smaller barns,
18 we could be an ideal location for community programs
19 that utilize volunteer labor and bring the experience
20 of horses to handicapped children, kids at risk,
21 veterans, abused women and so many other people whose
22 lives have changed by the experience of being close to
23 a horse. Losing these stables will be a huge loss if
24 they are not relocated.

25 Thank you.

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1 TIM JOHNSTON: Emma Rhodes?

2 EMMA RHODES: Hello, I'm Emma Rhodes. And this is
3 Cassie [phonetic]. And we're some of the kids who ride
4 at Skyline Stables. I'm a sophomore in high school.
5 And I live in the Excelsior District of San Francisco.
6 I've been obsessed with horses since before I could
7 even speak.

8 Unfortunately, the world of horses is an
9 extremely expensive one. I used to save up every penny
10 I had for a riding lessons. I generally managed one
11 about once every two months, and nearly all of them
12 were at different stables. I was tossed from barn to
13 barn as different trainers and owners moved on or were
14 kicked out, as prices were raised and horses were sold.

15 The attitudes that were upheld in the stables
16 were never welcoming, encouraging or educating.
17 Everything was about making money, winning prizes, and
18 appearances.

19 I was 12 years old when my neighbor Chris
20 Brady Hanson [phonetic], first introduced me to the
21 nurturing environment of the Skyline Stables. Chris
22 has taught me more than I could ever learn in school.
23 I come to the stables to share this land with the San
24 Francisco Public Utilities Commission most every day.

25 The community of horses and people I've found

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1 is truly incredible. It is through Skyline Stables
2 that I met the woman I train with now, Laura Stevens.
3 She is a remarkable person, and the lessons I'm
4 learning from her and the four horses she's boarding at
5 Skyline Stables are lessons I will carry with me
6 throughout my life.

7 The people at Skyline Stables are always so
8 eager to teach me and share their stories and
9 experiences. I can't believe that so many gifted
10 exceptional people are together like this in one place.

11 This barn also helped me through the
12 potentially scarring middle school years and is helping
13 me through high school. I am always told it is unusual
14 for a teenager to have found a passion like I have --
15 not only am I learning about the world of horses, but
16 I'm also learning valuable lessons about life.

17 Among many other things, these animals are
18 forcing me to learn that I need to be clear and
19 concise, and I can't let people push me around. I want
20 to go to college to be a vet. And the connections I'm
21 making and the experience I'm gaining from riding every
22 single day are spectacular.

23 Horses are keeping me out of trouble in these
24 tempting teenage years, and there is no other place
25 where I am truly happy.

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1 In practical terms, this barn is within a
2 20-minute drive from San Francisco. If this barn
3 closes down, it will deprive not only me but a whole
4 range of people from an affordable, decent, and
5 communally beneficial service.

6 In conclusion, I would just say that I hope
7 there is a win-win solution here. I believe that
8 good-intentioned people can and will find a solution by
9 building a way forward that serves the whole community.
10 Please find a way to keep this marvelous community
11 resource available.

12 Thank you so much.

13 TIM JOHNSTON: Thank you.

14 Phillip Lim?

15 PHILLIP LIM: First of all, I would like to say
16 that I support and recognize how critical the water
17 system is and that it should be able to continue after
18 major seismic event of disaster.

19 I would like to thank Mr. Huey for sharing
20 with me that these studies and the work are clearly
21 needed, which is very critical.

22 The recreational impact has been deemed to be
23 less than significant in this report and, thus, no
24 mitigation required. In respect to the horse stables,
25 there has been a failure to consider economic diversity

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1 of horse owners in general. For this particular
2 stable, moving to another stable for these horse owners
3 will result in between a two to four times increase in
4 monthly boarding. I believe Chris Hanson actually gave
5 you some hard numbers.

6 In addition, current horse boarders will have
7 increased transportation costs and time to other
8 stables. Skyline Stables is especially affordable as
9 boarders do much of the work themselves, such as
10 cleaning the stalls.

11 The boarders at Skyline vary from students to
12 families to retirees. Further, the analysis in the
13 impact report implies that or alludes to being able to
14 be absorbed into the local network of stables. This is
15 not necessarily true. I believe Chris has already
16 expressed that there is not a lot of vacancy there.

17 Also, you have to consider the economic times
18 right now being a low spot, and horses are not the most
19 affordable of things. And as the economy improves,
20 this market will also improve, and demand for horse
21 stabling will increase significantly.

22 The other aspect of this is really the loss of
23 the recreational diversity. Emma's comment, who just
24 spoke, may not seem to relate to the Draft EIR. But I
25 do argue it is because it's part of that diversity of

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1 recreation which is very, very critical. And what the
2 horse recreation is is beyond just getting on a horse
3 or this concept of going on a trail ride. It teaches
4 people many, many things.

5 Thank you.

6 TIM JOHNSTON: Thank you.

7 Barbara Maeso Ruble -- Maeso.

8 BARBARA MAESO RUBLE: "Maeso," yes. Thank you.

9 My name is Barbara Maeso Ruble. And I have at
10 least horses stabled on the San Francisco Water
11 District property since 1989. I've been continuously
12 involved with horses at this facility for over 20
13 years. I've been a resident of the Millbrae for over
14 30 years, and I currently live not far from the Harry
15 Tracy Water Treatment Plant.

16 The opportunity provided by the Water District
17 to house horses at the site is a unique and valuable
18 facility for the people of northern San Mateo County.
19 Stables here are unique for several reasons. It's the
20 home of several horses and riders of the San Mateo
21 County Volunteer Horse Patrol. As members of the
22 patrol, we donate hours to maintain many trails in the
23 San Mateo County Parks, including Sawyer Camp Trail and
24 San Andreas Trail. This assists the County to keep
25 these facilities available to the public during the

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1 budget shortfalls currently being experienced.

2 There's very few stables in the northern part
3 of San Mateo County. The animals housed on this site
4 are privately owned by individual families and are
5 often the focus of family activities. These horses are
6 not offered for hourly rentals.

7 Many of the facilities for horses are beyond
8 the means of the average family who boards horses at
9 this facility. For some of the urban children in
10 northern San Mateo County, their only experience with
11 horses will be the chance to pet and talk to the horses
12 from the Water District's stables while they are on the
13 trails in this area.

14 I know for myself as a child and for many
15 other children, this has been a very precious moment in
16 our lives. The recreational presence of horses in this
17 location has a very long history. Horses have been on
18 the site for several decades, and the stables predate
19 the construction of the Harry Tracy Water Treatment
20 Plant in the 1980s. The horses have been present there
21 during all the plant upgrades and expansions as well.

22 The San Francisco Water District should be
23 proud of the outstanding recreational opportunities for
24 the residents of San Mateo County that are provided by
25 the stables at the Harry Tracy Plant location. And I

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1 hope these opportunities are made available for years
2 and generations to come by relocating the stables to
3 another San Francisco Public Utility piece of land in
4 the area.

5 Thank you very much.

6 TIM JOHNSTON: Thank you.

7 Allen Harrison.

8 ALLEN HARRISON: Good evening. My name is Allen
9 Harrison. My wife and I live on the 800 block of
10 Hillcrest, only two and a half miles from the Skyline
11 Stable facility.

12 My wife and I own three horses which are
13 boarded at the Skyline Stables. In the environmental
14 report, it stated there are plenty of other facilities
15 to place the 52 horses located at the Skyline facility.
16 What the Environmental Report does not address is the
17 cost of these facilities.

18 Skyline Stables is a one-of-a-kind. It's
19 nonprofit, low cost, self-care facility. The prices
20 are kept low because the boarders perform all the work
21 needed to run the facility. There is no other facility
22 like this on the Peninsula. All other facilities'
23 being a business with employees are about five times
24 greater in price than Skyline Stables.

25 Our horses are personal animals, are not used

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1 for profit in any way. We have had many children of
2 all ages come to Skyline Stables to ride our horses.
3 We have taken our horses to Franklin Elementary School
4 for the kindergarten class. The children got to groom
5 and ride the horses. Last December, we took the horses
6 to the San Francisco CHP office for the children to
7 ride during their annual Christmas party.

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8 My wife and I, along with several other people
9 at Skyline Stables, are members of the San Mateo County
10 Parks Volunteer Horse Patrol. We regularly patrol the
11 San Andreas Trail and the Camp Sawyer Trail. We have
12 access to these trails from the facility we are
13 currently located at.

02
R2

14 The environmental report states that there is
15 access to these trails from the street parking area at
16 the top of Larkspur Avenue. While it is possible to
17 access trails from this location, it is not feasible to
18 park a large truck and horse trailer and have room to
19 safely load and off-load the animals and get them ready
20 to ride. It would put both the animals and the
21 traveling public in jeopardy.

22 My wife and I, being State employees, have
23 taken a large cut in pay. If Skyline Stables is
24 closed, we will not be able to afford to keep our
25 horses here and be forced to move in order to keep our

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1 animals.

2 I would ask that the Skyline Stable facility
3 be kept at its current location. If this were not
4 possible, I would ask it be relocated on watershed
5 property close to its current location.

6 Thank you.

7 TIM JOHNSTON: Thank you.

8 Brian Brown?

9 BRIAN BROWN: Good evening. My name is Brian
10 Brown. I'm here to speak on behalf of my wife, Mary
11 Brown.

12 Mary's family took possession of one of the
13 barns at Skyline Stables 35 years ago. In those years,
14 Mary spent much of her childhood growing up there with
15 horses. And she writes, "After 35 memorable years at
16 Skyline Stables, I am now faced with the daunting task
17 of finding a new home for my 23-year-old mare named
18 Lady, a beloved friend, which I have owned since my
19 childhood. My parents bought Lady when she was two
20 years old, and I've enjoyed her at Skyline Stables ever
21 since. I have come to the heartbreaking realization
22 that I will not be able to afford to keep her if I am
23 forced to pay 500 to \$1,000 a month rent. I will have
24 no other option but to give her up.

25 "Due to current state of the economy and

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I-BrownB-VM

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1 Lady's age, there's very few options for this loving
2 animal. Lady, with her wonderful disposition and great
3 training, has virtually no monetary value at 23 years
4 old. Most horse rescue facilities are operating on
5 very limited funding and are no longer able to accept
6 horses in need. The final grim and possibly the only
7 option would be to give this loving member of the
8 family up to auction, which would more than likely be a
9 death sentence for this horse. Most of these horses
10 would be sold by the pound for rendering purposes."

11 So Mary and I are both in support of moving,
12 relocating Skyline Stables.

13 Thank you very much.

14 TIM JOHNSTON: Laura Stevens.

I-StevensL-VM

15 LAURA STEVENS: My name is Laura Stevens, and this
16 is Katrina Kerr [phonetic]. We are speaking about
17 State Clearinghouse No. 2008052106.

18 I live in San Francisco, and I work down the
19 Peninsula. Katrina lives here in Millbrae. I'm a
20 professional horse trainer, and I give riding lessons.
21 I've given -- I've been a horse trainer all my life.

22 My job takes me to very public places. I ride
23 horses in very public areas. And over and over again,
24 I see people seeing a horse for their very first time,
25 children seeing the horse for their very first time.

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1 It's profound. And to move the stables out of this
2 urban area would have a social impact that I don't
3 think is addressed in the EIR.

4 Most of the other stables I go to, my students
5 arrive -- they arrive harried. They arrive in between
6 their flute lesson and their soccer lesson. And their
7 driver, their mother, is crazed. They've come from
8 long distances.

9 And Skyline Stables is completely different.
10 Most of the people that are at the stables are from
11 Millbrae or San Bruno or San Francisco. They are
12 local. They come to the stables and hang out. They
13 chat. They brush their horses. They ride a little.
14 They clean corrals a little. They paint a little.
15 They hammer a little. They move rock a little.

16 Today Katrina helped clean the corral. She
17 brushed her pony, Starman. She saddled him. She rode
18 him both on the trail and in the arena. We hung out
19 with Emma. It's just a completely different feel than
20 the other stables in the area. And that is simply
21 because it is a local stable and a low-cost stable.
22 And to close it would have a social impact. And for us
23 to move to a another stable out of the area would have
24 an economic impact for all the people at the stable.

25 Thank you.

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1 TIM JOHNSTON: Thank you.

2 Doreen --

3 DOREEN CAUCHI: Hi. My name is Doreen Cauchi.
4 I've been at Skyline Stables for 26 years. I have two
5 horses there. One of my horses is old. I dread the
6 thought of having to leave there. What I would be
7 asking is is that the Skyline Stables be relocated if
8 it's not at all possible to stay in its current
9 position.

10 Skyline Stables has done a lot of great things
11 over the years. We've housed many of the 4H kids who
12 come up there and do some good things learning about
13 animals. It's kind of a family place where everybody
14 gets together, and we share stories, and we share ideas
15 and things about the horses. And we're all there for
16 the common ground.

17 And we do all of our own work. It's a very
18 labor-intense kind of thing, but if you really love the
19 animals, that's what you do.

20 So again, I'm asking for relocation of the
21 stables. And I hope that the PUC will look at that
22 very closely.

23 Thank you.

24 TIM JOHNSTON: Thank you.

25 Carole Bottarini.

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1 CAROLE BOTTARINI: Hi. I'm Carole Bottarini, and
 2 I'm one of the retirees. I've been up there 28 years,
 3 lived in Millbrae 30. We owned the 16-mile House for
 4 15 years down on Broadway. I'm treasurer of the
 5 Skyline Stables and have been for now my second term.
 6 I was on the Chamber of Commerce in Millbrae for six
 7 years. I ride five days a week. I'm 69 years old. I
 8 would be devastated if I could not do that.

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9 In the EIR report, it states that the removal
 10 of the stables -- excuse me -- has no impact. It has a
 11 huge impact on my family. We have three generations
 12 that have been up there now. The stables must be
 13 relocated somewhere in north -- in San Mateo County
 14 north peninsula area.

15 I have been working with the PUC on this
 16 relocation. And it has its ups and downs. We get a
 17 piece of property that is beautiful today, and I get a
 18 call from downtown, and they say it can only handle ten
 19 horses. We have 52 permits for 52 horses. We need a
 20 place for our horses.

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21 This is really a disaster for the horse
 22 population here in Millbrae. I've ridden in two
 23 parades down Broadway. This -- taking away horse
 24 facilities out of the urban areas is really a shame.
 25 And it really needs to be looked at thoroughly by the



1 PUC to be -- to have us relocated.

2 Thank you.

3 TIM JOHNSTON: Thank you.

4 Trish Korth?

I-KorthP-VM

5 PATRICIA KORTH: Hello. My name is Patricia
6 Korth. My daughter is Katrina. She started riding --
7 excuse me. This is very emotional, listening to
8 everyone. She started riding last summer with Laura.
9 And it's changed her life and mine. I'm just a
10 concerned parent.

11 I'm also very involved in the Millbrae
12 community, and I was born and raised in San Francisco.
13 And to have a facility this close, to be able to walk
14 to it up the hill -- steep hill, but walk to it -- is
15 invaluable. And it's an incredible learning experience
16 for children that, as you can see, throughout all the
17 years that these people have been talking about, it can
18 only continue to give to the youth of this community
19 which we are already losing so much with the budget
20 cuts in the schools.

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21 And I would love to see and be able to help,
22 as a concerned resident and parent and a Rotarian
23 member, if there's anything can I do to help either
24 keep the stables here or help even relocate them close
25 by because this is invaluable for the children. Excuse

1 me.

2 Thank you.

3 TIM JOHNSTON: Thank you.

4 Larry DeYoung?

I-DeyoungL-VM

5 LARRY DeYOUNG: My name is Larry DeYoung. I'm
6 president of the Coastside Horse Council. And I have
7 no horses here at the PUC property, but I am here in
8 support of these people.

9 I do own two horses. They're on my own
10 property. And I can just tell you flat out, if I had
11 to move them to one of the stables, I'd have to get rid
12 of them because I could not afford that.

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13 So what these people are saying is absolutely
14 true. I also want to say that, being president of the
15 Coastside Horse Council, I'm intimately involved with a
16 number of the local stables in Half Moon Bay and
17 unincorporated San Mateo County.

18 Your EIR is not correct. We could not absorb
19 50 horses. And as these people said, you can't afford
20 to have four or five times what they're paying, nor
21 could I.

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22 The other thing I wanted say is that I can't
23 help but wonder if this was happening in the City of
24 San Francisco, a city that's known for being tolerant
25 of lifestyles and having some of the most strict laws

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1 for the protection of animals and being politically
2 correct, how this would fly there because this is a
3 lifestyle. You see these people are crying because
4 it's a lifestyle that you're talking about altering.

5 And these -- when they people say that they
6 have an old horse that they cannot afford to keep
7 anywhere else, they're not just saying it because it's
8 convenient. They're saying it because it's true. And
9 I don't think the City of San Francisco wants to send
10 horses to their death, which is what you'll be doing if
11 you do not relocate these horses at a similar facility,
12 at a similar cost.

13 Thank you.

14 TIM JOHNSTON: Thank you.

15 Larissa Milano.

16 LARISSA MILANO: Hello. My name is Larissa. I
17 wasn't planning on speaking today, but I know my horses
18 would be here speaking if I wasn't for them. They're
19 animals that can't speak. So just like children, we
20 have to stand up for them.

21 An EIR is not going to show the emotion that
22 has been shown in this room today. Two out of my three
23 horses are rescues. Both were going to be sent to
24 slaughter. And they now have a home, and they won't be
25 used for, unfortunately, human consumption in other



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I-MilanoL-VM

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1 countries.

2 My plan since I've been at Skyline Stables has
3 been to start a nonprofit rescue which, hopefully, will
4 be relocated. And with that, I will be able to then go
5 and start a nonprofit and save more horses from being
6 slaughtered.

7 Horses have so much more impact than what any
8 non-horse person understands. It's part of your
9 family. I consider my three horses my children. And
10 replacing Skyline Stables would be the best thing for
11 the community, for all the kids that I know that go up
12 to Skyline Stables and for Skyline Stables in general.

13 We are a family, and not relocating us would
14 be breaking up a very large family. Thank you.

15 TIM JOHNSTON: Mike Bushue.

I-ETRAC-VM

16 MIKE BUSHUE: My name is Mike Bushue. I am vice
17 chair of ETRAC, which is Equestrian Trails Action
18 Committee for San Mateo County. We basically support
19 and report into 12 parent organizations that are all
20 equestrian-based in the county.

21 I want to go with a little bit of a story
22 because there's been a fair amount of that tonight.

23 I grew up in Spokane, Washington, back in the
24 '60s, had plenty of time to ride and enjoy horses as a
25 young child.

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1 And I always noticed that the distance that
2 the people lived away from where they were able to
3 board their horses made a huge difference in how often
4 we saw them. If they were within a half mile or a
5 mile you'd see them three or four times a week. If
6 they were more than that, you might only see them on
7 the weekend.

8 I moved to California in the early '80s. And
9 at that time, I said to myself -- I live in Belmont --
10 "I can't afford to have horses if they're not within a
11 mile or two of me."

12 Two miles was Ralston Ranch, and I did not buy
13 horses at that time. Ralston Ranch is gone. Many
14 other equestrian facilities on the Peninsula,
15 specifically the northern Peninsula, are gone. They
16 are not being replaced. Once they disappear, they
17 don't come back.

18 And it is getting very hard -- and if you take
19 a look at your own documents as to number of facilities
20 within ten miles of Harry Tracy, it's a very small
21 number. The facilities over on the coast are typically
22 13-plus miles away. To go down to Polhemus is 12
23 miles. It's a long distance.

24 I own three horses. My horses happen to be at
25 a unique facility, like Harry Tracy. I travel ten



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1 miles with my two daughters to go down there. I do it
2 four to five times a week. I understand the burden
3 these people are going through. And if they don't have
4 the financial ability to deal with the difference in
5 costs -- mine happens to be about twice what they're
6 paying; it is substantial.

7 The impact that this has on our children in a
8 unique environment to where they can be seen, where
9 they can be left a little bit, and where they can
10 nurture and grow is very unique -- probably 20 miles to
11 the next place similar to Harry Tracy.

12 I really think the San Francisco PUC needs to
13 look at trying to relocate or maintain this facility
14 for the people of Millbrae.

15 Thank you.

16 TIM JOHNSTON: Thank you.

17 That is last he speaker card. Did anyone else
18 want a chance to speak tonight?

19 (No response)

20 TIM JOHNSTON: Okay. With that, then, we'll wrap
21 up the hearing. Let's see.

22 I want to thank you all for coming tonight. I
23 want to thank everyone who spoke. Should you have any
24 further questions about the environmental review
25 process, please contact me. My contact information is



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1 up here.

2 I'll have cards I can pass out. If you have
3 any questions about the project description, the
4 project proposal, please get in touch with Maureen
5 Barry. Her number is up here as well.

6 Next slide is just the -- where to submit your
7 comments. And with that, I wish you all a good
8 evening. Thank you for coming.

9 UNIDENTIFIED SPEAKER: You said earlier that we
10 can get a copy of the EIR on a disk. How do we go
11 about getting --

12 TIM JOHNSTON: We have one hard copy here. Let's
13 see. I can mail you a CD.

14 KAREN MOLINARI: We can take names.

15 TIM JOHNSTON: Yes.

16 If you want a CD rather than accessing it on
17 the Internet, please let us know before you leave, and
18 we will mail you a CD copy of the EIR.

19 UNIDENTIFIED SPEAKER: Thank you.

20 TIM JOHNSTON: You're welcome. Thanks again for
21 coming.

22 (Whereupon, the proceedings concluded
23 at 7:32 o'clock p.m.)

24

25

1 STATE OF CALIFORNIA)
2 COUNTY OF MARIN) ss.

3 I, DEBORAH FUQUA, a Certified Shorthand
4 Reporter of the State of California, duly authorized to
5 administer oaths pursuant to Section 8211 of the
6 California Code of Civil Procedure, do hereby certify
7 that the foregoing proceedings were reported by me, a
8 disinterested person, and thereafter transcribed under
9 my direction into typewriting and is a true and correct
10 transcription of said proceedings.

11 I further certify that I am not of counsel or
12 attorney for either or any of the parties in the
13 foregoing proceeding and caption named, nor in any way
14 interested in the outcome of the cause named in said
15 caption.

16 Dated the 18th day of May, 2010.

17
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19 DEBORAH FUQUA
20 CSR NO. 12948
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1 BEFORE THE SAN FRANCISCO PLANNING COMMISSION

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SAN FRANCISCO PLANNING DEPARTMENT

5

Major Environmental Analysis Division

6

PUBLIC HEARING ON THE

7

HARRY TRACY WATER TREATMENT PLANT

8

LONG-TERM IMPROVEMENTS PROJECT

9

DRAFT ENVIRONMENTAL IMPACT REPORT

10

11

Thursday, May 13, 2010

12

Item No. 3, Case No. 2007.1202E

13

Commission Chambers - Room 400

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City Hall, 1 Dr. Carlton B. Goodlett Place

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San Francisco, California

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REPORTED BY: DEBORAH FUQUA, CSR #12948

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A P P E A R A N C E S

SAN FRANCISCO PLANNING COMMISSION:

PRESIDENT RON MIGUEL

VICE PRESIDENT CHRISTINA OLAGUE

SECRETARY LINDA AVERY

COMMISSIONERS:

GWYNETH BORDEN

WILLIAM L. LEE

KATHRIN MOORE

HISASHI SUGAYA

MICHAEL ANTONINI

PRESENTATION:

SAN FRANCISCO PLANNING DEPARTMENT:
(Lead Agency Under CEQA)

TIM JOHNSTON, Environmental Planner, Major
Environmental Analysis Division

SAN FRANCISCO PUBLIC UTILITIES COMMISSION:
(Project Sponsor)

CALVIN HUEY, Project Manager

Also present:

KAREN FRYE, San Francisco Public Utilities
Environmental Project Manager

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1 Thursday, May 13, 2010

5:03 o'clock p.m.

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3 P R O C E E D I N G S

4 SECRETARY AVERY: With that, Commissioners we are
5 on Item No. 3, Case No. 2007.1202E for Harry Tracy
6 Water Treatment Plant, Long-Term Improvements Project.
7 This is a public hearing on the public Environmental
8 Impact Report.

9 TIM JOHNSTON: Good afternoon, President Miguel
10 and Members of the Commission. I'm Timothy Johnston,
11 with the Major Environmental Analysis Section of the
12 San Francisco Planning Department, and I am the EIR
13 Coordinator for proposed Harry Tracy Water Treatment
14 Plant Long-Term Improvements Project, which is
15 sponsored by the San Francisco Public Utilities
16 Commission and which is one of the several facility
17 improvements that comprise the SFPUC's larger Water
18 System Improvement Project.

19 Here with me today is Calvin Huey, who is the
20 SFPUC's project manager for the project, as well as
21 Karen Frye, who is the SFPUC's Environmental Project
22 Manager on this project.

23 Mr. Huey will briefly describe some of the
24 main features of the proposed project. And I will
25 follow his presentation with a request to open the

1 Draft EIR hearing to public comment.

2 Calvin?

3 CALVIN HUEY: Good afternoon, Commissioners. I'm
4 Calvin Huey. I am the project manager for the PUC's
5 Harry Tracy Water Treatment Plant, Long-Term
6 Improvements Project.

7 Through past SFPUC presentations, I know you
8 are very familiar with the Hetch Hetchy Water System
9 that serves 2.5 million customers and crosses three
10 major seismic faults -- the Calaveras Fault, the
11 Hayward Fault, and the San Andreas Fault.

12 I'm here this evening to discuss the regional
13 water treatment plant in unincorporated San Mateo
14 County and partially in Millbrae, which is the Harry
15 Tracy Treatment Plant located right there (indicating).

16 The treatment plant delivers all the waters
17 from the Peninsula reservoirs. And we deliver that to
18 our customers in the northern Peninsula and in San
19 Francisco. We also serve as the emergency water supply
20 system for these customers. And it is one of the only
21 two treatment plants located within the whole system,
22 and being Harry Tracy is the only one located within
23 the Peninsula.

24 This is an aerial photo of the Harry Tracy
25 Water Treatment Plant. This is looking north. To the

1 west is Highway 280. And to the west of that is our
2 San Andreas Reservoir. And also to the west of that,
3 approximately 1,000 feet away, is also the San Andreas
4 Reservoir -- I mean, the San Andreas Fault. That's
5 located about 1,000 feet away from our treatment
6 facility.

7 During the planning phase, we also discovered
8 strands of the Sierra Fault which extended underneath
9 our facility.

10 So why do we need this project? We have an
11 aging system. Our system is over 100 years old. We're
12 vulnerable to seismic activity, not only is the San
13 Andreas Fault 1,000 feet away; we also have strands of
14 the Sierra fault that fall underneath our facility.

15 So what are the project goals? The project
16 goals are to strengthen Harry Tracy before the next big
17 earthquake. It's also to provide sustained water
18 quality, sustained water treatment capacity. It's also
19 to deliver water within 24 hours after a major
20 earthquake.

21 So to accomplish these project goals, the
22 project team looked at numerous off-site and on-site
23 alternatives. Harry Tracy is located over here in San
24 Bruno. We looked as far north as -- further up north,
25 San Bruno. We looked south, south of 92, and we looked

1 to the east as close to 101.

2 After preliminary analysis, we found out that
3 these sites were eliminated, partially because we'd
4 have to reengineer the whole transmission system along
5 the Peninsula. We would have to retrofit our existing
6 pipelines. We would have to build new pipelines. And
7 then we will also ever greater environmental impacts.
8 And so the technical challenges really far outweighed
9 the proposed project. And all this is discussed
10 further in detail in Chapter 7 of the Draft EIR.

11 So after looking at these off-site
12 alternatives, we started to focus on-site. As can you
13 see, Harry Tracy is a very tight space. It has an
14 extremely tight space. We're located at the top of a
15 hill. We're constrained by 280 to the west, by the
16 city of San Bruno to the north and the city of Millbrae
17 to the south and to the east. And we also have strands
18 of our Sierra Fault running through our facility. And
19 our San Andreas Fault is still 1,000 feet away from us.

20 So we looked at the various alternatives,
21 shaded. And then we found out that all these
22 alternatives didn't meet our project goals. And that
23 is, one, to meet our water quality and seismic
24 reliability; two, to operate a safe and reliable system
25 with a gravity-driven focus so that way we don't have

1 to pump -- the beauty of our system is the water that
2 we deliver here is by gravity -- and then, finally, to
3 be able to construct these facilities in a timely
4 fashion, maximizing the use of our existing facility.

5 So these alternatives were rejected under CEQA
6 because they did not meet all of our project goals.
7 And then it did not also reduce our environmental
8 impacts. Again, these are described further in the
9 Draft EIR.

10 So the Draft EIR fully analyzed two
11 alternatives. One is to decommission these two
12 existing reservoirs and then build a new reservoir
13 site. And the other alternative was to retrofit our
14 existing reservoirs.

15 And the Draft EIR -- the Draft EIR preferred
16 alternative is actually to build a new treated water
17 reservoir here and to decommission the two existing
18 reservoirs. This preferred alternative will give us
19 the opportunity to, one, strengthen the Harry Tracy
20 Water Treatment Plant, be able to provide water within
21 24 hours after a major earthquake.

22 The site that we found here was the most
23 seismically reliable location on the site, given our
24 constrained footprint. The proposed project and
25 project alternatives and impacts have been analyzed

1 completely in the Draft EIR pursuant to CEQA. And you
2 can see that these improvements encompass much of the
3 property. As a result, the site no longer
4 accommodates -- makes use for the site which we would
5 have an operating treatment facility and also have a
6 facility for the horse stable corrals. However, the
7 PUC is committed to work with the horse stable lessees
8 to address this potential termination and to ease their
9 transition.

10 In conclusion, the project construction is
11 approximately four years. Throughout the planning
12 process, we have been meeting regularly with our local
13 jurisdictions adjacent to the facility. And I would be
14 happy to answer any questions that you may have.

15 Thank you.

16 PRESIDENT MIGUEL: Thank you.

17 TIM JOHNSTON: Thank you, Calvin.

18 I would now like to state that this is a
19 hearing to receive comments on the Draft Environmental
20 Impact Report for Case No. 2007.1202E, which is the
21 Harry Tracy Water Treatment Plant, Long-Term
22 Improvements Project.

23 This Draft EIR was published on March 31st,
24 2010 and delivered to you shortly thereafter. Staff is
25 not here to respond to comments today. Comments will

1 be transcribed and responded to in writing in a
2 responses to comment document, which will respond to
3 all verbal and written comments received and include
4 revisions made to the Draft EIR as appropriate.

5 This is not a hearing to consider approval or
6 disapproval of the proposed project. That hearing will
7 be held by the SFPUC subsequent to Final EIR
8 certification. Comments today should be directed to
9 the adequacy and accuracy of the information contained
10 in the Draft EIR. Commenters should speak slowly and
11 clearly so that the court reporter can produce an
12 accurate transcript. Also, commenters should state
13 their name and address so that they can be properly
14 identified and so that they can be sent a copy of the
15 comments and responses document once completed.

16 After a comment from the general public, we
17 would also like to take any comments on the Draft EIR
18 from the Planning Commission. The public comment
19 period for this project began on April 1st, 2010 and
20 extends until 5:00 p.m. this coming Monday, May 17th.
21 One local Draft hearing was held in the project area,
22 which was on Thursday, April 29th, in Millbrae.

23 This concludes my presentation on the matter,
24 unless Commissioners have any questions. Following
25 that, I recommend that the public hearing be opened.

1 PRESIDENT MIGUEL: Thank you. I have a number of
2 speaker cards.

3 Allen Harrison, Michelle Harrison, Richard
4 Fraser, you can up when I call your name.

I-HarrisonA-VSF

5 ALLEN HARRISON: Good afternoon, ladies and
6 gentlemen. My name is Allen Harrison. My address is
7 811 Hillcrest Boulevard, Millbrae, California, ZIP code
8 is 94030.

9 I would like to address the closure of the
10 Skyline Stable facility located at the Harry Tracy
11 Water Treatment Plant. My wife and I own three horses
12 which are boarded at Skyline Stables. In the
13 Environmental Report it stated that there are plenty of
14 other stable facilities to place 52 horses located at
15 the Skyline facility. What the Environmental Report
16 does not address is the cost of these facilities.

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17 Skyline Stables is a one-of-a-kind. It is a
18 nonprofit, low-cost, self-care facility. Prices are
19 kept low because the boarders perform all the work
20 needed to run the facility. There is no other facility
21 like this on the Peninsula. All other stable
22 facilities are about five times greater in price than
23 Skyline Stables.

24 We live two miles from the stables, only a
25 five-minute drive. We go to the stables twice a day,

1 every day to care for our horses. There is no other
2 stable facility less than 20 minutes away.

3 The Environmental Report states that Skyline
4 Stables is one of several stables in the
5 San Mateo-Millbrae area built in the early to mid 20th
6 century and is not a unique property. What has
7 happened to all these other stable facilities in this
8 area? Only two still exist -- a ten-stall facility
9 located off of Polhemus Road in San Mateo, and the
10 Skyline Stables which has 52 stalls and is slated to be
11 closed down.

12 Our horses are our personal animals and not
13 used for profit in any way. We have had many children
14 come to Skyline Stables to ride our horses. We have
15 taken our horses to Franklin Elementary School for the
16 kindergarten class. The children got to groom and ride
17 the horses. Last December, we took the horses to the
18 San Francisco CHP office for the children to ride
19 during the annual Christmas party.

20 My wife and I, along with several other people
21 at Skyline Stables, are members of the San Mateo County
22 Parks Volunteer Horse Patrol. We regularly patrol the
23 San Andreas and Camp Sawyer Trails. We have access to
24 these trails from the facility we are currently located
25 at.

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R2

1 The Environmental Report states that there is
2 access to these trails from the street parking area at
3 the top of Larkspur avenue. While it is possible to
4 access these trails from this location, it is not
5 feasible to park a large truck and horse trailer and
6 have room to safely load and off-load animals and get
7 ready to ride. It would put both the animals and
8 traveling public in jeopardy.

9 If this facility closes, the use of horses on
10 this trail will end. You will not see horses on this
11 trail again.

12 My wife and I, both being State employees,
13 have taken a large cut in pay. If the Skyline Stables
14 facilities close, we will not be able to afford to keep
15 our horses here and will be forced to move in order to
16 keep our animals. I would ask the Skyline Stable
17 facility be kept operating at it's current location.
18 If this were not possible, I would ask that it be
19 relocated on watershed property close to its current
20 location.

21 PRESIDENT MIGUEL: Thank you.

I-HarrisonM-VSF

22 MICHELLE HARRISON: Good afternoon. My name is
23 Michelle Harrison. I'm also at 81 Hillcrest Boulevard,
24 Millbrae, California. Eleven years ago, my husband and
25 I decided to get horses. After researching where we

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1 could keep them, we decided we could not afford them.

2 I looked in the phone book one day and saw
3 Skyline Stables. I'd never heard of it. We called,
4 and there were two spaces available. It was a low-cost
5 facility because you care for your horses yourself.

6 We bought two horses. Every morning, we drove
7 from South San Francisco to feed them. After work, we
8 met at the stables to clean and feed and exercise the
9 horses. For 11 years, every time I drove through the
10 gate to the horses, my heart would be racing. I was so
11 excited to see them. This was my first horse. I
12 learned to care for the horses through my husband and
13 others at the stables.

14 After three years, we moved to Millbrae to be
15 closer to the horses. Then my daughter, her husband
16 and granddaughters move moved to Millbrae. My husband
17 used to turn around and look at me when we rode. He
18 said, "I want to see the big smile on your face." And
19 now, I turn around and look at the big smiles on my
20 granddaughters' faces.

21 Several of us from Skyline Stables are on the
22 San Mateo County Volunteer Horse Patrol. We ride and
23 maintain trails. Children and their parents love to
24 see the horses on the trails. We always stop and let
25 them pet the horses. We ride out the gate from the

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R2

1 plant on to the Camp Sawyer and San Andreas Trail. We
2 will not be able to do this anymore if the stable
3 closes.

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4 We now have three horses. Two of them are
5 older with minor leg problems. And there are several
6 older horses at the facility, and they all need special
7 care. We cannot afford to put our horses in another
8 facility. It would cost us five times as much money to
9 put them somewhere else.

02
G2

10 If I knew Skyline Stables would be closing, I
11 never would have bought horses. I am asking that you
12 keep Skyline Stables where it is, and if it is not
13 possible, can we be relocated somewhere close to its
14 current location on the watershed property?

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15 Thank you.

16 PRESIDENT MIGUEL: Thank you.

I-FraserR-VSF

17 RICHARD FRASER: First of all, I would like to
18 address the Commissioners and apologize for my attire.

19 I'm an independent contractor that frequents
20 this facility and have for 25 years. I'm a horseshoer.

21 I've listened to all the arguments on both
22 sides and have done a little research on the computer,
23 found out that everybody's trying hard to make this a
24 win-win situation. And I think there's a feasible
25 answer.

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1 SECRETARY AVERY: Can you state your name for the
2 record?

3 RICHARD FRASER: I apologize. Richard Stanley
4 Fraser. I live at 3900 Marsten Avenue, Belmont,
5 California 94002.

6 And back to the topic. At the bottom of
7 Polhemus Avenue, there's a facility -- it's actually
8 triangular shaped -- that has potential. There were
9 equestrians there for quite some time, and they didn't
10 maintain that facility. Now as you drive by, which I
11 drive buy it frequently, it's very shabbily covered
12 with all kinds of foliage and fauna, and there's
13 transients sleeping in there undesirables there all the
14 time.

15 And right across the street, there's a
16 wonderful little Methodist church that's not just a
17 church, but it has several youth programs. It's the
18 Bunker Hill Nursery School, and there are other youth
19 programs that are in that facility. And I believe with
20 a clean and green project, like these people propose,
21 to not only maintain but to keep a schedule so that you
22 people know what we're doing or what they are doing,
23 excuse me, I think that that facility could be cleaned
24 up, put a clean and green facility there or -- it's
25 cleaned, the fecal is shipped off the premises to a

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R4

1 proper facility to be recycled.

2 I was involved with the PUC's both at SFPUC
3 and East Bay MUD with cryptosporidium problems when I
4 was running cattle. And that's a bacterium that our
5 today-scenarios of cleaning our water systems can't
6 handle. And as we all know, that was a bacterium that
7 was generated by cattle.

8 Horses, with their fecal being picked up on a
9 daily routine and these people maintaining a clean and
10 green environment I think would be a wonderful addition
11 to that community off of Polhemus as well as to the
12 school and church across the street.

13 Thank you very much.

14 PRESIDENT MIGUEL: Thank you.

O-SkylineCH-VSF

15 Christine Hanson, Larissa Milano, Bill Clark.

16 CHRISTINE HANSON: Good afternoon. My name is
17 Christine Hanson. I live at 74 Cotter Street, San
18 Francisco. My ZIP code is 94112. I'm in the Excelsior
19 District, and I am the chairman of the board of the
20 nonprofit Skyline Stables. I am also a subleaseholder,
21 and my horse, Woodstock, lives at Skyline Stables.

22 Losing Skyline Stables would cause a
23 significant impact. If the new treated water reservoir
24 can only be located on the site of the barns and
25 paddocks, then is very important that these 52 stabling



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1 choices are moved in their entirety to another SFPUC
2 location as was stated in the original project
3 proposal.

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4 The Draft EIR states that the horses housed in
5 the Harry Tracy Water Treatment Plant can be absorbed
6 into other stables in the area. In the Draft EIR,
7 there is a list of stables and their capacity. What is
8 not reflected in the Draft EIR is the disparity of
9 pricing between Skyline Stables and those listed. Also
10 the Draft EIR does not note availability. Most of the
11 places listed are full with no vacancy available.

03
R4

12 Skyline Stables is unique for its history and
13 longevity in a suburban area that no longer includes
14 horses. Horses and equestrian use of the land that the
15 Harry Tracy Water Treatment Plant sits on predates the
16 SFPUC ownership of the land. Later in the 1940s
17 families from the surrounding area began building these
18 little red barns.

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19 The Draft EIR states that there will be no
20 change in the existing character of the vicinity if the
21 stables are removed. This is not true. And in fact,
22 not only the character of the Harry Tracy Water
23 Treatment Plant will be altered, but there will be no
24 horses in Millbrae probably for the first time since
25 the King of Spain granted the land to the Sanchez

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1 family. When the horses leave Harry Tracy Water
2 Treatment Plant, the character of the land will be
3 changed forever.

4 What a horse brings to a place is impossible
5 to quantify. They come from a time and place that is
6 hard to grasp in our modern world of constantly ringing
7 telephones and distractions. They live solidly in the
8 present, the here and the now. They bring us back to
9 this grounded place at any moment we breathe in their
10 presence. Simply stated, they live in another world.

11 The experience of being with a horse is
12 something that should be protected for future
13 generations. We haven't been doing a very good job of
14 that here in San Francisco and the northern peninsula.
15 As San Francisco and its surrounding suburbs to the
16 south have developed, our open pastures and riding
17 stables have given way to houses and shopping malls
18 with very few stables remaining. Skyline Stables is
19 one of the rare survivors of the march of progress.
20 For all of these decades it has peacefully existed
21 within a water treatment plant, thus we made no plans
22 to preserve this unique experience of the horse.

23 PRESIDENT MIGUEL: Thank you.

24 CHRISTINE HANSON: Thank you.

25 LARISSA MILANO: Good evening. My name is Larissa

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I-MilanoL-VSF

1 Milano. My address is 111 Darcy Ave., San Mateo,
2 California, 94403.

3 I am the secretary of the board for Skyline
4 Stables. And I found out about Skyline Stables about
5 two and a half years ago, just happened to come across
6 it. I was able to rescue a horse that was going to be
7 sent to slaughter. And having Skyline Stables made me
8 be able to have a horse again.

9 I've been around horses since I was five years
10 old, and it's amazing what it does to you. It gives
11 you confidence. It teaches you responsibility. And
12 the children that come up there have learned that also.

13 I have always wanted to start a nonprofit
14 rescue, and as of right now, I am in the process of
15 seeing my nonprofit. Unfortunately, with the barns
16 being closed, I won't be able to continue with that. I
17 need an area where I know that it's cost effective for
18 me to start bringing in more lives and saving more
19 animals.

20 If the Skyline Stables are relocated to
21 another property and, like someone else commented, with
22 a school and another community across the way, it would
23 be great for us to be able to involve that rescue and
24 have kids come and help out and learn about horses.
25 And it would really impact not just the community here

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1 but the horse community as a whole.

2 So that's my idea. I think it would be great
3 if you guys could relocate us. I understand the
4 project is important, but another area would be great
5 for us. Thank you.

6 PRESIDENT MIGUEL: Thank you.

7 BILL CLARK: Good afternoon. My name's Bill
8 Clark. I'm at 255 Anita Drive, Millbrae, 94030.

9 Have you ever seen the smile of a child or an
10 adult that has been touched by his or her first horse,
11 the look their face as the horse's lips search for
12 caress in their hands? This has happened countless
13 times at Skyline Stables. And some of the adults whom
14 I speak of are your own employees that travel through.

15 Again, my name is Bill Clark. I've been at
16 the stables now for 13 years and a resident of Millbrae
17 for all of my 56. Prior to coming to Skyline Stables,
18 I had my horse on the coast. Because the property was
19 being sold, the new owners were going to not board any
20 more. The coast was a great place. There was a lots
21 of access to ride. Ranchers and the older property
22 owners would let you access their land as long as you
23 respected it and closed their gates.

24 Sadly, this access was coming to an end about
25 the same time as we were looking to go elsewhere. The



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I-ClarkB-VSF



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1 dot com era was in boom, and a lot of land was being
2 sold. New owners didn't want their land to be crossed,
3 and they really didn't want to hear about it. So if
4 you look back, it was just another minimizing of space
5 for horse owners in the area.

6 So we looked, and we found Skyline Stables.
7 It's a great place. It's made up of barn owners who,
8 since 1943 -- and by some accounts even earlier than
9 that -- through sweat equity and their own money, built
10 these with us today. The stables through the years has
11 taught children the meaning of commitment and, for
12 quite a few others, built memories that are fond ones.

13 It had riding trails and access to the
14 watershed. Back then, you were able to buy a horse
15 permit and allowed to ride off the beaten path. This
16 was only offered to the equestrian because the water
17 department at the time said the horses would not
18 disturb any of the public -- I mean any of the land,
19 and the general public with bikes and running paths
20 would. So we were seen as environmentally neutral at
21 that time.

22 We also were able, in a small way, to patrol
23 the land and on a few occasions avert some problems and
24 report it to the watershed.

25 After a couple years, I bought a barn. I

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1 lived close by, and buying a barn seemed the right
2 thing to do and to continue the legacy. I could keep
3 my horse and have others afford the same. Lower
4 stabling costs and all you had to do was clean and
5 feed.

6 Then came 9/11 and the sudden death of our
7 manager, who leased the stable. The stable took on a
8 different look for safety reasons. Our permits were
9 taken away; access was tightened. And developed a
10 nonprofit to fit the PUC. The cost was always
11 reasonable there, but the nonprofit kept the stable at
12 an affordable rate to the community.

13 Granted, the stabling is not fit for some
14 people -- may not be fit for some people's plans
15 because the access is limited, but we still were able
16 to tend to our animals and keep the costs down.

17 My horse has achieved the ripe old age of 37
18 by me being able to tend to him and give him the
19 quality he needs. Some people can't believe he's that
20 old. I wish I could say the same about myself.

21 PRESIDENT MIGUEL: Faye Brophy, Carole Bottarini,
22 Allison White.

23 FAYE BROPHY: Hi. My name is Faye Brophy, and I
24 live at 600 Lake Mead Way in Emerald Hills.

25 SECRETARY AVERY: Can pull the microphone closer.



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PD1

I-BrophyF-VSF

1 FAYE BROPHY: Better?

2 A point to be made is that many of today's
3 riders are in their 40s and 50s and older. That being
4 the case means that their horses represent
5 quote/unquote a service animal which allows these
6 riders access to areas where they can't go on their own
7 power. Closure of this stables would therefore cause
8 many of these handicapped riders to loose their service
9 animals because of the increased cost of the horses at
10 other places. This would be an infraction of the ADA
11 guidelines.

12 I hope that you will seriously consider
13 relocation of the stables to another site on the PUC
14 lands. Thank you.

15 PRESIDENT MIGUEL: Thank you.

16 CAROLE BOTTARINI: Hello. My name is Carole
17 Bottarini. I live at 1225 Sleepy Hollow Lane in
18 Millbrae. I'm the treasure of Skyline Stables. I've
19 been the treasure for two terms now. I have been at
20 the stables for 28 years. I'm a 69-year-old rider that
21 rides five days a week.

22 I have rescued four thoroughbred horses from
23 the race track. And during that time, I've enjoyed
24 them as a pleasure horse.

25 I would like to point out some inaccuracies in

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I-BottariniC-VSF

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1 the Draft EIR. The Draft states that Skyline Stables
2 is a private facility, but in fact it is a public
3 facilities where anyone can rent a stall, buy ownership
4 of a barn, and take riding lessons.

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5 The Draft also states the stable is not a
6 unique property. But in fact it is the only nonprofit
7 stabling facility in San Francisco and in the
8 Peninsula.

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R4

9 It also is a huge security benefit on the
10 watershed. I was riding the Sawyer Camp Trail along
11 the freeway and saw smoke coming from a bed of pine
12 needles. I called 911. The fire department came while
13 we sat on our horses and watched.

03
G3

14 The Draft EIR is also flawed because in the
15 survey taken by Jones and Stokes, in Table 5.8.1
16 regarding the other stables in the area, they neglected
17 to obtain the cost of each boarding facility or the
18 availability of the facility. I am on a waiting list
19 30 miles a way for just a pasture, which is all I can
20 afford. I am now eight blocks away from Skyline
21 Stables.

04
R4

22 I did a cost analysis on eight of the boarding
23 facilities listed in the Draft EIR, and I got the
24 stables that have exactly what we have now. The
25 average cost is \$698 per month. It only costs us \$220

1 per month per horse because we take care of our own
2 horses.

3 Skyline Stables must be relocated on the
4 watershed. The cost to put up portable barns and
5 fencing would be less than compensation in dollars and
6 cents for breaking our lease. The money would be
7 better utilizes by continuing a nonprofit, low-cost
8 stabling facility. The SFPUC would be getting a return
9 on their investment by issuing us a long-term lease.
10 This would also better serve the community in the long
11 run.

12 Horses have been on the watershed for 100
13 years. Thank you.

14 PRESIDENT MIGUEL: Thank you.

15 ALLISON WHITE: Good afternoon. My name is
16 Allison White. I'm past president of -- oh, I live at
17 54 Grand Street in Redwood City, 94062.

18 I'm past president of Los Viajaros Riding
19 Club, which is also a member of ETRAC, which is
20 Equestrian Trail Riders Action Committee, representing
21 over 1,000 riders on the Peninsula. And I'm here in
22 support of the equestrians at Skyline Stables. And I
23 would like to urge you to work with them to relocate in
24 partnership with them so that we can continue the
25 longstanding California historical tradition of keeping

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I-WhiteA-VSF

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1 horses on the Peninsula.

2 If you go through with this proposal, the
3 facility will represent yet another of several equine
4 boarding facilities which have been closed down for the
5 sake of improvement in previous years. As mentioned by
6 previous speakers, it does provide handicapped riders,
7 children access to their therapy, which is present in
8 therapy groups on the Peninsula. So having horses
9 available is an important part of that facility.

10 Also, search and rescue, today horses are an
11 important part of search and rescue as evidenced by
12 recent search and rescue in McLaren Park in San
13 Francisco, where they did an extensive search for an
14 Asian man. So I am hoping that you will work with
15 Skyline Stables to work out an equitable solution.
16 Thank you very much.

17 PRESIDENT MIGUEL: Thank you.

18 Gregory Bussinger [phonetic], Laura Stevens,
19 Laura Derry.

20 GREGORY BUSSINGER: My name is Gregory Bussinger.
21 I reside as 61 Central Avenue, Apartment No. 3 in San
22 Francisco, California, 94117.

23 I am a strong advocate for the relocation of
24 Skyline Stables which currently reside at that Harry
25 Tracy Water Treatment Plant in Millbrae, California.

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I-BussingerG-VSF

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1 I am a working professional in the equine
2 industry, and I am here to stress the importance of
3 these animals to their owners, my stable colleagues,
4 myself, and our community.

5 Horses have always been a positive therapeutic
6 influence for me. As a child, all I ever wanted to do
7 was to own and ride horses. As a pre-teen, I cleaned
8 stalls and took on other farm and barn work to afford
9 riding lessons. At this crucial developmental stage in
10 my life, working with these creatures taught me life
11 lessons -- patience, confidence, team work, and the
12 great responsibility of caring for another living
13 being. These are only a few of the extraordinary
14 skills horses have taught me, ones that have shaped me
15 into the person that I am today.

16 I have lived in San Francisco for ten years
17 now, moving here from Ohio to attempted university. I
18 had planned to continue my riding at Golden Gate Park
19 Stables, only to be disappointed on my arrival to
20 learn of the closure of this 130-year-old institution.
21 I was a lost soul and fell into a deep depression that
22 soon manifested into severe drug and alcohol addictions.
23 I harbored an internal emptiness that I didn't truly
24 understand or yet connect to the absence of horses in
25 my life. I was on the verge of surrendering completely

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PD1

1 to my destructive drug and alcohol addictions until a
2 year and a half ago, when horses came back into and
3 saved my life.

4 God finally answered my prayers, and I
5 obtained a job caring for 19 horses in Marin County.
6 My job responsibilities for these 19 animals who
7 depended solely upon me for their survival provided the
8 eye-opener I needed to get my life back on the right
9 path. I woke at 5:00 a.m. six days a week; therefore,
10 I could no longer stay up until the wee hours of the
11 night, slowly killing myself, nor did I want to. These
12 animals resurrected a dormant purpose in my life, and I
13 had a new reason for being.

14 On top of all of this. I met and was able to
15 rescue my best friend Tiger. He was a neglected horse
16 at my barn who, after many years of emotional and
17 physical abuse, was in the same boat as I was. We
18 saved each other. There is nothing I will not do for
19 him. Sometimes I eat ramen and saltines so that he has
20 good, quality food and a warm, safe place to live. I
21 am on a fixed budget, and the affordable stabling I
22 found at Skyline Stables is the perfect fit for him and
23 for me.

24 As urban sprawl continues to reduce the
25 remaining Bay Area rural landscape, more and more

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1 stables are being closed. I currently drive through
2 three counties each day to take care of Tiger and
3 cringe to think of how many more counties I will have
4 to trek through in order to stable my horse. We simply
5 cannot underestimate the importance of have having
6 pockets of nature in the form of landscape and animals
7 accessible and available in our local communities.

8 These horses and this barn are beautiful and
9 refreshing to see and experience as an alternative to
10 modern city life.

11 I know that each horse owner has their own
12 personal passionate story about how horses affect their
13 lives. It's important to remember that these horses
14 impact the lives of our family and friends as well.

15 People who would normally never come in
16 contact with these magnificent creatures can do so
17 through us. And I have seen firsthand how calming a
18 quick fix to this nearby barn has been for my
19 colleagues, friends, and family.

20 Thanks.

21 LAURA STEVENS: My name is Laura Stevens. I live
22 at 154 Maynard Street, San Francisco, California,
23 94112. I am a professional horse trainer and riding
24 instructor at Skyline Stables.

25 My concern is with the closure of the urban



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I-StevensL-VSF

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R3

1 stables. Every day I am astonished by the lack of
2 understanding of the nature of the horse. How he will
3 behave and what can be expected of him is a mystery to
4 most urban people.

5 Safety is my main concern. Training horses
6 for the San Jose Police Horse-Mounted Unit, I had to
7 ask people not to pose for photo ops next to my rearing
8 frightened horse while he was being trained at the
9 light-rail system. Leading trail rides on the busy
10 multi-use trails in the county park in San Mateo
11 County, I had to tell parents to not allow their
12 children to run under the horses.

13 At the same time, I am astonished daily by
14 people -- adults and children -- who have never seen a
15 horse in real life. I am amazed by their joy at seeing
16 a horse for their very first time. It is a profound
17 and primordial experience for them. Sometimes the
18 children cry or scream with wonder.

19 I live in what was migrate grandmother's house
20 in the Excelsior District. My mother grew up in that
21 house and used to wait every day just to watch the milk
22 horse pull up at the house. She rode horses at the
23 stable below McLaren Park, admired the St. Francis
24 Riding Club and leased a horse at a private stable by
25 Laguna Honda Hospital. Those stables have all gone the

01
R3

1 way of the dray horse.

2 I rode in the Sunset District, watching horses
3 on the bridle path in Golden Gate Park and dreaming
4 when it would be my turn. I eventually got my turn
5 with the police department, but Golden Gate Stables is
6 closed. Will it ever reopen?

7 I live in and love San Francisco and applaud
8 and voted for the water earthquake retrofit. But I am
9 also concerned with quality of life here. The Draft
10 EIR states that there is no impact with the removal of
11 the stables. But where are city people supposed to go
12 to learn about horses, farm animals, and the natural
13 world? Where are we supposed to go out and play?
14 Where are we supposed to get back to nature? Where are
15 urban people supposed to discover the mystery of the
16 horse?

17 Those of us who can will go down the
18 Peninsula. But I can count 500 stalls that have been
19 closed on the Peninsula in the last five years, and I'm
20 not counting Bay Meadows Race Track.

21 In 2009, the horse census in Woodside showed
22 that half the number of horses were registered there as
23 in the previous decade. At \$2 million an acre, the
24 public boarding facilities are being turned into
25 private compounds. Please help us keep Skyline, our

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1 last local community public stable, open.

2 PRESIDENT MIGUEL: Thank you.

I-DerryL-VSF

3 LAURA DERRY: Hello. My name is Laura Derry. I
4 live at 1369 - 47th Avenue, San Francisco. I'm an
5 artist in San Francisco. That's how I make my living.

6 I'm here to speak on behalf of keeping the
7 stables open or relocating them. About ten years ago,
8 my father passed, and I was lost. So I went to Golden
9 Gate Park, where the Golden Gate Park Stables were. I
10 was lucky. I got there right before they closed. I
11 learned how to ride a horse, and I got a horse there.
12 That was really good thing for me, even though I was
13 sad.

14 Her name is Pickles, and I moved her to Marin
15 to a really nice barn which, over the years, got more
16 and more expensive. And it was an hour and a half
17 round trip, and I would go six days a week. It got to
18 be so much money and time, that I began to look for
19 another place. And that's when I went to Skyline
20 Stables for the first time.

21 My horse eventually died of cancer, so I did
22 not move her there. And I quit horses for a while
23 because I loved her so much. But then, when I was
24 ready, I went back to Skyline.

25 It's 20 minutes from my house. It's great

1 people. I'm not going to disparage the other barns in
2 the area, but a lot of them are very expensive,
3 \$100,000 horses. It's just not the way I ride. So I'm
4 very happy to have somewhere accessible to me where I
5 can have trails and have reasonable training lessons so
6 I can keep riding.

7 I am hoping that you guys will consider
8 relocating the stables if you don't keep them open
9 because as I look around the Bay Area, I'm not sure
10 where to go next. It's going to be outside of my
11 commute perimeter to be with horses.

12 Thank you for your time today.

13 PRESIDENT MIGUEL: Thank you.

I-RhodesE-VSF

14 Emma Rhodes, Steve Flahavan, Bertille Legrand.

15 EMMA RHODES: Good evening. My name is Emma
16 Rhodes. Sorry. I live at 39 Cotter Street in the
17 Excelsior District of San Francisco, and my ZIP code is
18 94112.

19 I'm a sophomore in high school, and I go to
20 School of the Arts. I've been obsessed with horses
21 since before I could even speak. Unfortunately, the
22 world of horses is an extremely expensive one. I used
23 to save up every penny I had for a riding lesson. I'd
24 generally manage one about once every two months, and
25 nearly all of them are at different stables. I was

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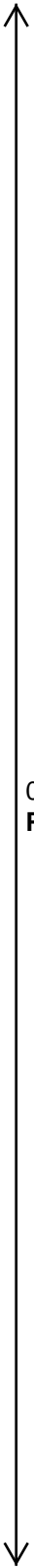
1 tossed from barn to barn as different trainers and
2 owners moved on or were kicked out as prices were
3 raised, horses were sold.

4 I was 12 years old when my neighbor, Chris
5 Brady, first introduced me to the nurturing environment
6 that is Skyline Stables. Chris has taught me more than
7 I could ever learn at school. I come to the stables
8 and share this land with the San Francisco Public
9 Utilities Commission almost every day.

10 Sorry.

11 The community of horses and people I've found
12 is truly incredible. And it's through Skyline Stables
13 that I met the woman I train with now, Laura Stevens.
14 She's a remarkable person, and the lessons I learn from
15 her in the four hours horses she's boarding at Skyline
16 Stables are lessons I will carry with me throughout my
17 life. The people at Skyline Stables are always so
18 eager to teach me and share their stories and
19 experiences. I can't believe that so many exceptional,
20 gifted people are all together like this in one place.

21 This barn has also helped me through the
22 potentially scarring middle school years and is helping
23 me through high school. I am always told that it is
24 unusual for a teenager to have found a passion like I
25 have. So -- sorry.



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1 Horses are keeping me out of trouble in these
2 tempting teenage years, and there is no other place
3 where I am truly happy. In practical terms, this barn
4 is within a 20-minute drive from San Francisco. If
5 this barn is not relocated, it will deprive not only me
6 but a whole range of people from an affordable, decent
7 community-beneficial service.

8 In conclusion, I have to say that I hope there
9 is a win-win solution here. I believe that
10 good-intentioned people can and will find a solution by
11 building a way forward to serve the whole community.
12 Please find a way to keep this marvelous, marvelous
13 community resource available. Thank you. Sorry.

14 PRESIDENT MIGUEL: Thank you.

15 STEVE FLAHAVAN: Good afternoon, everybody. My
16 name is Steve Flahavan. I'm a Native San Franciscan.
17 I've been riding horses since I was 12 years old. I
18 came out of -- I bear with me. This is a little hard.

19 I've been at the Skyline Stables for about 20
20 years, maybe 25. I picked up a barn there years ago
21 when I couldn't find a place anywhere left in San
22 Francisco. And I'm talking about I'm 75 years old.
23 I'm an old cowboy from butchertown, out in the
24 stockyard area of San Francisco. I rode for Moffit
25 Meat Company when I was young, before they closed them

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1 all down and I had to find a different job.

2 Anyway, it's just -- I've been at the Skyline
3 Stables for a long, long time. It's a great place for
4 all of the people that have already spoken today and me
5 to keep a horse. Nobody's -- we're not in the rich
6 business, you know. This is a low-key operation.

7 And I'll probably just to cut to the chase.
8 If they can't keep us there, how about moving us on
9 down somewhere else on the Water Department? We've
10 never really had any complaints about any trouble or
11 any really big complaints, you know? It's a really a
12 nice, nice deal. And I really would appreciate if we
13 could move on some place down the Peninsula, be
14 relocated.

15 Thank you very much.

16 PRESIDENT MIGUEL: Thank you.

17 BERTILLE LEGRAND: Good afternoon, President
18 Miguel and Commissioners. My name is Bertille Legrand,
19 and I live here in San Francisco. The address is
20 2877 - 23rd Street, San Francisco, 94110.

21 I think you can see from now that -- from
22 hearing all the speakers that this is a very real and
23 emotional issue. We are talking about people, and we
24 are talking about lifestyle.

25 I live here in San Francisco with my husband,

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1 and both of us are equestrian. There are today no
2 places where one can board horses in the city, when
3 there are used to be 22 stables. In 2001, they closed
4 Golden Gate Stables for renovation, and it has yet to
5 be reopened.

6 Those current stables are very important and
7 very necessary for us residents of San Francisco. Not
8 only are the stables environmentally correct, they
9 provide a wonderful use of public land with minimal
10 impact. They also serve the community and provide
11 local outdoors activities to the residents.

12 May we count on you to keep giving us access
13 to this opportunity and which makes the Bay Area so
14 special? You are to make your decision that would
15 impact the lives of people of animals and of the
16 environment and the lives also of the future
17 generations, and I urge you to keep the stables open.

18 In the 23,000 acres that belongs to the
19 watershed, there must be a place, certainly, for
20 another location, either for the tank or for the
21 stables.

22 Thank you very much.

23 PRESIDENT MIGUEL: Thank you.

24 Is there any further public comment on this
25 item?

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1 (No response)

2 PRESIDENT MIGUEL: If not, public comment is
3 closed.

4 Commissioner Antonini?

Antonini-VSF

5 COMMISSIONER ANTONINI: I just -- I just had a
6 couple questions for staff. I know that there have
7 been some -- first of all, my assumption is -- was,
8 from the testimony we've heard, is there are equestrian
9 trails on the watershed, and horses and riders go
10 through the watershed lands now. Is that true?

11 TIM JOHNSTON: Yes, sir.

12 COMMISSIONER ANTONINI: And also, I guess at the
13 present time that the owners of the stables take care
14 of cleaning up after their horses and -- you know, as
15 far as waste products and everything else?

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16 TIM JOHNSTON: I would have to defer to -- I'm not
17 familiar with the stable operation. But that is our
18 understanding, yes.

19 COMMISSIONER ANTONINI: The main point is it's
20 being done. So one would presume that, if there were
21 another site found throughout the watershed area, it
22 would not be anything unique that there are horses in
23 the watershed area because there have been always been,
24 in fact, back predating the Water Treatment Plant, from
25 what I understand. And then the same system would work

1 as far as sanitation issues are concerned. So I guess
2 that's what I wanted to establish.

3 TIM JOHNSTON: Well, sir, as you -- as I'm sure
4 you're aware, staff merely analyzed the proposal
5 brought to us.

6 COMMISSIONER ANTONINI: Right.

7 TIM JOHNSTON: The PUC is not proposing to
8 relocate the stables, so that issue per se was not
9 analyzed in the Draft EIR.

10 COMMISSIONER ANTONINI: Thank you. I was just
11 going to establish some points based upon the testimony
12 as to, you know, what the current situation is.

13 I realize that you are here to take testimony,
14 to make comments and ask questions. And of course the
15 decision making process is going to be at a different
16 place. So thank you for your answers to that.

17 Yeah, to the extent that it would be possible,
18 it certainly would be well if we could find -- even
19 though that's not before us today, but to find a way to
20 relocate these stables somewhere on land either owned
21 by the PUC or owned privately somewhere in the general
22 vicinity for a lot of the reasons that were stated
23 today because of the cost and the fact that we're
24 losing stables. I guess -- I think Palomar Stables are
25 closed too. They were out by Daly City. So I think

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1 that there are really now none. This maybe the closest
2 to San Francisco that I'm aware of.

3 So thank you. I appreciate that. I think
4 there were a lot of good points made today. Certainly
5 the security aspects of having people on horses in the
6 watershed area possibly is an added benefit. So I'll
7 let some others make comments now. Thank you.

8 PRESIDENT MIGUEL: Commissioner Sugaya?

9 COMMISSIONER SUGAYA: Yes, I'd just like to -- I
10 guess I'll initially say that I appreciate the
11 testimony, although, I have to say that only a few
12 people addressed the purpose of the hearing, which is
13 to take testimony on the adequacy and accuracy of the
14 EIR itself.

15 The stories were nice. I appreciated everyone
16 coming out and taking their time. But you also have
17 the opportunity now to provide written comments back to
18 the back to the City. I don't know how many of you
19 have these documents, but if you go on line, I'm sure
20 there's an address to which you can send those, which
21 is the Major Environmental Analysis, I assume, of the
22 Planning Department.

23 But if do you make comments, I'd just like to
24 say that they should really address -- most of it,
25 almost exclusively, had to do with the horse stables.

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1 It's in the chapter under "Recreation," I believe. So
2 you should read that, and then try to address the
3 inadequacies of the evaluation.

4 And secondly, although you're asking us to
5 relocate the stables or not have it demolished or
6 removed, this is not the proper or -- I can't say that.
7 This is not the right commission. And I hope you
8 realize that this commission does not make a decision
9 on whether or not the stables stay or go and get
10 relocated.

11 This is within the purview of the Public
12 Utilities Commission. So if you're going to direct
13 your comments along those lines, you should really be
14 addressing them to the PUC Commissioners themselves.
15 And you probably already know that anyway, but I just
16 thought I'd throw that out there.

17 About all we can do I suppose at some point,
18 if anybody's interested, either in the final
19 certification hearing or something, is to pass along
20 any ideas or feelings we have with respect to the
21 overall issue of recreation in the city and how horse
22 stables -- how horses fit into that.

23 PRESIDENT MIGUEL: Commissioner Lee?

24 COMMISSIONER LEE: I have a question regarding the
25 historical issues regarding stables. Has the

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1 Historical Preservation Commission taken a look at the
2 historical section?

3 TIM JOHNSTON: No, sir, because we did not find
4 any potential impacts on resources that would be
5 eligible for listing, either on the state or federal
6 historic resources lists.

7 COMMISSIONER LEE: How old are the stables?

8 TIM JOHNSTON: I think --

9 COMMISSIONER LEE: 50?

10 UNIDENTIFIED SPEAKER: About 75 years old.

11 TIM JOHNSTON: We did analyze -- those are
12 analyzed in the cultural resources section, but they
13 were not found to be unique historical resources in and
14 of themselves.

15 COMMISSIONER LEE: Thank you.

16 COMMISSIONER SUGAYA: Are you going answer that in
17 the EIR?

18 TIM JOHNSTON: It is addressed in the EIR. I
19 guess we will --

20 COMMISSIONER SUGAYA: No, the Commissioner's
21 comment.

22 TIM JOHNSTON: Which was?

23 COMMISSIONER ANTONINI: I think you have to --

24 COMMISSIONER SUGAYA: Yes, exactly.

25 The question is, Mr. Sugaya feels that the

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1 section on historical resources treating the stables is
2 inadequate. And we would like to have that addressed
3 in the comments and responses.

4 TIM JOHNSTON: Yes, sir.

5 PRESIDENT MIGUEL: Commissioner Antonini?

Antonini-VSF

6 COMMISSIONER ANTONINI: I do find where you point
7 out other stables in the vicinity. I don't know, and I
8 did not read closely, if you analyzed the cost
9 differences in there, which, of course, is a factor
10 which has been mentioned because obviously if you're
11 trying to substitute something, comparison of the cost
12 for -- you know, the situation may not be analogous to
13 each other. And we have had some testimony on that.
14 So it might be well to have something in there or -- at
15 least part of the testimony related to that as part of
16 the record.

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17 TIM JOHNSTON: Sir, there is an appendix that
18 contains the horse survey that was conducted for the
19 EIR. There is some information in there about cost.

20 However, cost is not -- those issues do not
21 reflect potential impacts on the environment, so they
22 fell outside the scope of review pursuant to CEQA.

23 COMMISSIONER ANTONINI: Understood.

Miguel-VSF

24 PRESIDENT MIGUEL: I, unfortunately, don't have
25 any comments directly on the EIR other than to say

1 that -- well, the question was asked. Those stables
2 have been there well over 50 years because I rode out
3 of them 50 years ago, and Palomar as well.

4 UNIDENTIFIED SPEAKER: 75, sir. 75 years.

5 PRESIDENT MIGUEL: Yes, yes. I would have been
6 three years old at that time. I wasn't riding. But 50
7 years ago, I had friends who had horses there. That
8 is, my father's -- as well as Palomar.

9 And I regret the fact that, although I had
10 worked on it too, that the Golden Gate Park Stables are
11 still abandoned with no real date regarding them.

12 I think that the recreation section of the EIR
13 has to take, perhaps, a better look at what is
14 available because it should take into consideration, in
15 my estimation, pricing out various forms of recreation,
16 in this case, riding. And to my knowledge, the stables
17 and the services that are available close to San
18 Francisco are extremely pricey, both Marin and the
19 Peninsula. And this is one of the last, if not the
20 last, that is relatively affordable for this type of
21 recreation.

22 And I would urge the PUC to take a second look
23 at the possibility of relocation.

24 Commissioner Moore?

25 COMMISSIONER MOORE: I'd like to first acknowledge

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1 Commissioner Sugaya for responding to the public and
2 giving a large number of people guidance of what we do
3 here and what we don't. We do not make the decision,
4 but we can connect you with another place of where you
5 can be heard.

6 What I'd like to ask the Commission is, we
7 have kind of touched on that periodically, to talk
8 about or schedule a session on general policy of how,
9 as we're moving in a denser and denser urban
10 environment, certain forms of recreation, from public
11 swimming pools which do not exist anymore, or very few,
12 to riding horses or whatever they might all be, should
13 be discussed as a policy issue.

14 And that will ultimately pass or result in a
15 further discussion with Park & Rec where we also speak
16 about the quality and nature of parks that we have.
17 But we can indeed structure the discussion so that it
18 becomes more all-encompassing. So I would like to add
19 that to our own agenda.

20 PRESIDENT MIGUEL: Commissioner Sugaya?

21 COMMISSIONER SUGAYA: Just add to what I said
22 about inadequacy, I think there is some dispute here
23 about what the date of construction is because this
24 says "circa 1963," and that's about 50 years ago.

25 PRESIDENT MIGUEL: It was there before that, from

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my memory.

COMMISSIONER SUGAYA: And some testimony, let's say, from the audience has pegged it as 75. So I'd just like to add to that to what I meant by "inadequate" -- or to further augment my previous question.

TIM JOHNSTON: Thank you.

PRESIDENT MIGUEL: And just to repeat that the public comment period is open until the close of business on May 17th on which any written comment can be submitted.

SECRETARY AVERY: Thank you.

The public hearing is closed.

(Whereupon, the proceedings concluded at 6:06 o'clock p.m.)

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1 STATE OF CALIFORNIA)
2 COUNTY OF MARIN) ss.

3 I, DEBORAH FUQUA, a Certified Shorthand
4 Reporter of the State of California, duly authorized to
5 administer oaths pursuant to Section 8211 of the
6 California Code of Civil Procedure, do hereby certify
7 that the foregoing proceedings were reported by me, a
8 disinterested person, and thereafter transcribed under
9 my direction into typewriting and is a true and correct
10 transcription of said proceedings.

11 I further certify that I am not of counsel or
12 attorney for either or any of the parties in the
13 foregoing proceeding and caption named, nor in any way
14 interested in the outcome of the cause named in said
15 caption.

16 Dated the 17th day of May, 2010.

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19 DEBORAH FUQUA
20 CSR NO. 12948
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APPENDIX C

Transcript of the June 10, 2008 Public Scoping Meeting

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SAN FRANCISCO PUBLIC UTILITIES COMMISSION
SAN FRANCISCO PLANNING DEPARTMENT

HARRY TRACY WATER TREATMENT PLANT LONG-TERM
IMPROVEMENTS PROJECT

PUBLIC SCOPING MEETING
MEADOWS ELEMENTARY SCHOOL
1101 HELEN DRIVE
MILLBRAE, CALIFORNIA 94030
TUESDAY, JUNE 10, 2008 - 7:00 P.M.

- AUGMENTED TRANSCRIPT -

REPORTED BY: DEBORAH FUQUA, CSR #12948

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A P P E A R A N C E S

SUSAN MICKELSEN

Environmental Planner

San Francisco Planning Department

Division of Major Analysis

CALVIN HUEY

Project Manager

San Francisco Public Utilities Commission

SPEAKERS

Sal Delgado

Phillip Lim

1 Tuesday, June 10, 2008 7:00 o'clock p.m.

2 ---o0o---

3 P R O C E E D I N G S

4 SUSAN MICKELSON: Good evening, and welcome to
5 tonight's public scoping meeting for the San Francisco
6 Public Utilities Commission or SFPUC Harry Tracy Water
7 Improvement Plant, Long-Term Improvement Project. My
8 name is Susan Mickelson. I'm an environmental planner
9 with the San Francisco Planning Department, and I'm the
10 environmental review coordinator for this project.

11 If you haven't already, please sign up at the
12 table near the back and grab the meeting materials. If
13 you wish to speak tonight, please fill out the speaker
14 cards, the blue speaker cards. And then there's a
15 written comment sheet as well; it's a white one. You
16 can submit your written comments tonight. There's a
17 box also at the entry table or you can mail those in
18 before June 23rd.

19 So basically, I'm going to give a brief
20 overview of the environmental review process, and then
21 we'll hear from the PUC on the proposed project.
22 Following both presentations, we'll open it up to
23 public comment portion. We have a court reporter here
24 tonight to make a transcript of tonight's proceedings.
25 If you're interested in viewing those, it does become

1 part of the public record, and can you request that
2 from me.

3 After all the speakers have commented, we will
4 conclude the meeting. There will be project teams,
5 team members available, that's the ones that were here
6 before, that will be available afterwards if you have
7 some additional questions.

8 So with that, I'll just do some general
9 introductions, if you haven't meet people. And first
10 again, I'm Susan Mickelson. Kate Gunnerson [phonetic]
11 is the project manager for our environmental consultant
12 team. Calvin Huey is the project manager for the PUC.
13 Anna Rhodes [phonetic] is the environmental project
14 manager. And Jim Chen [phonetic], in the back, is from
15 the communications department of the PUC.

16 So I'm just going to go over the environmental
17 review process very briefly.

18 The CEQA or the California Environmental
19 Quality Act review process is intended to produce
20 informational environmental documents used by decision
21 makers in their review of proposed projects. For
22 projects sponsored by the City of San Francisco, such
23 as SFPUC projects, the Planning Department acts as the
24 lead agency under CEQA and is therefore responsible for
25 implementing the environmental review.

1 Upon completion, the EIR does not represent
2 project approval, but, as an informational document, it
3 is used during the project approval decision made by
4 the SFPUC board per the Act as the environmental review
5 process is complete.

6 The CEQA also emphasizes the importance of
7 public participation throughout the process, beginning
8 with tonight's scoping meeting, to solicit both verbal
9 and written comments from you on the scope and focus of
10 the environmental review.

11 The EIR for the proposed project will analyze
12 and disclose the project description and setting,
13 potential environmental effects, ways to avoid or
14 reduce significant effects, including mitigation or
15 project alternatives. So any comments you have on any
16 of these topics is helpful to kind of focus the scope
17 of the EIR.

18 And just a reminder, the scoping period ends
19 on Monday, June 23rd at 5:00 o'clock. So please submit
20 your comments by then. The tentative release of the
21 Draft EIR would be in spring 2009 with certification to
22 occur in 2010.

23 So just a reminder -- sorry. I've got to get
24 my notes straight here.

25 Just a reminder, the purpose of this meeting

1 is to receive your comments to help determine the scope
2 an focus of the EIR, and we would like your comments on
3 environmental issues, concerns, assessment methods, and
4 alternatives.

5 And I will now turn it over to the PUC staff,
6 Calvin Huey, to give an overview of the proposed
7 project. Thank you.

8 CALVIN HUEY: Thanks, Susan.

9 Here is an overview of the site. We'll be
10 referring to this photo during our meeting, so if you
11 think -- hello? Okay.

12 So the roadway in the upper portion of the
13 photo is 280. So it's going from south to north. If
14 you look all the way in the bottom, there's a little
15 access road. There's the Helen Drive access road, just
16 to give you a perspective. So going from the left
17 side, from south, headed toward the north on the right.
18 From the west is 280, San Andreas Lake. On the right
19 would be Helen Drive, just to give you the perspective.

20 The SFPUC, the San Francisco Public Utilities
21 Commission, is a public utility that provides drinking
22 water to 2.4 million customers in Alameda, Santa Clara,
23 San Mateo, and San Francisco counties. We also provide
24 clean hydro power to San Francisco municipal facilities
25 including City Hall, the General Hospital,

1 streetlights, street cars, and the San Francisco
2 Airport.

3 Within San Francisco, the SFPUC collects and
4 treats wastewater and storm water through three
5 wastewater treatment plants. Your drinking water,
6 almost about 85 percent, flows from the Sierra Nevada
7 to the Bay Area by gravity. And the water is extremely
8 clear, and as a result, we receive a filtration
9 exception from the federal government.

10 So the SFPUC operates the Hetchy system, part
11 of which was built more than 100 years ago. And it is
12 a complex infrastructure network that provides water
13 from two primary sources. 85 percent of the water is
14 from the Tuolumne River through the Hetch Hetchy
15 Reservoir, the Yosemite Park area. And that's the area
16 all the way on the right. Unfortunately, I don't have
17 a pointer today. And there's where the water system
18 begins.

19 And the other 15 percent is runoff into the
20 reservoirs located in the local watersheds, in the East
21 Bay and Peninsula. So we maintain approximately 280
22 miles of pipeline, 60 miles of tunnels, 11 reservoirs,
23 5 pump stations, 2 water treatment plants. And Harry
24 Tracy is one of them.

25 Although the regional system is considered an

1 engineering marvel, the issue is many of our system
2 components were built more than 70 years ago. We cross
3 three major earthquake faults in the Bay Area,
4 including the San Andreas Fault, which is to the west
5 of us. Thus there is a need for the Water System
6 Improvement Program.

7 So this map shows the general location of six
8 major projects in the Peninsula. There are 13
9 throughout the county of San Mateo. And in this case,
10 we have the Harry Tracy Water Treatment short-term
11 project and the long-term project.

12 In late 2002, the SFPUC, with the assistance
13 of our 28 wholesale Bay Area partners, embarked on a
14 \$4.3 billion improvement program to repair, replace,
15 and seismically upgrade the water system.

16 The WSIP, or the water system improvement
17 program, includes more than 70 projects that spread
18 over seven counties, including upgrades to treatment,
19 transmission, storage facility for the purposes of
20 meeting our water quality, improving seismic stability,
21 delivery reliability and meeting our supply goals for
22 the year 2030.

23 The WSIP was approved by the San Francisco
24 voters in November of 2002 with over 70 projects in
25 seven counties, including the East Bay and the

1 Peninsula.

2 The goals are three; we have three goals.
3 That is, to repair, replace and seismically upgrade our
4 key water system facilities; two, add new redundant
5 facilities to assure system reliability. And three,
6 maintain high quality water. Harry Tracy Water
7 Treatment Plant long-term improvement project is one of
8 the many WSIP projects.

9 So why do we need this project? We have an
10 aging system. We are in close proximity to the San
11 Andreas Fault, which is to the west of us. And what's
12 our project goal? We're going to seismically
13 strengthen the Harry Tracy Water Treatment Plant and
14 give it earthquake protection, and two, provide
15 sustained water treatment capacity.

16 And then we'll go over the key components of
17 the project.

18 So in terms of the seismic reliability
19 improvements, we're going to seismically retrofit our
20 existing buildings on site. And we'll also address
21 potential slope stability issues in the event of an
22 earthquake. We'll also address issues to our pump
23 station, to our clarifiers, and to our water storage
24 tanks.

25 In terms of our treatment reliability

1 improvements, we're going to make improvements to our
2 pump station, which is to the right. Those are our
3 four existing pumps. We have a chemical storage.
4 We're going to make improvements there. We're going to
5 make improvements to our filters, which is more like
6 the middle photo and the left photo. And we're going
7 to add solids handling, which is in the left photo.

8 And then we'll also make other improvements to
9 our facility, actual instrumentaiton station upgrade,
10 we'll also deal with heating, ventilating and
11 air-conditioning upgrades, and we're also going to have
12 maintenance road upgrades.

13 So our key construction elements are three
14 items. One is the primary -- Crystal Springs Road will
15 be our primary access road. Secondary access point
16 would be Helen Drive entrance.

17 Our construction hours are typically Mondays
18 through Fridays from 7:00 a.m. to 6:00 p.m. And
19 there's also a possibility of Saturday work from 9:00
20 to 5:00. The construction duration is approximately
21 two and a half years.

22 So our estimated project schedule is we have
23 an environmental review and permitting schedule, which
24 started in the fall of 2007 and be completed in the
25 winter of 2010. Our project design will start this

1 summer of 2008 and will be completed the winter of
2 2010. And our project construction will be spring of
3 2011 to winter of 2013.

4 So the project benefits is to ensure high
5 quality water and delivery for your community every day
6 and after a major seismic event.

7 And with that, I'm going to turn it back over
8 to Susan.

9 SUSAN MICKELSEN: Have we received any comment
10 cards?

11 Okay. So if you wish to comment tonight,
12 please fill out a blue card.

13 SAL DELGADO: I turned in that other --

14 SUSAN MICKELSEN: The comment sheet? Did you want
15 to read those off for the record? You don't have to.
16 We will read them whether they're verbal or written.
17 Okay. So we have a microphone just for you, and a
18 podium.

19 If you could just state your name.

20 SAL DELGADO: Oh, yes. My name is Sal Delgado,
21 1029 Pinehurst Court. And I'm wondering what kind
22 of -- or what amount of water may be leaking out of the
23 facility, the pipes, tanks, pools, and whatever into
24 the surrounding hillside or area. I ask that because
25 at our property, which is just down the hill from the

1 facility, we have water coming up from the ground. And
2 we've checked all of our meters and everything, and we
3 don't have any leaks. And apparently all of -- you
4 know, in talking to all of our neighbors, they seem to
5 have water coming up, you know, in their property too.

6 And on our property, what we have is a sump
7 pump. And it must empty out a couple hundred gallons
8 of water daily. And I'm just wondering where the water
9 comes from. We had the City of Millbrae come up and
10 test it, and they said, "Oh, it's chlorinated water.
11 It must be coming from somewhere."

12 But it's not coming from ours. So I'm just
13 curious as to how, you know, if that facility -- I
14 mean, a facility that size, I would think there would
15 be some kind of leakage or something.

16 Or would not one drop be....

17 SUSAN MICKELSEN: Sorry. I didn't go over the
18 ground rules.

19 This isn't a question-answer period. I'm glad
20 that you asked. It's just that basically this is a
21 comment period for the scope of the environmental
22 review. So that is a comment formed in a question as
23 well, and that's good.

24 But if anyone else happens to have any
25 comments, I'll give them a chance, and then we'll close

1 the public hearing. And then they'll have a chance to
2 respond.

3 SAL DELGADO: Good enough for me.

4 SUSAN MICKELSEN: Go ahead, introduce yourself,
5 please.

6 PHILLIP LIM: Thank you. Phillip Lim. I have the
7 horse stables there. My concern is that if the area
8 for the water tanks is not sufficiently seismically
9 stable, that the horse stables will be displaced and
10 possibly closed down permanently.

11 The horse stables do provide us more than just
12 a recreational opportunity. It's very, I think -- you
13 know, kids learn a lot about horses. And you even
14 learn things about management, managing people. Horses
15 teach you about fairness, teach you about justice.

16 If you ever tried to ride a horse and you
17 whipped them and it wasn't right, they'll throw you
18 off. He doesn't care if you're just plain Schmo Joe
19 or you're king.

20 But the stables also have -- loss of the
21 stables will have an economic impact on various people
22 from people who have invested several thousand dollars
23 into the barns to people like me who are retired. And
24 the horse stables are currently self-care and are quite
25 affordable and low cost. If I had to bring my horse

1 somewhere else, it would cost me twice as much.

2 Going to the stables from San Francisco right
3 now back and forth every day runs me five bucks a day
4 in a little Toyota Corolla. If I had to go down to
5 Woodside, not only would my board go up substantially
6 but also my transportation costs.

7 And I fully support the seismic project and
8 the upgrades. I understand very much how vital the
9 water will be after a seismic event or even during a
10 seismic event. So this is a very critical project.
11 And I would encourage you to look at alternate sites
12 where it would not displace the stables.

13 Thank you.

14 SUSAN MICKELSEN: Thanks.

15 Anyone else that wants to make public comment?

16 (No response)

17 SUSAN MICKELSEN: I'm going to close it.

18 (No response)

19 SUSAN MICKELSEN: Okay. Thank you.

20 (Whereupon, the proceedings concluded
21 at 7:19 o'clock p.m.)

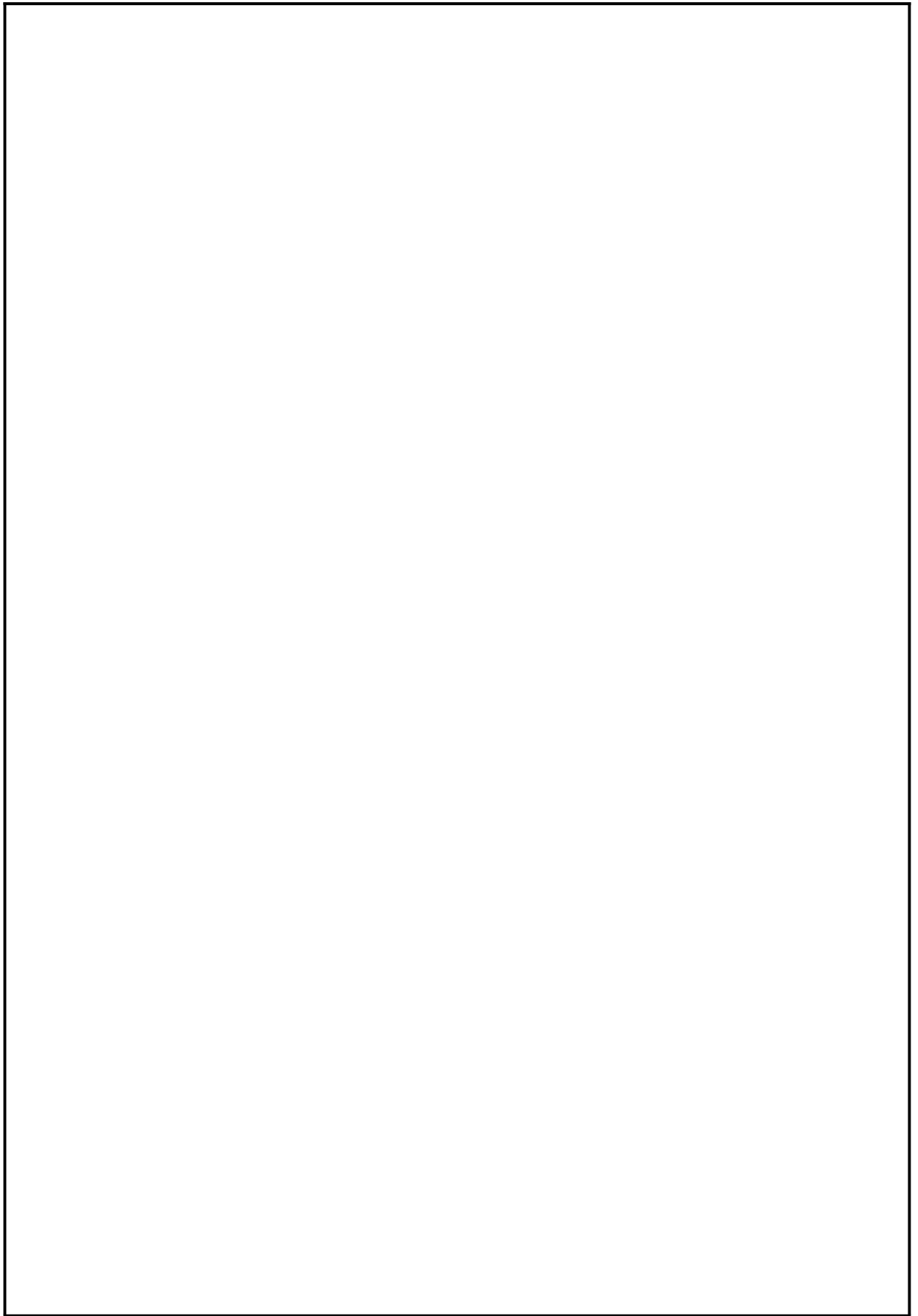
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1 STATE OF CALIFORNIA)
2 COUNTY OF MARIN) ss.

3 I, DEBORAH FUQUA, a Certified Shorthand
4 Reporter of the State of California, duly authorized to
5 administer oaths pursuant to Section 8211 of the
6 California Code of Civil Procedure, do hereby certify
7 that the foregoing proceedings were reported by me, a
8 disinterested person, and thereafter transcribed under
9 my direction into typewriting and is a true and correct
10 transcription of said proceedings.

11 I further certify that I am not of counsel or
12 attorney for either or any of the parties in the
13 foregoing proceeding and caption named, nor in any way
14 interested in the outcome of the cause named in said
15 caption.

16 Dated the 9th day of July, 2008.

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19 DEBORAH FUQUA

20 CSR NO. 12948
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