

James C. Porter  
Director

October 18, 2019

Sandy Wong  
Executive Director  
Water Pollution Prevention Program  
555 County Center, 5th Floor  
Redwood City, CA 94063

County Government Center  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063  
650-363-4100 T  
650-361-8220 F  
[www.smcgov.org](http://www.smcgov.org)

Dear Ms. Wong,

This letter is to request that the Twin Pines Park Stormwater Capture Project, located in the downtown area of City of Belmont, be considered for financial support under the \$3 million state grant that C/CAG recently secured. As we understood from the September 19, 2019 Stormwater Committee meeting, projects will need to demonstrate the benefits and level of readiness for implementation. Our Belmont Creek Watershed Collaborative, that includes the County of San Mateo and the Cities of Belmont and San Carlos, led by the Flood Resilience Program, is prepared to provide all the information as outlined in the C/CAG Call for Letters of Interest dated September 30, 2019. This project is included in the recently completed Belmont Creek Watershed Management Plan, funded by the Belmont Creek Watershed Memorandum of Understanding (MOU).

#### Project location and Description:

The Twin Pines Park Stormwater Capture Project located in the parking lot of Twin Pines Park, will filter Stormwater draining from approximately 1,750 Acres of land. The 43,000-square-foot underground detention basin will require 37,481 cubic yards of excavation, along with parking lot surface improvements that will be coordinated with the Twin Pines Park Master Plan. Although this facility is technically within the Belmont City Boundaries, this project has been identified as a multi-jurisdictional and multi-beneficial project as it relates to water quality, sediment management, and flood protection. This Stormwater capture project is one of many that have been identified in the recently completed Belmont Creek Watershed Management Plan (Baker International, 2019). This project is located upstream of a cross-jurisdictional area between Old El Camino Real and US Route 101 (two major transportation corridors under Caltrans Jurisdiction) that has a history of flooding during intense storm events. In addition, the land aboveground of the proposed facility can incorporate other low impact development improvements (e.g. green infrastructure).

#### Project readiness

This is a project that was identified in the San Mateo County Stormwater Resource Plan as a viable regional Stormwater project and the C/CAG model for integration of green infrastructure. This project was further analyzed through a collaborative process with staff from the Cities of Belmont and San Carlos, and the county of San Mateo as part of the Belmont Creek Watershed Management Plan. The Project has been presented to the City of Belmont's City Council and Parks Commission, as well as the City of San Carlos City Council. In addition, the project was introduced to the public at a public engagement meeting where it was well received.

James C. Porter  
Director

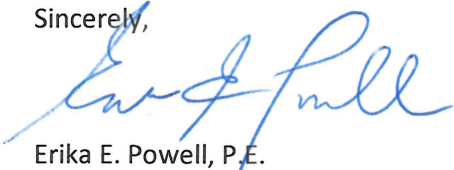
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The Collaborative has discussed a future agreement that will define next steps and a funding strategy to begin to prioritize and implement projects identified in the Belmont Creek Watershed Management Plan. In preliminary discussions with the Collaborative, the Belmont Creek Stormwater Capture Project has been identified as a key multi-benefit project to begin to address flood resiliency in this region. The cross-jurisdictional support for the project and all the baseline information produced by the C/CAG modelling effort, as well as the hydrologic and hydraulic information produced by the Flood Resilience Program, provides the foundation needed to move this project to the 30% design level.

We believe that this project has all the elements that illustrate an integrated watershed management approach and that it could serve as another application example to others in the region, like the Orange Memorial Park Stormwater Capture project in South San Francisco will do.

The Belmont Creek Collaborative looks forward to working with you on this project. In the meantime, please contact me at 650-599-1488 or via email at [epowell@smcgov.org](mailto:epowell@smcgov.org) if you need more information or if I can be of assistance.

Sincerely,



Erika E. Powell, P.E.  
Flood Resilience Program

Cc. Jim Porter, P.E., Director of the County of San Mateo, Department of Public Works  
Ann Stillman, P.E., Deputy Director of the County of San Mateo, Department of Public Works  
Afshin Oskoui, P.E., City Manager of the City of Belmont  
Steven Machida, P.E., Public Works Director of the City of San Carlos  
Larry Patterson, P.E. Interim CEO, FSLRRD

## Twin Pines Park Detention Basin (excerpt from the Belmont Creek Watershed Management Plan – 2019)

The Twin Pines Park detention basin consists of approximately 21.52 Ac-ft of storage accomplished by 142-inch by 91-inch arch pipe, and installing a 60-inch inlet pipe, a 24-inch outlet pipe, and an emergency overflow structure. The 43,000-square-foot underground detention basin requires 37,481 cubic yards of excavation, along with parking lot-specific surface improvements. This project should be coordinated with the City of Belmont's Twin Pines Park Master Plan (2019), to ensure the goals of this project and the Twin Pines Park Master Plan are met. The ~1,600-linear-foot reach of Belmont Creek in Twin Pines Park is heavily eroded, causing sediment to discharge into the creek and existing trees to fall. Creek restoration such as riprap and vegetation is included in this project. A sediment basin about halfway through Twin Pines Park with a low flow channel is also included in the design to create a centralized O&M area for sediment removal, thus reducing the dredging and clogging effects downstream near the HIA. All work within Belmont Creek should consider improving public access to the creek. Structural improvements (buildings, statues, etc.) and heavy-duty machinery (irrigation pumps, recycled water treatment) are not included in the cost estimate. Additional improvements should be negotiated between the stakeholders and the City and/or County. The current land use could incorporate aboveground detention/treatment, and other low-impact development (LID) improvements (e.g., green infrastructure). The existing parking lot would need specific improvements and appurtenances such as light poles, trees, wheel stops, and signing and striping. This project is in a moderate trash-generating area in the lower portion of the Belmont Creek watershed and could include a trash capture device.

This detention basin would facilitate sediment and debris removal before the material enters the storm drain system. Repaving or improving Ralston Avenue and 6<sup>th</sup> Avenue is not included in this project. Construction is estimated to take three to four months. Construction dates should be coordinated with all City departments as Twin Pines Park hosts many activities throughout the year. The parking lot and portions of the park would be inaccessible to the public until construction is completed and the turf is established. However, the public could still access the park through construction phasing, staging, and controlled access routes.

**The total cost of this preliminary alternative, including a 30 percent contingency, is \$17.6 million.**

### Detention Basin Summary

Table 1 presents the footprint, total storage in Ac-ft, and costs per Ac-ft of storage for each storage area. Footprints and storage values were estimated using aerial images of available areas (e.g., sports fields, open areas, parking lots), aerial elevations, and storm drain data provided by the County. Table 1 shows Twin Pines Park is the most cost-efficient storage area when using the metric of cost per storage volume.

Table 1 Storage Area Costs per Acre-Foot

Preliminary Alternative	Detention Basin Name	Inflow (cfs)	Discharge (cfs)	Flow Reduction (cfs)	Cost (\$ million)	Cost/cfs Reduced (\$ million)
2A	Hidden Canyon Park	69	32	37	\$3.9	\$0.11
2B	Notre Dame de Namur Softball Field	118	48	70	\$10.3	\$0.15
2C	Notre Dame de Namur Soccer Field	104	36	68	\$8.1	\$0.12
2D	Carlmont High School Softball Field	27	11	16	\$13.0	\$0.81
2E	Twin Pines Park	808	782	26	\$17.6	\$0.68

**COMMUNITY DEVELOPMENT  
DEPARTMENT**



1017 Middlefield Road  
P.O. Box 391  
Redwood City, CA 94064  
Telephone: 650.780.7380  
Facsimile: 650.780.7309  
[www.redwoodcity.org](http://www.redwoodcity.org)

October 18, 2019

C/CAG of San Mateo County  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063  
Attn: Sandy Wong, Executive Director

**RE: Letter of Interest – Regional Stormwater Capture Projects**

Dear Ms. Wong:

The City of Redwood City appreciates the opportunity to submit this letter of interest in response to the Call for Letters of Interest - Regional Stormwater Capture Projects (Call). The City is submitting its Regional Stormwater Capture Project at Red Morton Community Park (Project) which is a multi-beneficial project that very much fits the criteria outlined in the Call and has the potential to provide a significant impact to support stormwater quality in the region.

Red Morton Community Park sits in the heart of Redwood City and is a total of 32 acres. It has several community buildings, three artificial turf playing fields, and many more amenities providing services for Redwood City and neighboring communities. The park also has the benefit of being in a location where several branches of Arroyo Ojo come together, which is tributary to Redwood Creek. The Project will be designed to divert the runoff from the creek and infiltrate it by means of concrete infiltration galleries below one or more of the synthetic turf fields. The project would also make use of a pretreatment device for water quality and trash capture and may also utilize a pump station depending on the cost benefit analysis of gravity diversion compared to operations and maintenance cost.

Currently the Project is contemplated in two separate phases. The first phase would install the pretreatment device and possible pump station along with a 2.6 acre infiltration gallery beneath McGarvey Field, one of the artificial turf fields. This phase would capture approximately 31.2 acre-feet of runoff, or 72% of the 85<sup>th</sup> percentile, 24-hour runoff volume. The second phase would be a 1.8 acre infiltration gallery beneath Griffin/Bechet Field, and would capture the remaining 12 acre-feet of the 85<sup>th</sup> percentile, 24-hour runoff volume. The total capture area is 1,650 acres, of which 28% of that area is Unincorporated

County jurisdiction, 3% is Woodside jurisdiction, and the remaining area being Redwood City jurisdiction.

In addition to the stormwater capture benefits the project also has the added benefit of possible greywater use within the sizable Red Morton Community Park. The project is also upstream of a disadvantaged community that could benefit from increasing the creek's capacity which could act as a flood control.

The City Council has expressed interest in pursuing the Project through its adoption of the Green Infrastructure (GI) Plan, which includes the Project. The attached support letter was also submitted to the State of California on behalf of C/CAG when they were pursuing the available funding from the State. In addition, there was substantial public outreach that was done in May of 2019 prior to adoption of the GI Plan where the project concept was presented to several Chamber of Commerce groups, the Downtown Business Group, the Redwood City Improvement Association, the Transportation Advisory Committee, and the Parks and Recreation Committee.

Currently Redwood City is seeking C/CAGs support to move forward with the planning and design for the project in understanding that developing a project to that level often opens it up for larger grant funding opportunities. The City does have some funding that it could provide as a match to cover staff time and the CEQA analysis.

In addition Redwood City has the support of the County of San Mateo Office of Sustainability, which has been a partner in pursuing grant funding to help further the Project. Through the U.S. Environmental Protection Agency's Water Quality Improvement Fund, they have obtained \$200,000 for conceptual planning of the Red Morton Park Regional Stormwater Project. The County of San Mateo would like to ensure that the WQIF award is maximized and therefore is interested in using their funds as a match for C/CAG's available funding.

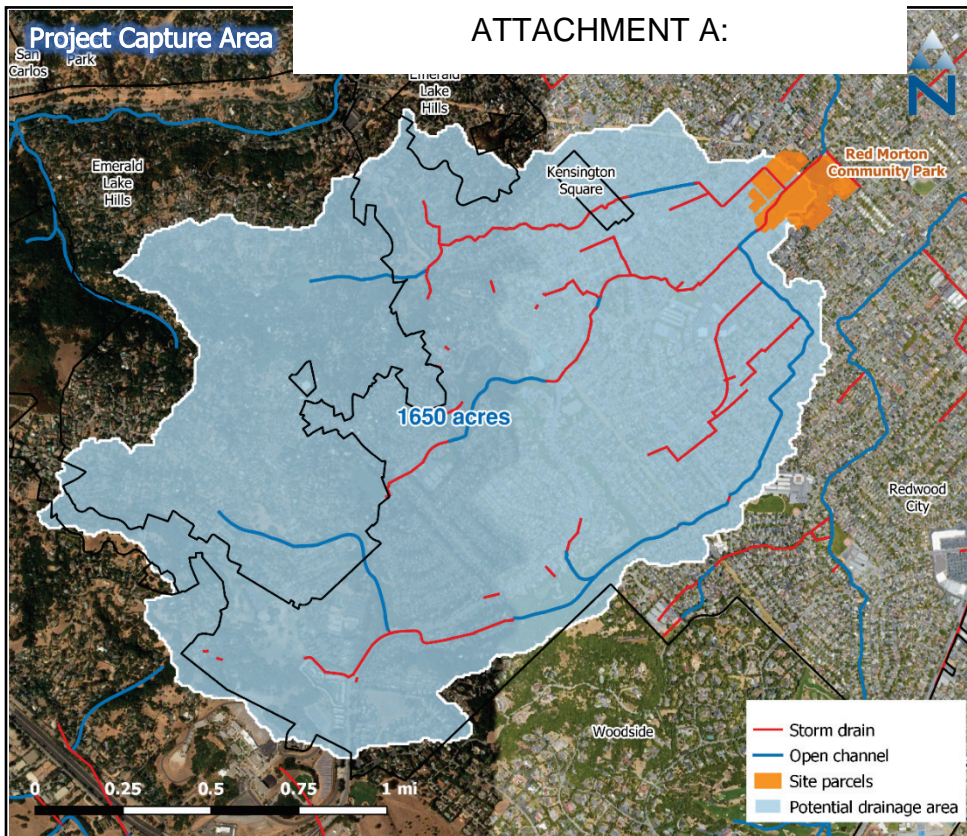
Sincerely,

James O'Connell, PE  
Senior Civil Engineer, Redwood City

**Attachments:**

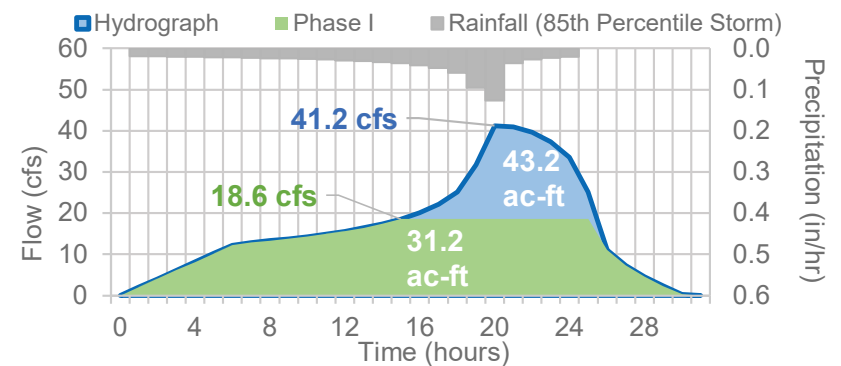
Attachment A: Regional Stormwater Capture Project at Red Morton Community Park  
Attachment B: Support Letter – Multi-Benefit Stormwater Capture Budget Request

cc: Saber Sarwary, PE, City Engineer, Redwood City  
John Allan, Sustainability Coordinator, San Mateo County Office of Sustainability  
File



**Project Overview**

This concept describes a regional stormwater capture project for Redwood City. The project, which would serve as the cornerstone for the City’s MRP compliance and water resiliency efforts, is envisioned as a subsurface infiltration gallery located at Red Morton Park (see map to left). This project has the potential to supplement groundwater supplies, alleviate flooding, offset water use at the park, and improve downstream water quality in the Arroyo Ojo and downstream Redwood Creek. The project has potential to treat runoff from a total of 1,650 acres, approximately 70% of which is in Redwood City. The remaining 30% of the potential drainage area is from Woodside and the unincorporated communities, Emerald Lake Hills and Kensington Square. This may present an opportunity to explore co-funding options with Woodside and the County. The project is envisioned as a single subsurface gallery with potential for additional phases to be considered in the future. A multi-phase approach will allow for flexibility in procuring funding and coordinating with scheduled park improvements (e.g. resurfacing of turf fields). The first phase of the project has potential to capture and treat approximately 31.2 ac-ft, 72% of the 85<sup>th</sup> percentile, 24-hour runoff volume (43.2 ac-ft). The project can potentially reduce PCBs load by 16.7%. This benefit may offset the amount of green streets that would otherwise need to be implemented to meet permit and TMDL requirements, reducing Redwood City’s green street requirement by 92.6%. Project details and costs are outlined in further detail in the subsequent pages.



**Site Information**

<b>Project Lead</b>	Redwood City		
<b>Location</b>	Red Morton Community Park – McGarvey Field		
<b>Land Owner</b>	Redwood City		
<b>Receiving Water</b>	Arroyo Ojo (tributary to Redwood Creek)		
<b>Jurisdiction</b>	<b>Redwood City</b>	<b>San Mateo County</b>	<b>Woodside</b>
<b>Capture Area (acres)</b>	1,142	467	41
<b>Percent of Capture Area</b>	69.2%	28.3%	2.5%

**Wet Weather Drainage Characteristics**

<b>Sizing Criteria</b>	85 <sup>th</sup> percentile, 24-hour storm
<b>Total Capture Area</b>	1,650 acres
<b>Imperviousness</b>	34%
<b>Design Conditions for 85<sup>th</sup> %-ile storm</b>	<b>Rainfall Depth:</b> 0.85 inches
	<b>Total Runoff Volume:</b> 43.2 ac-ft
	<b>Peak Flow Rate:</b> 41 cfs

**Regional Stormwater Capture Project at Red Morton Community Park**

Project Overview and Drainage Area Map

Attachment 2 - Submitted Letters of Interest

(Sheet 1 of 3)



## Site Plan Description

The project consists of a subsurface concrete gallery that will be located beneath McGarvey Field at Red Morton Community Park. The structure has potential to capture 31.2 acre-feet of runoff from Arroyo Ojo, a tributary of Redwood Creek that flows to the Bay. Storage capacity is capped at 31.2 acre-feet due to available area at McGarvey Field and a reasonable structure depth of 12 feet. The section of Arroyo Ojo just west of the park is an open channel that is routed underneath the park through a large reinforced concrete drain before daylighting to an open channel east of the park. The project will divert from the 5-ft 2-in by 12-ft drain using a rubber dam system and intake basin. Runoff will be routed through a pretreatment system, such as a hydrodynamic separator, to remove solids and sediment, then pumped to the gallery. The total storage (31.2 ac-ft) will account for approximately 72% of the 85<sup>th</sup> percentile, 24-hour runoff volume (43.2 ac-ft). Captured runoff will be treated through infiltration. Stormwater reuse elements (irrigation, greywater, etc.) may be incorporated if infiltration rates are deemed too low at the site.

A second phase may be considered to capture the remaining 12 ac-ft of the design volume uncaptured by the McGarvey Field structure (Phase I). Phase II would likely be located on Griffin and Bechet Fields just west of the Phase I structure to minimize disruption of utilities on the northern half of the park. The Phase II facility can be constructed at a later date but may still be able to utilize some of the diversion infrastructure from Phase I. For example, it may be possible for the diversion components to be built in parallel to make use of the same pump housing and intake structure. These design aspects should be explored in greater detail during a feasibility analysis.

**Disclaimer:** Utilities were evaluated through GIS analysis using best available data. A utilities survey should be performed prior to construction to confirm the location of all utilities on site.





Budget-level Cost Estimates			Phase I (McGarvey Field)		Phase II (Griffin-Bechet Fields)	
DESCRIPTION	UNIT COST	UNIT	QUANTITY	SUBTOTAL	QUANTITY	SUBTOTAL
Excavation/Removal	\$50	CY	63,000	\$3,150,000	29,000	\$1,450,000
Rubber Dam System	-	LS	1	\$80,000	-	-
Diversion Structure	-	LS	1	\$150,000	1	\$150,000
Pretreatment	\$6,000	CFS	20	\$120,000	23	\$138,000
Diversion Pump Structure	\$56,000	CFS	20	\$1,120,000	23	\$1,288,000
Diversion Pipe (24" RCP)	\$200	LF	100	\$20,000	100	\$20,000
Subsurface Gallery	\$300	CY	50,000	\$15,000,000	20,000	\$6,000,000
Restoration	\$5	SF	113,000	\$565,000	78,000	\$390,000
CONSTRUCTION SUBTOTAL				\$20,475,000		\$9,436,000
Mobilization (10% construction)				\$2,048,000		\$944,000
Contingency (15% construction)				\$3,071,000		\$1,415,000
Design (10% total)				\$2,559,000		\$1,180,000
<b>TOTAL COST</b>				<b>\$28,153,000</b>		<b>\$12,975,000</b>

### Additional Considerations

**This project concept is planning-level and subject to review and revision during project design.** A variety of confounding factors, including geotechnical and environmental considerations, will need to be further investigated to inform project design. Factors to be considered include but are not limited to the following:

- **Drainage delineation:** the drainage was delineated using best available data in GIS analysis. Field examinations of the upstream storm drain network should be performed to confirm drainage area.
- **Utilities:** a utilities survey at the park should be performed to minimize the disruption of utilities during construction.
- **Groundwater levels:** the distance between the bottom of the infiltrating structure and the seasonal high groundwater level should be at least 10 feet apart to allow for adequate infiltration.
- **Pumping Requirements:** pumping is generally assumed for large-scale regional projects. However, gravity-flow diversion alternatives may be possible, reducing O&M costs associated with pumping. Gravity diversions would require the structure to be placed below the storm drain invert, increasing the required excavation depth. As-builts for the storm drain will need to be obtained from the City to determine this depth. For a 2.6-acre footprint, capital cost may increase \$300,000 per foot of additional excavation. In comparison, the O&M associated with a pump diversion may be around \$50,000 annually (\$1.4 million projected over 20 years with 2.5% inflation). A break-even analysis should be performed to determine if a gravity-flow alternative is more cost-effective. All cost estimates are preliminary and will need to be reevaluated during a feasibility analysis when project details are developed further.
- **Infiltration rates:** the NRCS Soil Survey did not contain an infiltration rate estimate for the Red Morton Community Park area. Infiltration tests should be performed during a feasibility study to ensure the structure is sized appropriately. It is recommended that infiltrating structures drain within 72 hours. The infiltration rate may determine design components, such as structure depth and capacity. Additional uses of captured runoff, such as irrigation or greywater, may contribute to 72-hr drawdown requirement.
- **Environmental factors:** with the exception of an active environmental investigation from renovations/redevelopment at nearby John Gill Elementary School, the California Envirostor database shows no active cleanup sites near the project site. Additional investigation should be performed at the project site to assess the possibility of existing contamination interfering with stormwater infiltration.

Phase I – McGarvey Field design values		
Item Description	Value	Units
Footprint	2.6	acres
Design Height	12	ft
Depth of Excavation	15	ft
Pumping Requirements	18.6	cfs
Infiltration Rate	Needs further investigation	
Drawdown Time	Needs further investigation	
Infiltration Rate Needed for 72-hr Drawdown Time*	2	in/hr
<b>Phase I Capacity</b>	<b>31.2</b>	<b>ac-ft</b>
<b>% Design Storm Managed</b>	<b>72</b>	<b>%</b>

Phase II – Griffin-Bechet Fields design values		
Item Description	Value	Units
Footprint	1.8	acres
Design Height	6.67	ft
Depth of Excavation	10	ft
Pumping Requirements	22.6	cfs
Infiltration Rate	Needs further investigation	
Drawdown Time	Needs further investigation	
Infiltration Rate Needed for 72-hr Drawdown Time*	1.10	in/hr
<b>Phase II Capacity</b>	<b>12</b>	<b>ac-ft</b>
<b>% Design Storm Managed</b>	<b>28</b>	<b>%</b>

\*Maximum 72-hr drawdown time is recommended in the SMCWPPP C.3 Stormwater Technical Guidance. Using a larger footprint and a smaller design height, while keeping storage capacity constant, will lower the infiltration requirement for 72-hr drawdown.

ATTACHMENT B:

Mayor Ian Bain  
Vice Mayor Diane Howard

Councilmembers:

Alicia C. Aguirre  
Janet Borgens  
Giselle Hale  
Shelly Masur  
Diana Reddy



1017 MIDDLEFIELD ROAD  
Redwood City, California 94063  
Telephone (650) 780-7220  
[www.redwoodcity.org](http://www.redwoodcity.org)

April 25, 2019

The Honorable Phil Ting  
Chair, Assembly Budget Committee  
State Capitol, Room 6026

The Honorable Holly Mitchell  
Chair, Senate Budget Committee  
State Capitol, Room 5080

The Honorable Richard Bloom  
Chair, Budget Subcommittee No. 3  
State Capitol, Room 2003

The Honorable Bob Wieckowski  
Chair, Budget Subcommittee No. 2  
State Capitol, Room 4085

**Re: Multi-Benefit Stormwater Capture Budget Request**

Dear Chairs Ting, Mitchell, Bloom and Wieckowski:

On behalf of the City of Redwood City, I am writing to support the budget request submitted by Assembly Member Mullin in the amount of \$8 million for the City/County Association of Governments of San Mateo County (C/CAG) to advance designs of multi-benefit stormwater capture projects in San Mateo County.

Municipalities in San Mateo County are undergoing efforts to transition their storm drainage systems from traditional “gray” infrastructure to more sustainable “green” infrastructure systems that capture, clean, and infiltrate stormwater to improve water quality in local creeks, San Francisco Bay, and the Pacific Ocean. In addition, San Mateo County is one of the most threatened areas in the state from climate change and sea level rise. Regional scale stormwater capture/retention systems play an essential role in helping to address these issues, cost-effectively capturing and cleaning significant volumes of runoff, providing downstream flood control benefits, infiltrating water into underlying groundwater basins, providing alternative supplies for landscape irrigation, building resiliency for water supply and flood management, and minimizing operation and maintenance burdens through centralized facilities.

The proposed funding will support planning and design for regional stormwater retention projects, including existing project concepts in San Bruno and Redwood City. This funding will also directly support the proposed San Mateo County Flood and Sea Level Rise Resiliency Agency that is being created to address stormwater, flooding, sea level rise, and coastal erosion issues. The City of Redwood City has endorsed the new agency and the essential role it will play in protecting San Mateo County in the coming decades.

On behalf of the City of Redwood City, we strongly support Assembly Member Mullin's request for funding for these essential projects.

Sincerely,

A handwritten signature in black ink that reads "Ian Alan Bain". The signature is written in a cursive style with a horizontal line underlining the name.

Ian Bain, Mayor  
City of Redwood City

C: Redwood City Council  
Melissa Stevenson-Diaz, City Manager



October 16, 2019

Sandy Wong, Executive Director  
City/County Association of Governments of San Mateo County  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063

Subject: Letter of Interest  
Regional Stormwater Capture Projects

Dear Ms. Wong,

On September 30, C/CAG issued a Letters of Interest solicitation for regional stormwater capture projects in association with the \$3 million State budget allocation to C/CAG for advancing planning and the design of multi-benefit regional stormwater facilities. With this letter, the City respectfully requests C/CAG to consider funding the City of San Bruno's Regional Stormwater Capture Project at I-280 and I-380.

Below is our response to the requested information.

1. Project Summary

This concept describes a regional stormwater capture project for the City of San Bruno. The project consists of a subsurface concrete gallery that will be located beneath vacant space in the Caltrans right-of-way. The project has the potential to supplement groundwater supplies, alleviate downstream flooding, and improve water quality in San Bruno Creek. This collaborative project involving multiple agencies including San Bruno, Pacifica, the County of San Mateo, Caltrans, and C/CAG, will be one of the first of its kind in San Mateo County and will serve as a pilot project and a model for future regional, multi-benefit stormwater capture and treatment projects. The project can reduce the PCBs load in the drainage area by 69%. This benefit may offset the amount of green streets that would otherwise need to be implemented to meet permit and TMDL requirements.

2. Project Location

The project is designed to be a subsurface infiltration gallery located at an open space in the Caltrans right-of-way between the I-280/I-380 interchange. The proposed project would intercept stormwater runoff from a storm drain that serves portions of the Rollingwood, Crestmoor, Portola Highlands, and the Pacific Heights neighborhoods of San Bruno. This storm drain eventually discharges to San Bruno Channel, which flows to the Bay. This storm drain pipeline is located near the vicinity of I-280 and crosses the frontage road along the northbound side of the freeway. The diversion structure will be constructed in the section of the drain that runs beneath the frontage road to minimize disruption to highway traffic while providing accessibility.

3. Project Drainage Area

The project will treat runoff from a total of 942 acres. Approximately 700 acres is in San Bruno (40 acres in Caltrans right-of-way), 220 acres is in unincorporated county, and 22 acres is in Pacifica.

4. Project Size

The subsurface concrete gallery is designed to capture 21 ac-ft. and will be 8.4-ft deep with a 2.5-acre footprint.

5. Level of Readiness

Securing adequate funding for design of this project is fundamental to implementation. Ultimately, the environmental benefits will be fully achieved when the construction is completed. A number of efforts are in the works with regard to funding for implementation of the proposed project. The City and County are pursuing grant funds for construction of the regional project. The San Mateo County Office of Sustainability has secured a grant through EPA's Water Quality Improvement Fund in the amount of \$200K towards preliminary designs on the I-280 and I-380 project. The newly formed Countywide Flood and Sea Level Rise Resiliency Agency is expected to play a role in coordinating regional projects and will need to create a sustainable revenue stream to leverage State and Federal funds for these types of projects.

The first phase is to develop a preliminary design for this project, which is the next immediate step in working towards the long-term goal of constructing the project. This work will require the City to hire a design firm through a competitive procurement process to complete the design using preliminary C/CAG concepts as a starting point. This work will involve geotechnical investigation, utility surveys, hydrology, hydraulics, and water quality analysis and completing design documents which include the plan view layout, representative sections and details. Designs will be reviewed by the City, County, CalTrans and other stakeholder entities as needed. The deliverable will be used to pursue additional future funds for construction.

Additional Considerations

1. *Project Overview*

This concept describes a regional stormwater capture project for the City of San Bruno. The project is designed to be a subsurface infiltration gallery in an undeveloped area within the Caltrans right-of-way between the I-280 and I-380 interchange. This collaborative effort involving multiple agencies including San Bruno, Pacifica, the County of San Mateo, Caltrans, and the C/CAG, will be one of the first of its kind in San Mateo County and will serve as a pilot project and a model for future regional, multi-benefit stormwater capture and treatment projects. Runoff will be diverted from a storm drain to a pretreatment system to remove trash and sediment, then routed to the gallery. The project will treat runoff from 942 acres from San Bruno (40 acres in Caltrans right-of-way), Pacifica, and unincorporated County. San Bruno will be the lead agency in delivering the project scope. San Bruno's Public Works Department will be responsible for operating and maintaining the proposed facility and will obtain the necessary encroachment permit from Caltrans, County of San Mateo, Regional Water Quality Control Board and Bay Area Air Quality Management District for the construction of the facility.

The proposed project will help meet growing state and federal clean water mandates that require stormwater in flood control channels to be captured and reused or cleaned to safe levels prior to discharge in the ocean. Reducing runoff volume into the storm system would reduce releasing pollutants into San Francisco Bay. Increasing the amount of stormwater infiltration will reduce the load on public storm infrastructure and decrease the flooding occurrence and volume of overflows. The detention of stormwater can reduce the amount of flow into the stormwater system by storing the peak runoff in the subsurface concrete gallery and then infiltrating into the soil underneath at a slower rate. In lieu of conveying the stormwater directly into San Bruno Channel and the San Francisco Bay with the pollutants and trash, the proposed project would enhance water quality by treating the stormwater, remove and capture trash, reduce flooding impacts and recharge the groundwater.

2. *Watershed*

The proposed project is located in Watershed 18050004 which discharges to San Bruno Channel, which flows to the Bay.

3. *Drainage Area*

The project will treat storm flow from a total of 942 acres. Approximately 700 acres is in San Bruno (40 acres in Caltrans right-of-way), 220 acres is in unincorporated county, and 22 acres is in Pacifica.

4. *Land Ownership/Site Permission*

The proposed project is located within the Caltrans right-of-way between the I-280/I-380 interchange. Caltrans had indicated support of the project. In addition, the City will enter into a Maintenance Agreement with Caltrans to ensure the operation and maintenance of the proposed facility.

5. *Diversion/Treatment Details*

The proposed project would divert flows from the storm drain conveyance system that services portions of the Rollingwood, Crestmoor, Portola Highlands, and Pacific Heights neighborhoods of San Bruno. The storm drain eventually discharges to San Bruno Channel, which flows to the Bay. The storm drain pipeline is located near the vicinity of I-280 and crosses the frontage road along the northbound side of the freeway. The diversion structure will be constructed near the location of the drain that runs beneath the frontage road to minimize disruption to highway traffic while provide accessibility. A 650-ft length of diversion pipe will be required to route the flow to the facility. The diverted flow will be routed through a pretreatment system, such as a hydrodynamic separator to remove solids and sediment, then routed to the facility. Due to the length of the required diversion line, a pump structure will likely be necessary to convey the flow the facility. However, a gravity-flow diversion alternative may be feasible and will be evaluated during the design process.

Soil testing will need to confirm infiltration rates greater than 1.4 inches per hour in order to drain the facility within 72-hours, in compliance with design standards. A shallower structure with greater footprint may be needed if a lower infiltration rate is found.

6. *Facility Capacity/Size*

The subsurface concrete gallery is designed to capture 21 ac-ft. and will be 8.4-ft deep with a 2.5-acre footprint. The estimated annual capture volume is 226 ac-ft.

7. *Depth to Groundwater*

The depth of the groundwater from the surface within the project vicinity is unknown as there are no available records at the City. During the preliminary design phase, the geotechnical consultant will perform borings at several locations within the site to determine the soil properties and groundwater depth.

8. *Site Constraints*

Access to the site is limited as some components of the proposed facility is located within an area inaccessible using local roads. The diversion structure, pretreatment unit and pump structure are proposed to be installed adjacent to the I-280 on ramp which will require access for maintenance. The subsurface concrete gallery is proposed to be located at the westerly end between I-280 and I-380 interchange which has limited access. Constructability issues will be considered during the preliminary design phase in order to site the project components.

9. *Cost Estimates*

The estimated total cost for this project is \$19,615,000. See below table for budget-level cost estimates:

<b>Budget-level Cost Estimates</b>				
<b>Description</b>	<b>Unit Cost</b>	<b>Unit</b>	<b>Quantity</b>	<b>Subtotal</b>

Excavation/Removal	\$50	CY	40,000	\$2,000,000
Diversion Structure	-	LS	1	\$150,000
Pretreatment	\$6,000	CFS	20	\$120,000
Diversion Pump Structure	\$56,000	CFS	20	\$1,120,000
Diversion Pipe (24" RCP)	\$200	LF	650	\$130,000
Subsurface Gallery	\$500	CY	34,000	\$10,200,000
Restoration	\$5	SF	109,000	\$545,000
Construction Subtotal				\$14,265,000
Mobilization (10% construction)				\$1,427,000
Contingency (15% construction)				\$2,140,000
Design (10% total)				\$1,783,000
<b>Total Cost</b>				<b>\$19,615,000</b>

10. *Matching Funds*

The project will be receiving \$200K through EPA's San Francisco Bay Water Quality Improvement Fund (SFBWQIF) towards preliminary design. In addition, the City will work to secure required non-state matching funds for the project.

The City has some funding sources but is reviewing revenue enhancements measures for its Stormwater Management Program to increase funding and leveraging new development activities to show commitment in the City's Green Infrastructure Plan and the regional project. The City is considering for future enactment some funding options, including balloted approaches, development impact fees, and grants. The City will identify funding sources for the projects once preliminary work and studies are completed.

11. *Disadvantaged Community Benefits*

The proposed regional Stormwater Capture Project at I-280 and I-380 is located within one mile upstream of a disadvantaged community. Census Tract 6081604200 scored in the top 25% from Office of Environmental Health Hazard Assessment's CalEnviroScreen with high amounts of pollution and vulnerable populations. Due to the community's close proximity to San Francisco International Airport, potential groundwater threats, solid waste, and traffic pollution has scored above the 90<sup>th</sup> percentile. Along with being identified as a SB 535 Disadvantaged Community, the community has been identified as an AB 1550 Low-Income Community.

The City has periods of localized flooding that has raised concerns from the impacted residents, the most significant being along Seventh Avenue, Walnut Street and Angus Avenue area within the disadvantaged community. Two of the six watersheds, located to the east of Caltrain right-of-way, are in the low laying areas vulnerable to flooding. Due to its low surface elevation, both watersheds, require pumping via the Angus and Walnut Pump Station, for stormwater discharge into San Bruno Channel. Significant backwater occurs in the lower reaches of the watershed of the proposed project, in part due to backwater in the San Bruno Channel which is tidally influenced. This backwater, when combined with peak storm discharge causes significant flooding in the neighborhood. Stormwater retention in this watershed is recommended in San Bruno's Storm Drain Master Plan to alleviate downstream flooding.



With the project located upstream of the disadvantaged community, project benefits in the downstream community include a significant reduction in flooding. Additional benefits include removal of trash, debris, and coarser sediments which would achieve water quality improvements. The project is located upstream of areas in San Bruno that are identified as in the 0.2% annual chance and the 1% annual chance flood hazard zones in FEMA's National Flood Hazard Layer.

**12. Community Engagement**

The City coordinated with the County to perform outreach to all cities and other stakeholders to get support for the project. Support letters included the County of San Mateo and the 20 cities and towns within its boundaries, Acterra, Bay Area Water Supply & Conservation Agency (BAWSCA), San Francisco Baykeeper, California Coastkeeper Alliance, Committee for Green Foothills and Save the Bay.

In addition, the City will continue to engage with potential regional project collaboration partners to identify funding and new project opportunities. Example potential partners include C/CAG and member agencies, Caltrans, the County of San Mateo Office of Sustainability, the Flood Resilience Program, and the new Flood and Sea Level Rise Resiliency Agency.

**13. Elected Official Support**

C/CAG presented the project to the Board of Supervisors, which has indicated support for the proposed project. City staff has included this regional project in the City's adopted budget and conveyed to the City Council about the importance of completing the project during the budget study session.

In summary, the City of San Bruno respectfully requests C/CAG to consider advancing the planning and design of the Regional Stormwater Capture Project at I-280 and I-380. If you have any questions, please don't hesitate to contact, Jimmy Tan, Public Works Director, at (650) 616-7065.

Sincerely,



**Jimmy Tan, P.E.**  
**Public Works Director**



## The City of Burlingame

PUBLIC WORKS DEPARTMENT  
TEL: (650) 558-7230  
FAX: (650) 685-9310

CITY HALL - 501 PRIMROSE ROAD  
BURLINGAME, CALIFORNIA 94010-3997  
FAX: (650) 696-1598

CORPORATION YARD  
1361 N. CAROLAN AVENUE  
(650) 558-7670

October 16, 2019

Sandy Wong, Executive Director  
City/County Association of Governments of San Mateo County  
555 County Center, 5th Floor  
Redwood City, CA 94063

### **RE: Letter of Interest – Regional Stormwater Capture Project**

Dear Sandy,

The City of Burlingame is expressing its interest for funding from the regional stormwater capture projects in association with the \$3 million State budget allocation to C/CAG for advancing planning and design of multi-benefit regional stormwater facilities. We would like the following project to be considered for funding from this opportunity.

1. Project Summary: The proposed project consists of green street improvements along Chapin Avenue between El Camino Real and Primrose Road. The total street length is 925 feet. The site is a commercial main street with high parking demand. Curb extensions may be used as the primary treatment type.
2. Project Location: Chapin Avenue (between El Camino Real and Primrose Road), Burlingame, CA 94010
3. Project Drainage Area: 5.53 acres
4. Project Size: 8,200 square feet (estimated)
5. Level of Readiness: The City is currently working on a feasibility study to determine the amount of stormwater and traffic safety improvements to be made at this location. The feasibility study includes conducting stakeholder outreach to solicit feedback, meeting with city council and commission members, and developing project concepts. The feasibility study is expected to conclude by June 2020.

If you have any questions, please do not hesitate to contact Jennifer Lee (jlee@burlingame.org or 650-558-7381) of my staff. Thank you.

Sincerely,

Syed Murtuza, P.E.  
Public Works Director  
City of Burlingame



# City of Millbrae

621 Magnolia Avenue, Millbrae, CA 94030

WAYNE J. LEE  
Mayor

REUBEN D. HOLOBER  
Vice Mayor

ANN SCHNEIDER  
Councilmember

ANNE OLIVA  
Councilmember

GINA PAPAN  
Councilmember

Mr. Matt Fabry  
Manager – San Mateo Countywide  
Water Pollution Prevention Program  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063

Subject: Letter of Interest, California Natural Resources Agency - San Anselmo Street Green Infrastructure/ SRTS Project

Matt:

The City of Millbrae is submitting this Letter of Interest for Regional Stormwater Project State of California Natural Resources Agency (CNRA) grant funding for the San Anselmo Avenue Green Infrastructure/ Safe Routes to School Project.

### Project Summary

The Project is currently listed on the San Mateo County Stormwater Resource Plan under the Green Street Improvements category (refer to Exhibit A attached). Curb extensions recommended as the primary treatment type, are to be installed east of San Anselmo Avenue along Lomita Park Elementary School frontage, and also at intersections of San Anselmo Avenue with San Juan Avenue and Landing Lane crosswalks. The curb extensions (bulb-outs) can perform double-duty as Green Infrastructure measures and Safe Routes to School Traffic Calming measures.

### Project Location

The Project is located on San Anselmo Avenue in the northeast corner of the City of Millbrae, bordering with the City of San Bruno. The Projects extends from Saint Helena Avenue at the north and Landing Lane at the south. The project also incorporates a portion of San Juan Avenue between San Anselmo Avenue and El Camino Real, which drains easterly toward the San Anselmo Avenue/ San Juan Avenue intersection.

The Lomita Park Elementary School is located on the east side of the street, extending along the project limits from Saint Helena Avenue to Landing Lane. Pedestrian crosswalks are located at the intersections of St. Helena Avenue, San Juan Avenue, and Landing Lane.

City Council/City Manager/City Clerk  
(650) 259-2334

Fire  
(650) 558-7600

Building Division/Permits  
(650) 259-2330

Police  
(650) 259-2300

Community Development  
(650) 259-2341

Public Works/Engineering  
(650) 259-2339

Finance  
(650) 259-2350

Recreation  
(650) 259-2360

In response to citizen concerns regarding pedestrian safety/ circulation to and from the school, the City recently repainted the intersections to include “ladder” crosswalks as interim improvements. The City is developing a more complete Safe Routes to Schools project to add curb extensions at intersections. The curb extensions will provide traffic calming, decrease the crossing distance at intersections, and provide better visibility between vehicles and pedestrians.

### **Project Drainage Area**

The project is located at the lower end of the Lomita Canal Watershed. The proposed project area consists of approximately 3.5 acres, including the aforementioned streets and the private property on either side of the streets. Portions of the upstream area are located with the City of San Bruno (The Stormwater Resource Plan Project Description shows a treated upstream area of 3.68 acres, including portions of El Camino Real; based on further review it appears that El Camino Real does not drain toward San Juan Street, and this area has been removed from the treatment area).

### **Project Size**

The Stormwater Resource Plan Project Description shows a series of curb extensions, 4' in width with a total length of 1,740 lineal feet, or 6,940 sf of treatment area. This provides 0.27 acre -feet of storage and treatment. However, upon further review and study of the project site, the proposed concept results in significant loss of existing parking spaces in the high-density residential neighborhood.

To minimize parking loss, city staff is proposing re-design of the treatment measures to allow ponding, thus reduce the required square footage of treatment area to 3% of the treated upstream area, or approximately 4,600 square feet (the treatment measures would be in compliance with Low-Impact Development (LID) measures required under Section C.3 of the Municipal Regional Permit for Stormwater). The reduced treatment area will be consolidated at the curb extensions located along Lomita Park Elementary School frontage, east of San Anselmo Avenue, and also at the San Anselmo Avenue/ Landing Lane and San Anselmo Avenue/ San Juan Avenue intersections, using existing red curb zones to reduce parking loss. (Please refer to the Exhibit B for reference). It is anticipated that this approach, combined with alternate treatment measures such as pervious pavement or tree well filtration, should be adequate to provide similar treatment measures while reduce parking loss to an acceptable level.

### **Level of Readiness**

The City project can be built within existing public right-of-way; no right-of-way acquisition is anticipated. Permitting from resource agencies for work in wetlands or water courses is not necessary. Portions of the work (on the west side of San Anselmo Avenue north of San Juan Avenue) are located in the City of San Bruno and will require coordination with San Bruno

Public Works staff. It is anticipated that the City of San Bruno will cooperate or support the project. Attached in Exhibit D has a support letter from the City of San Bruno for our TDA Article 3 Grant application, which consists similar design scope.

CEQA review has not been started, but it is anticipated that the project would qualify for either a Categorical Exemption or Negative Declaration.

The City can commence design immediately upon approval the grant. A timeline of six-eight months is estimated for design, bidding, and construction. It is noted that construction would need to be completed during the summer months to avoid conflicts with school traffic.

### **Project Budget/ Alternate Funding Sources**

The Stormwater Resource Plan Project Description shows a full-loaded cost of \$498,000 for the project. The City has reviewed similar GI/SRTS projects, and determined an average cost of \$130 per square foot of treatment area. Presuming a treatment area of 4,600 square feet, the cost of the project would be \$598,000, above the cost in the Stormwater Resource Control. The City will request grant funds in the amount of \$598,000. The City will consider a partial grant and provide a local match as part of the supplication.

In the recently adopted Storm Drain Master Plan, the hydraulic model identified Landing Lane Bowl area with significant flooding issues (refer to maps in Exhibit C). Although Green Street improvement primarily focuses on stormwater treatment, but added retention volume can slow down runoff and provide regional relieve during flooding situation. Landing Lane Bowl was listed as one of the Capital Improvement Projects on the Storm Drain Master Plan to remove trash capture devices to maximize conveyance. City staff will analyze the significance of this Green Street Improvement project in relation to the originally proposed solutions. If deemed feasible, City Storm Drain funds can be utilized as local match.

### **Community Support**

As indicated earlier, the community has requested improvements to pedestrian circulation in the area to reduce conflicts with vehicles. It is anticipated that the community will support this project as long as parking spaces are not severely impacted.

The City has recently applied for a Transportation Development Act (TDA) Article 3 grant thru C/CAG to cover the Safe Routes to Schools portion of the project, which if received would offset the amount of State CNRA funds needed. During our TDA Article 3 grant application process, we have received council and subcommittee support of the project. These support letters are attached for reference. Letters for the Green Street Improvements will be requested and provided during the next phase of the grant application process.

The City of Millbrae appreciates this opportunity to submit this letter of interest for grant funding. Please contact Andrew Yang, Senior Civil Engineer, at 650-259-2393 if you would like to discuss further the above material. We look forward to hearing from you.

Sincerely,



Khee Lim,

Director of Public Works

# EXHIBIT A

## STORMWATER RESOURCE PLAN GREEN STREET PROJECT REFERENCE

### Site Information

Jurisdiction	City of Millbrae
Street Name	San Anselmo Ave
Bounding Streets	Santa Helena Ave / Landing Ln
Street Typology	High-Density Residential
Co-Located Project	Safe Routes to School – Lomita Park Elementary
Capture Area (acres)	3.68
Impervious Area (%)	65
85 <sup>th</sup> Percentile Rainfall (in)	0.90
Generated Runoff (ac-ft)	0.3

### Site Description:

The proposed project consists of green street improvements along San Anselmo Avenue between Santa Helena Avenue and Landing Lane and San Juan Avenue between San Anselmo and El Camino Real. The total street length is 1,150 feet. The site is considered high-density residential with limited space for parking. Curb extensions are recommended as the primary treatment type and must be placed to minimize loss of parking. Bulb-outs at the San Anselmo-San Juan pedestrian crossings will be implemented for stormwater capture and will integrate with the Safe Routes to School Program at the Lomita Park Elementary School.

The proposed improvements would capture a total of 0.27 acre-feet while providing flood risk mitigation, community enhancement, increased property values, safer pedestrian routes, and other multiple benefits.

**DISCLAIMER:** All elements of this conceptual design are planning-level. Locations of opportunities for placement of green infrastructure shown in the map are preliminary and subject to further site assessment and design. Percent imperviousness is based on best professional judgement. All design assumptions/parameters and cost estimates must be re-evaluated during the detailed design process.



### Design Summary

Green Infrastructure Type	Design Width (ft)	Design Length (ft)	Capture Volume (ac-ft)
Bioretention (Curb Extension)	4	1,740	0.30

### Cost Estimate

DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
Excavation/Hauling	1,290	CY	\$50.00	\$65,000
Bioretention	6,960	SF	\$25.00	\$174,000
Curbs and Gutters	1,740	LF	\$17.25	\$30,000
CONSTRUCTION SUBTOTAL				\$269,000
Planning (20%), Mobilization (10%), Design (30%), Contingency (25%)				\$229,000
<b>TOTAL COST</b>				<b>\$498,000</b>



Curb Extension on a Residential Street

## Concept for a Green Street Retrofit for Stormwater Capture

Site: San Anselmo Avenue (City of Millbrae)

Attachement 2 - Submitted Letters of Interest

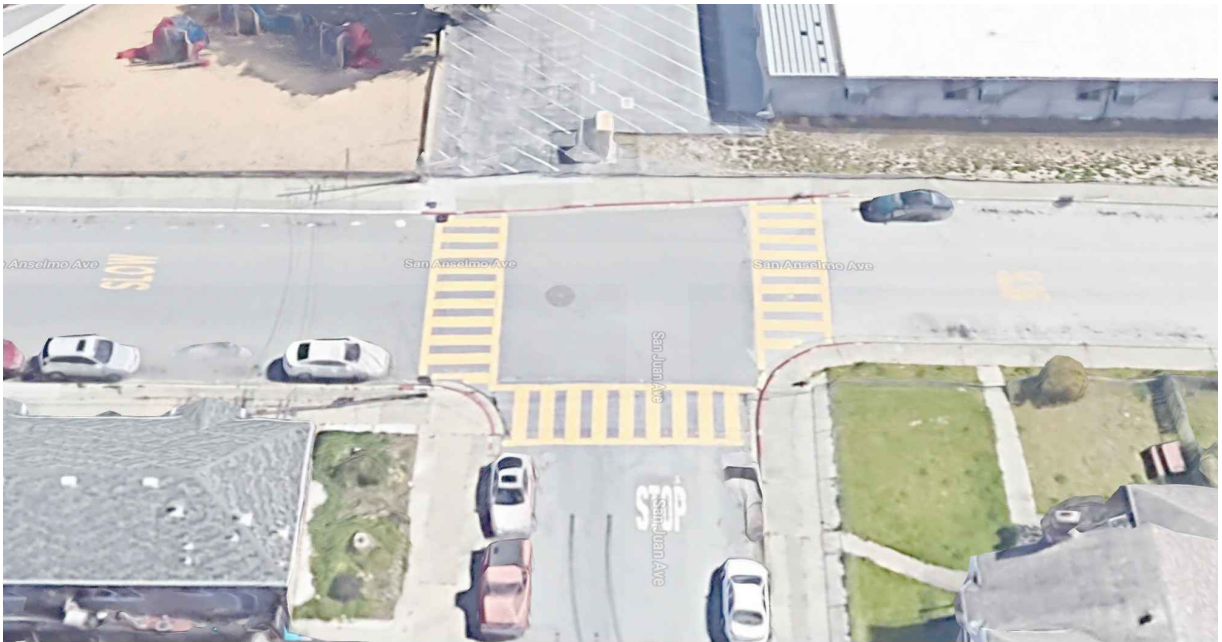




# EXHIBIT B

## PROPOSED LOCATIONS FOR CURB EXTENSIONS

# AT SAN ANSELMO AVE AND SAN JUAN AVE

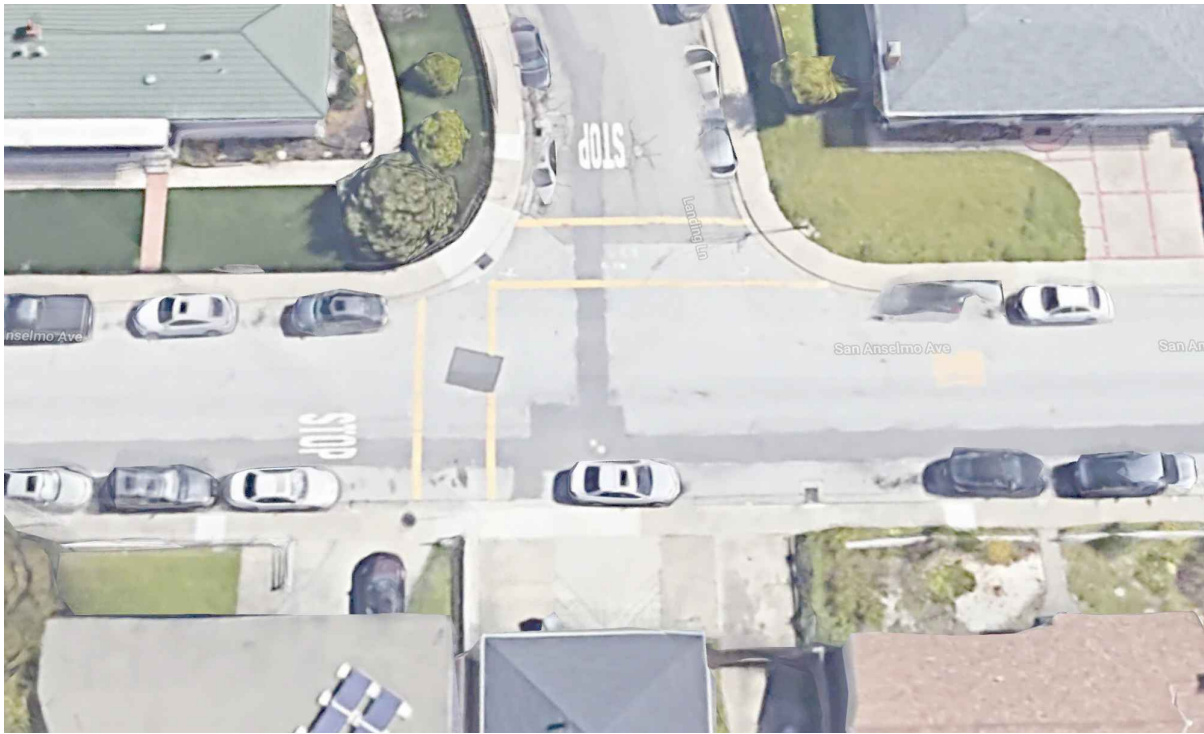


EXISTING CONDITION

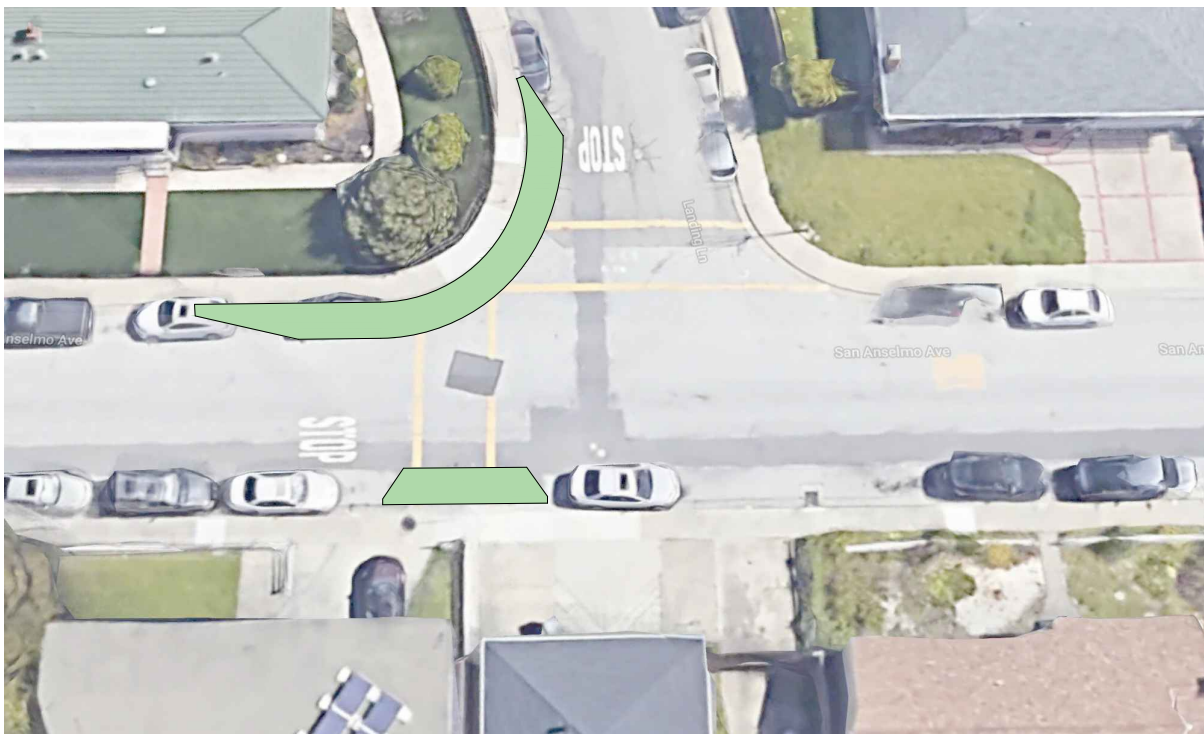


PROPOSED GREEN STREET

# AT SAN ANSELMO AVE AND LANDING LANE



EXISTING CONDITION

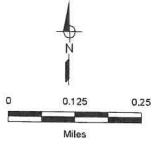
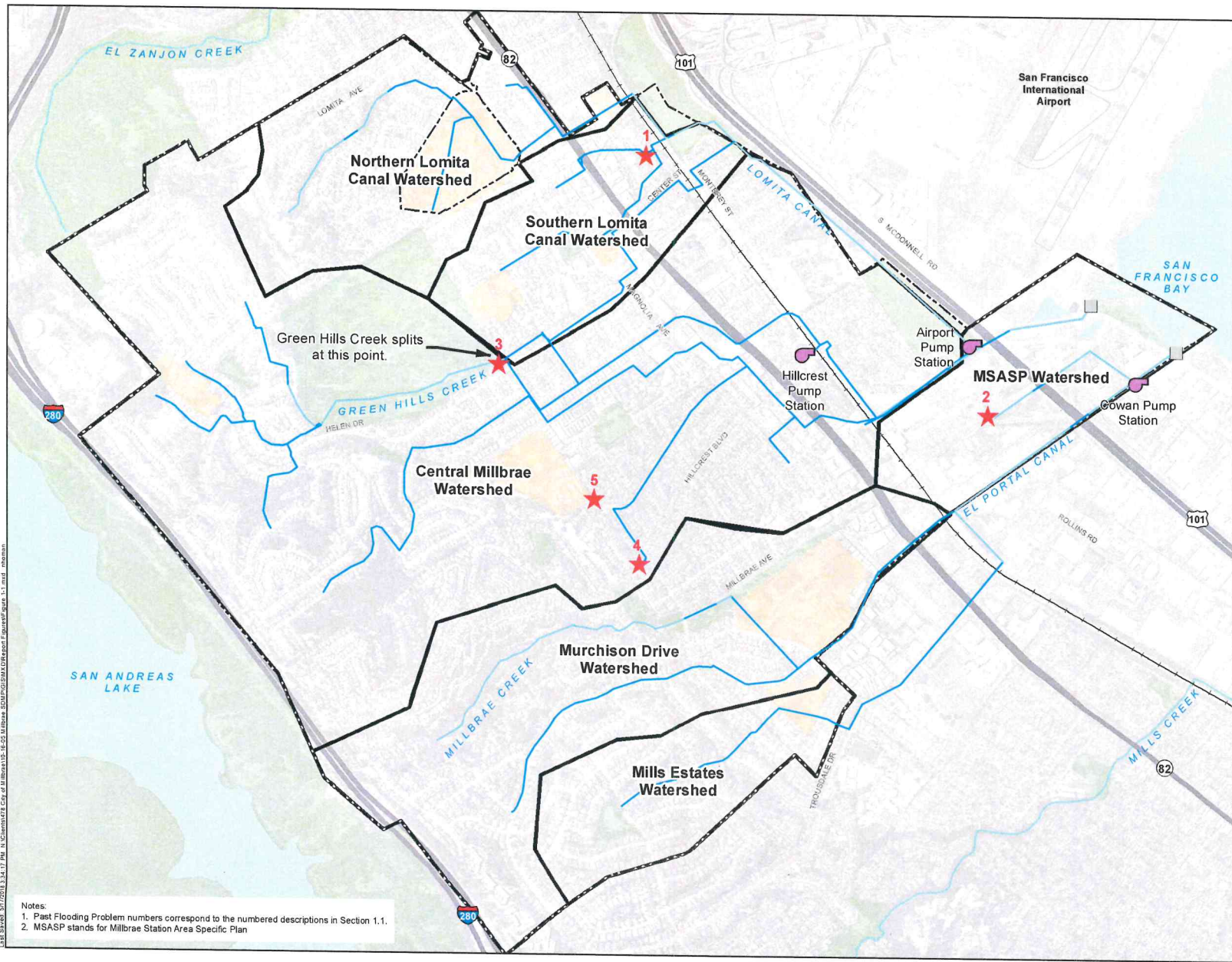


PROPOSED GREEN STREET

# EXHIBIT C

MILLBRAE STORM DRAIN MASTER PLAN

FLOODING AREA REFERENCE

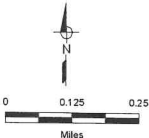
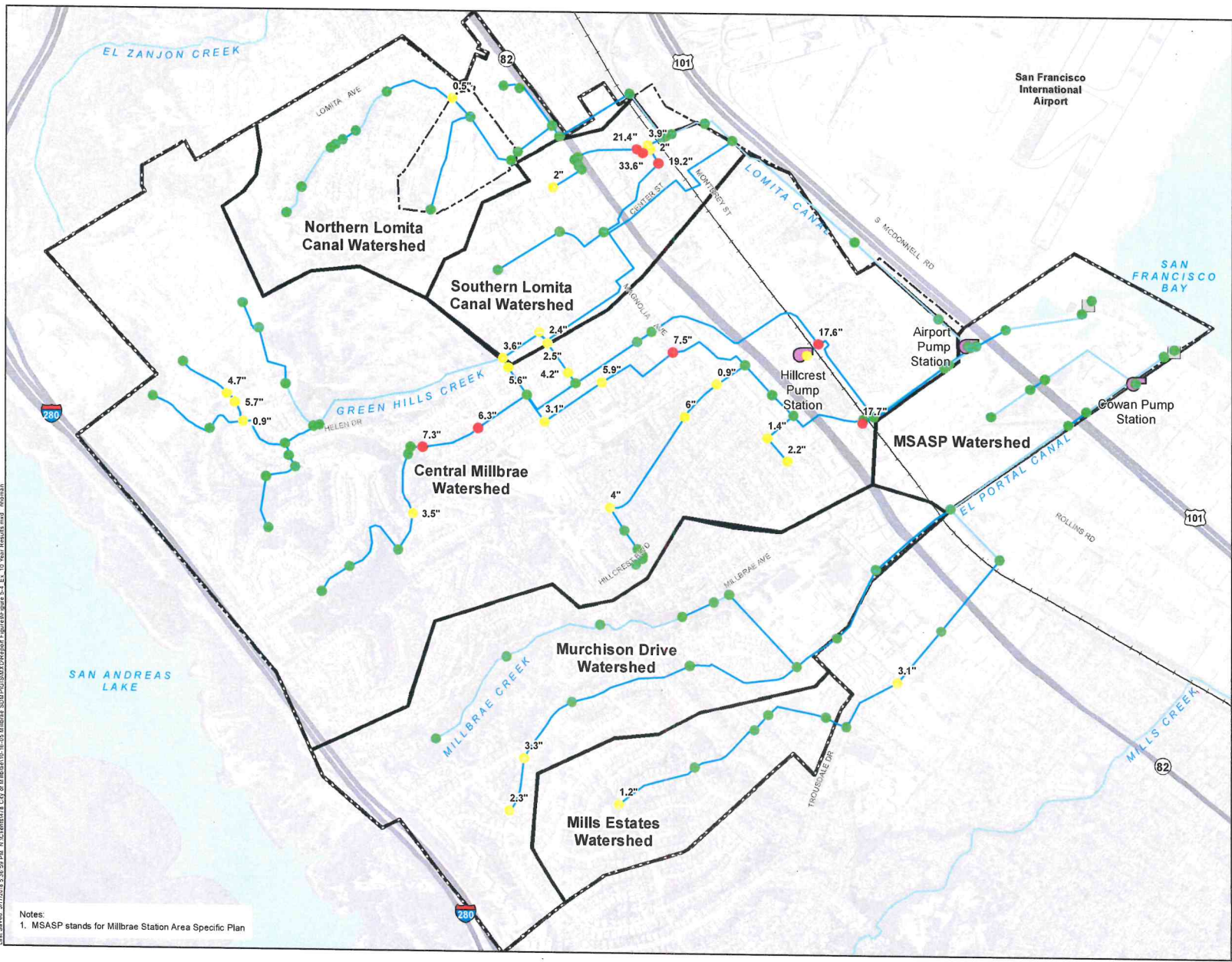


- Symbology**
- ★ Past Flooding Problem
  - Tide Gate
  - ⊕ Stormwater Pump Station
  - Modeled Trunk Storm Drain
  - Creek, Canal, or Ditch
  - ▭ Watershed Boundary
  - ▭ Parks and Golf Courses
  - ▭ Schools
  - ▭ Millbrae City Limits



**Figure 1-1**  
**Millbrae Watersheds, Major Storm Drain Infrastructure, and Past Flooding Problems**

City of Millbrae  
 Storm Drain Master Plan



- Symbology**
- Tide Gate
  - Stormwater Pump Station
  - Modeled Trunk Storm Drain
  - Creek, Canal, or Ditch
  - Watershed Boundary
  - Millbrae City Limits
- 10 Year Flood Depth**
- No Flooding
  - Less than 6 inches
  - Greater than 6 inches



**Figure 5-4**  
**10-Year, 24-Hour Storm Event**  
**Performance Criteria Violations**

City of Millbrae  
 Storm Drain Master Plan

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 Date Saved: 07/22/2014 3:34:59 PM - N:\GIS\Map\_Series\City of Millbrae\10-05 Millbrae Storm Drain Master Plan\Figure 5-4\_10 Year Results.mxd - mbaran

Notes:  
 1. MSASP stands for Millbrae Station Area Specific Plan

# EXHIBIT D

TDA ARTICLE 3 GRANT APPLICATION SUPPORT LETTERS  
FOR REFERENCE ONLY



## Millbrae School District

555 Richmond Drive, Millbrae, CA 94030

650-697-5693 • 650-697-6865 (fax) • <http://www.millbraeschooldistrict.org>

**VAHN PHAYPRASERT**  
Superintendent

**RICHARD CHAMPION**  
Chief Business Official

**CLAIRE BELTRAMI**  
Assistant Superintendent of Ed. Services

**TARA KIETH**  
Director of Student Services

July 18, 2019

San Mateo County City/County Association of Governments

Attn: John Hoang

555 County Center, 5<sup>th</sup> Floor

Redwood City, CA 94063

RE: Millbrae-San Bruno San Anselmo Pedestrian and Bicycle Safety/Green Street Enhancement

Dear Mr. Hoang:

The Millbrae School District is pleased to support the City of Millbrae's TDA Article 3 Program application for the Millbrae-San Bruno San Anselmo Pedestrian and Bicycle Safety/Green Street Enhancement.

The proposed project will introduce shared bike lane and enhanced pedestrian facilities between the intersection of San Anselmo and Santa Helena to the intersection of San Anselmo and Landing Lane. The proposed bike lane will connect to the terminus of the proposed San Bruno bikeway and pedestrian improvements project on San Antonio Avenue.

The project will create a Class 3 bike facilities in the Landing Lane neighborhood. Additionally, vegetated bio-swale will also be introduced in the project to treat stormwater runoff prior to discharging into the City's storm drain collection system.

The proposed project will provide a connection from the San Bruno – Millbrae city limits along San Anselmo Avenue. The connection will bridge a missing gap from San Bruno city limit to the existing Class 1 trail to the west of Monterey Street, and eventually to the existing San Francisco Bay Trail along Old Bayshore Highway east of US101. The project continues the City of Millbrae and school district's goal of collaborating to keep Lomita Park School and local community's schoolchildren safe and to encourage increased school commuting by walking and biking.

I urge you to favorably consider the City of Millbrae's grant application request to provide much needed pedestrian and bicycle improvements promoting active healthy lifestyle in the Landing Lane neighborhood. On behalf of the Millbrae School District staff and community members, we gratefully support this project. Thank you.

Sincerely,

Richard Champion  
Chief Business Official

### BOARD OF TRUSTEES

**FRANK BARBARO**

**DENIS FAMA**

**LYNNE FERRARIO**

**MAGGIE MUSA**

**D. DON REVELO**





## Bicycle & Pedestrian Advisory Committee

July 25, 2019

San Mateo County City/County Association of Governments  
Attn: John Hoang  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063

RE: Millbrae-San Bruno San Anselmo Pedestrian and Bicycle Safety/Green Street Enhancement

Dear Mr. Hoang:

The Millbrae Bike and Pedestrian Advisory Subcommittee is pleased to support the City of Millbrae's TDA Article 3 Program application for the Millbrae-San Bruno San Anselmo Pedestrian and Bicycle Safety/Green Street Enhancement.

The proposed project will introduce shared bike lane and enhanced pedestrian facilities between the intersection of San Anselmo and Santa Helena to the intersection of San Anselmo and Landing Lane. The proposed bike lane will connect to the terminus of the proposed San Bruno bikeway and pedestrian improvements project on San Antonio Avenue.

The project will create a Class 3 bike facilities in the Landing Lane neighborhood. Additionally, vegetated bio-swale will also be introduced in the project to treat storm water runoff prior to discharging into the City's storm drain collection system.

The proposed project will provide a connection from the San Bruno – Millbrae city limits along San Anselmo Avenue. The connection will bridge a missing gap from San Bruno city limit to the existing Class 1 trail to the west of Monterey Street, and eventually to the existing San Francisco Bay Trail along Old Bayshore Highway east of US101.

I urge you to favorably consider the City of Millbrae's grant application request to provide much needed pedestrian and bicycle improvements promoting active healthy lifestyle such as walking and biking in the Landing Lane neighborhood. The project will also create a safe route to Lomita Park School.

Sincerely,

John Keefer  
Chair, Park & Recreation Commission  
BPAC Subcommittee



July 24, 2019

San Mateo County City/County Association of Governments  
Attn: John Hoang  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063

RE: Millbrae-San Bruno San Anselmo Pedestrian and Bicycle Safety/Green Street Enhancement

Dear Mr. Hoang:

The City of San Bruno is pleased to support the City of Millbrae's TDA Article 3 Program application for the Millbrae-San Bruno San Anselmo Pedestrian and Bicycle Safety/Green Street Enhancement.

The proposed project will introduce shared bike lane and enhanced pedestrian facilities between the intersection of San Anselmo and Santa Helena to the intersection of San Anselmo and Landing Lane. The proposed bike lane will connect to the terminus of the proposed San Bruno bikeway and pedestrian improvements project on San Antonio Avenue.

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The proposed project will provide a connection from the San Bruno – Millbrae city limits along San Anselmo Avenue. The connection will bridge a missing gap from San Bruno city limit to the existing Class 1 trail to the west of Monterey Street, and eventually to the existing San Francisco Bay Trail along Old Bayshore Highway east of US101.

I urge you to favorably consider the City of Millbrae's grant application request to provide much needed pedestrian and bicycle improvements promoting active healthy lifestyle such as walking and biking in the Landing Lane neighborhood. The project will also create a safe route to Lomita Park School.

Sincerely,

Jimmy Tan, P.E.  
Public Works Director

**COUNTY OF SAN MATEO**  
**COUNTY MANAGER'S OFFICE**  
**OFFICE OF SUSTAINABILITY**

Jim Eggemeyer  
Director

County Government Center  
455 County Center, 4<sup>th</sup> Floor  
Redwood City, CA 94063  
[www.green.smcgov.org](http://www.green.smcgov.org)

October 18, 2019

Ms. Sandy Wong  
City/County Association of Governments of San Mateo County (C/CAG)  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA, 94063

Dear Ms. Wong,

The County of San Mateo Office of Sustainability (OOS) appreciates the opportunity to submit this letter of support in response to the Call for Letters of Interest - Regional Stormwater Projects. This letter is submitted to indicate support for two proposed regional stormwater capture projects (regional projects) in San Mateo County located at Red Morton Park in Redwood City and the Interstate 280 and 380 Interchange in San Bruno.


These regional, multi benefit projects fit the criteria outlined in the Call for Letters of Interest and also align with the County of San Mateo's Green Infrastructure Plan, which prioritizes regional projects as the most cost-effective method of meeting the County's Regional Water Board pollutant load reduction goals.

Letters of Interest submitted by the City of Redwood City and the City of San Bruno each indicate that matching funds of \$200,000 are available from OOS through the U.S. EPA San Francisco Bay Water Quality Improvement Fund (EPA WQIF). This letter of support confirms our intent to coordinate with C/CAG, the City of Redwood City, and the City of San Bruno on procurement of design services for the proposed regional projects and to leverage WQIF funding totaling \$400,000 as match to any funds awarded to these proposed projects.

In addition, EPA WQIF funding of \$100,000 has been allocated by OOS to further identify regional project opportunities in San Mateo County. While the Call for Letters of Interest is focused on design of regional projects, the identification of additional projects will be instrumental to establishing a county-wide approach to shifting the paradigm of how stormwater is managed on the San Francisco Peninsula. The County Office of Sustainability proposes that C/CAG consider allocating funds in the amount of \$100,000 to match EPA WQIF funding for identification of additional regional project opportunities. This will ensure that a pool of additional regional projects is established, in preparation for future funding opportunities.

In summary, the County of San Mateo Office of Sustainability fully supports regional project proposals from the cities of Redwood City and San Bruno as they will greatly help the County of San Mateo achieve stormwater pollutant load reduction goals and improve water quality in the San Francisco Bay. The County also requests matching funds in the amount of \$100,000 to establish a list of future regional project opportunities.

Sincerely,

  
Jim Eggemeyer  
Director, Office of Sustainability

