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From: andrea@urbanbeeimpact.com [mailto:andrea@urbanbeeimpact.com]

Sent: Friday, April 27, 2018 7:09 AM

To: Clerk of the Board <ClerkOfTheBoard@cob.cccounty.us>

Subject: To BOS Re:The Urban Farm Animal Ordinance

Re: The Urban Farm Animal Ordinance and beekeeping.

To The Contra Costa Board of Supervisors,

On May 1st 2018 you will be deciding on the adoption of the Urban Farm Animals Ordinance. I wrote you a letter in March asking you to please consider the impact of allowing hobbyist beehives in residential neighborhoods.

I know that you did not receive many letters from concerned citizens, but I truly believe that not many residents are aware of the negative impact of allowing 4 hives next to their property as small as 6000 sqft. It seems like 2 hives would have been enough, but all it took was for the hobbyist beekeeper group to ask you for 4. You seemed easily influenced and did not consider that 2 hives is usually enough for any hobbyist to collect honey.

There is a proliferation of hobbyist beekeepers in the Bay Area. Many residents who live near hobbyist beehives are experiencing a large amount of honey bees coming into their property and also the bee droppings of several thousand bees flying over homes making it impossible to enjoy outdoor living. Also, take into consideration people with life threatening allergies to stings.

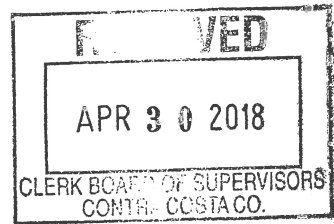
I ask all of the Board to answer this question: If a beekeeper decides to bring 4 hives next door to your home and it ends up impacting your quality of life, by what enforceable means will you resolve your complaint?

I will leave you with this thought. I spoke with a professional beekeeper who has a large bee farm in an agricultural area far away from residential areas. She said, "People do not move into residential neighborhoods to have to deal with large amounts of hobbyist's bees or to be woken up every day by roosters or smell farm animals."

We count on our public officials to make good informed decision to protect the quality of life of all citizens.

Sincerely,

Andrea DiNapoli
UrbanBeelmpact.com



April 25, 2018

County Administration Building
651 Pine St., Room 106
Martinez, CA 94553

Dear Board of Supervisors,

I am writing in regards to the Alamo Summit project. I am hoping that this home can be reduced in width. I appreciate the general character, lower profile and variations in roof height. Lower profile generally means less impact on ridge lines. However, it really is ridiculously wide. I would think an important qualification for development of this site would be planting of native oaks in front of this home to further break up visibility and make it look more at home in the landscape.

I see preserving the character and rugged natural beauty of these massive hills of great importance to everyone. No one wants to see massive homes dominating the landscape. I really believe that these hills belong to everyone and are part of what makes this area of the bay special.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jody S. Culver". The signature is fluid and cursive, with a large loop at the beginning and a long, sweeping tail.

Jody S. Culver
6633 Crow Canyon Rd.
Castro Valley, CA 94552

From: KENNETH HOFFMAN [mailto:hoffmankenneth@sbcglobal.net]
Sent: Thursday, April 26, 2018 5:25 PM
To: Jami Napier <Jami.Napier@cob.cccounty.us>
Subject: Alamo Summit Project Appeal to Board of Supervisors, File # DP 15-3039

Jami, Please provide to the Board of Supervisors regarding the Alamo Summit

Project appeal to be heard in May 1. Please put this first, on top of the accompanying more detailed memo being provided separately. Thank you.

Outline: The Request to CHANGE- not just defer- the Conditions of Approval

Endangers the Residents of Ridgewood Road

Existing Conditions

1) Ridgewood Road is not safe for construction traffic

Private road, not built to County standards. Only way in and out for residents and emergency vehicles.

Sections of road are only 16 feet wide, sharp curves, steep drop-offs and steep uphill embankments.

2) County determined construction traffic "significantly" increases safety hazards.

3) County required mitigation measures for safety in Conditions of Approval.

4) NO construction, and NO construction traffic, until road improvements completed (Condition 26)

5) Improvements include, resurfacing, guard rails, and WIDENING of road to 20 feet and SLOPE supports of concrete piers.

6) Construction of PAVED roadway link from Castle Crest Road along ridge to Ridgewood Road to be built BEFORE road improvements are done. To be used as needed on a temporary basis to provide

access for Ridgewood residents and emergency vehicles while road improvements take place.
(Condition 25)

7) Special conditions for emergency vehicles. Recognizing that for emergency vehicles in Alamo to travel to edge of Walnut Creek, go up Castle Crest, and travel along ridge to Ridgewood Road adds significant response time.

In addition to improvements to Ridgewood Road to prevent road failure and blockage of emergency vehicles and in addition to paved link road to be used as alternative only as needed during road improvement construction:

- a) Limits on duration of road closure during road improvement construction period (Condition 25)
- b) Even if road closed for improvements, road TO BE MAINTAINED BY DEVELOPER AS PASSABLE BY

EMERGENCY VEHICLES (Condition 25)

- c) Any closure for emergency vehicles requires PRIOR approval by Public Works and PRIOR notice to emergency response agencies (Condition 25)

Developer's Proposed Changes

1) Developer seeks to construct almost 14,000 sq. ft. residence, construct access roads connecting new residence to Castle Crest, and to install utilities, without FIRST doing road improvements, a clear CHANGE from Conditions requiring road improvements be done first. (Such a change in Conditions should require new review under the California Environmental Quality Act.)

2) Developer offers to repair Ridgewood Road as damage occurs. But, closures could be of indefinite duration and could occur multiple times. If slope failure occurs, could be days, weeks, or longer. Not passable for emergency vehicles. Emergency vehicles blocked indefinitely, with no prior notice or warning. Violates all Conditions intended to guarantee access for emergency vehicles.

3) Developer declines to build paved link road. Instead, proposes gravel road for construction vehicles. Thus, no safe and reliable access for emergency vehicles or for residents in an emergency if Ridgewood Road blocked.

DANGEROUS violation of Conditions of Approval.

Conclusion: Delays cost lives. If the road is blocked, delay of ambulance can cost lives. If fire, can become major blaze by time fire engines arrive. If fire, residents can be trapped

Therefore, enforce the EXISTING Conditions of Approval without change. Require road improvements and paved link road before project construction may commence. To do otherwise puts residents at risk.

Kenneth D. Hoffman, President,

on behalf of Upper Ridgewood Homeowners Association residents

Note: This is an outline. Information provided is documented in longer memo provided separately.

From: KENNETH HOFFMAN
Sent: Thursday, April 26, 2018 5:33 PM
To: Jami Napier <Jami.Napier@cob.cccounty.us>
Subject: Fw: Alamo Summit Project, File No. DP15-3039

Jami, Here is the second longer memo, to be placed after the outline sent to you earlier today, to be provided to the Board of Supervisors for the hearing on May 1 regarding the Alamo Summit Project appeal. Thanks. Ken Hoffman

Sent: Sunday, April 15, 2018 8:35 PM
From: KENNETH HOFFMAN
To: John Osborne <john.osborne@dcd.cccounty.us>
Sent: Monday, February 12, 2018 1:57 PM
Subject: Fw: Alamo Summit Project, File No. 15-3039

John, Please include this e-mail in the materials for the Planning Commission hearing on February 14. It represents an effort to focus matters raised in prior materials on the specific issue currently before the Planning Commission. Thanks.

Why deferring improvements to Ridgewood Road is dangerous.

The County staff has correctly analyzed this issue. The County identified construction traffic for this project as adding "significantly" to existing safety hazards. (See 1989 FEIR and Supplemental EIR, IIIA, Transportation, page 50.)

Thus, before any project construction takes place, Ridgewod Road must be improved. (Condition of Approval 26)

Improvements include "resurfacing; widening to a minimum width of 20 feet; and installation of guard rails and slope reinforcing concrete piers..." Supplemental EIR at page 52.

(Note, the road has existing pavement width with sections as narrow as 16 feet, has several sharp curves, sections with narrow shoulders, and a number of steep drop-offs and steep uphill embankments. Supplemental EIR, page 48.)

The Developer proposes deferring the Ridgewood Road improvements, using the road for construction equipment to build the roughly 14, 000 sq. ft. residence, and repairing the road as necessary as damage to the road occurs during the residence construction. (As an aside, defer improvements until when, the building of a second residence, the building of a third residence, the building of internal roads? When does safety matter?)

This proposal of the Developer simply misses the point.

To begin with, building such an almost 14,000 sq. ft. residence on three lots is the same as building approximately four residences of 3500 sq. ft., much closer to a norm in Alamo. It will require a substantial amount of trucks to carry the concrete for the pad alone, not to mention the residence construction itself. Plus, how much grading equipment? How many trucks to move thousands of cubic yards of dirt?

It ignores all the construction traffic necessary to build infrastructure for the new residence, such as roads to the residence. The Developer wants to construct access roads connecting to Castle Crest for the new residence, Salemo Lane and Valenza Lane, again using the unimproved Ridgewood Road for construction traffic.

The proposal also ignores the construction traffic for other infrastructure such as utilities, including water lines and electric and gas lines, and either sewer lines or a cess pool. Again, construction traffic that uses an unimproved Ridgewood Road.

There will be an extremely high likelihood of road damage to Ridgewood Road from this heavy volume of construction traffic.

Repairs for road damage take time, during which Ridgewood Road would almost certainly be blocked or closed.

SLOPE FAILURE is a real possibility. See HSI Engineering Report at p. 1

"Heavy trucks such as concrete trucks and semi-trucks cause the SAME pavement damage as about 9,000 passenger vehicles." HSI Engineering Report, page 7, emphasis added.

If there is a slope failure or other road blockages, how long would Ridgewood be closed... days, weeks, months?

In the meantime, the residents are trapped. Emergency vehicles cannot get in or out. The 19 households on Upper Ridgewood Road are all endangered.

The only alternative is the so-called link road between Ridgewood and Castle Crest along the ridge line.

But how long does it take an emergency vehicle from Alamo to travel to the edge of Walnut Creek, make its way up the steep Castle Crest, endeavor to cross over the ridge on the link road, and finally reach Ridgewood.?

An additional 20 minutes, an additional 30 minutes, more? If someone has a heart attack, this may be the difference between life and death.

If there is a fire, this is the difference between a small kitchen fire and a major conflagration. How do the residents quickly and safely escape?

Furthermore, this assumes there is even a safe link road on which to travel. The Developer does not wish to pave a safe and secure link road as required by Condition of Approval 25, but just to have compacted gravel for the link road and use it for construction access purposes along the ridge from Ridgewood to the proposed residence.

Could emergency vehicles safely navigate this gravel construction road? Could residents of Ridgewood in passenger vehicles safely navigate this gravel construction road? Is it safe to travel on during the night? Is it safe during a storm? But it may be needed during the night or during a storm by residents of Ridgewood and emergency vehicles.

The Developer's proposal ignores the purpose of the Conditions of Approval

The Ridgewood Road improvements are designed to avoid road closures and to keep the road intact while it is used by project construction traffic. The link road is not intended for routine use when project construction takes place, but to be used while Ridgewood Road improvements take place. The link road is not to be used in lieu of road improvements.

Condition 25 states "To provide a temporary means of alternative access for upper Ridgewood Road residents during construction of improvements" to Ridgewood Road... "a paved roadway link through the project site to Castle Crest Road shall be provided for temporary use as needed by upper Ridgewood Road residents during the lower Ridgewood Road construction period."

Strict notice requirements are placed on closure of Ridgewood Road. (Condition 25) Sudden emergency closures do not appear to be anticipated.

Further, even if Ridgewood Road is closed after the required notice, Ridgewood is still to be maintained by the Developer as "passable" for emergency vehicles. (Condition 25) Any exception to emergency vehicles being able to use Ridgewood Road requires prior approval by Public Works and notice to emergency response agencies. (Condition 25)

From: Paul Kimelman]
Sent: Thursday, April 26, 2018 6:09 PM
To: Stacey Boyd <Stacey.Boyd@cob.cccounty.us>
Subject: Castle Crest project on agenda for May 1

Hello Ms Boyd. I would like to register my (and my wife's) opposition to the appeal for Alamo Summit - item D3 I believe. The safeguards in place are very important to me and my neighbors, and we strongly oppose weakening them.

I live on Castle Crest Rd in Alamo - 110 Castle Crest - so, I have a specific interest and would be impacted by the Alamo Summit project.

Thanks and Regards, Paul

Paul Kimelman

Thus, it is absolutely clear that use of the link road is not intended to be a substitute for the required improvements to Ridgewood Road. Rather, the link road is to be used, as necessary, while Ridgewood Road is improved, which improvements are meant to avoid damage to the road and avoid having to close the road during project construction itself, (except for short periods of a 3 to 4 minutes, after Ridgewood has been improved, as construction trucks with wide loads use the road. Supplemental EIR, page 52.)

The request by the Developer to defer the improvements to Ridgewood and to defer establishing a safe paved link road simply ignores all of the foregoing, putting the residents of Upper Ridgewood in potential physical harm every time there is a road failure due to project construction traffic.

Note, as specified in prior memos attached to the Staff Report, the Catch 22 of using Ridgewood Road for construction traffic to build the link road before Ridgewood Road itself is improved must be addressed. If construction traffic to pave the link road caused a slope failure or blockage of Ridgewood Road this could be catastrophic. Again, no safe paved link road in place for residents of Ridgewood to use and no safe timely access for emergency vehicles.

Public Works must assess Ridgewood Road before the link road construction traffic uses Ridgewood and determine how best to proceed safely with the link road construction. Only the paving of the link road, with smaller, lighter vehicles, should be allowed. No work on the project itself may take place until after Ridgewood Road has been improved. No debris should be hauled back down Ridgewood Road from the link road paving until after the paved link road is completed and the improvements to Ridgewood Road are completed.

In addition, the Developer must maintain Ridgewood Road while the link road is constructed. During link road construction, or if the construction traffic for the link road causes a road failure on Ridgewood Road, this must be immediately repaired and rectified, and should be the responsibility of the Developer. (This is consistent with the Developer's duty to maintain Ridgewood Road as passable for emergency vehicles as specified in Condition 25)

In short, the County itself has determined that Ridgewood Road is unsafe for use by construction traffic without first putting in a paved link road and making the required Ridgewood Road improvements.

For the County to ignore its own findings and conclusions would make the County itself responsible for any resulting injuries or damages.

The County should adhere to its original determinations and the recommendations of its own staff, and require the Developer to follow established and necessary safety requirements before any project or construction may proceed.

Thank you for your attention to this matter.

Kenneth Hoffman
President, Upper Ridgewood HOA