231 Grant Avenue (Teacher Housing) Project

EIR Summary Report

Below are a few focus points that I hope will guide you in understanding the details of the 231 Grant Environmental Impact Report – the full report is available online (a direct link to the EIR is provided in the email).

Throughout most of the EIR, the County claims the 231 Grant environmental impacts will be “less than significant” or “no impact” at all. However, there are several areas that should be a considerable concern for us -- Mayfield residents:

1. **Extreme construction hours (at various times)** – although the EIR states that construction crews will try to maintain the normal City construction hours (M-F, 8 a.m. – 6 p.m., Saturdays, 9 a.m. to 6 p.m.), there will be some extreme hours as well. At least 8 to 10 days of 5 a.m. start times, 20 to 30 days, 7 a.m., some vague “early morning/evening hours for 15 to 20 days during construction, etc.). EIR Page 3-168
2. **More than 2,800 truck trips to project site** – it’s shocking to know the amount of truck traffic we can anticipate with this project’s construction. Although the EIR states that the impacts are “less than significant”, you can imagine the amount of diesel/gas exhaust and fumes in our neighborhood on a daily basis. Construction truck traffic will mean 65 vehicle trips PER HOUR generated during the most traffic-intensive phase of the construction. EIR Page 3-167
3. **Contact with the contaminated toxic groundwater plume (known as the California-Olive-Emerson Study Area)** – during excavation, there is the potential for construction crews to dig into and/or have exposure to this contaminated toxic plume in our neighborhood, which is a Federal Super Fund site. We should all insist that residents be informed about any toxic contact, how it happened, when did it happen, how it will be cleaned up, and how it could affect the neighborhood. EIR Page 3-125
4. **Traffic Impact Analysis Study done during COVID** – it strange, but true how does anyone do an accurate traffic analysis of our neighborhood and its streets over the past year? However, that’s exactly what the County did. The County did claim they provided pre-COVID, 2019 traffic data for PM (only) peak times for the El Camino/Page Mill Road and Middlefield/Oregon Expressway intersections (several blocks away from the project site), but all other remaining traffic data used were from traffic counts taken 4 or 5 years ago. How can traffic counts taken over the last year or taken 4 or 5 years ago accurately represent the level of traffic we have today or even what we all have experienced in the past couple of years. In all truth – the EIR claims (falsely, I believe) that the traffic impacts will be “less than significant”. EIR Page(s) 3-208 & 3-209, Appendix E-1.
5. **Total reliance on a garage “car stacker” system (cars will be stacked on top of each other), w/apparently no “visitor/service” parking** – first of all, no details were provided in the EIR on the parking stacking system – Questions to ask -- will it produce noticeable noise, vibration, what happens in a car fire or earthquake situation in the garage, etc. Beyond that for us, neighbors, where will the project’s “visitors or service folks” park and if tenants have more than one car per unit (very likely they do), there is no place – besides our neighboring streets – to park. You can expect parking in our neighborhood to be a significant, growing concern.
6. **Major mature tree removal on-site** – more than half of all the current, protected-size mature trees on the project site will be removed (at least 19 out of 37). The two largest on site, a coastal redwood on the corner of Grant/Park and a Camphor tree (mid-block on Grant) are considered expendable and will be removed primarily due to construction interference with laying the building’s foundation. Why can’t the foundation be changed or adjusted to accommodate these beautiful trees?
7. **Lack of real open space available to residents** – the project is projected to have approximately 300 residents, however the amount of open/park space provided for those same residents is only 10,000 square feet (that about the size of two, small single- family home lots in Palo Alto). Where will the kids play (in the street)? Under current park standards, you need approximately 4 acres of park space for every 1,000 people – that means the park space for 300 residents should be 1.2 acres! Our nearest neighborhood park, Sarah Wallis, is very pleasant, but not for kids to play in.

If you wish to have more focus points or add more detail, please see my own “EIR Comments” attachment, which I have included in my email (see attachments).

Please use the above focal points to help or assist you in writing your own EIR comments – remember the deadline for all EIR comments is **this FRIDAY**, November 19th, 5 p.m. Send those 231 Grant EIR comments to:

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