Final Environmental Impact Report

Carolan Avenue / Rollins Road Residential Development Project

May 2015

SCH# 2014062050

Prepared by:

THE CITY OF BURLINGAME CALIFORNIA INCORPORATED 1908

In Consultation with:

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TABLE OF CONTENTS

Figures

SECTION 1.0 OVERVIEW AND PURPOSE OF THE FINAL EIR

This document, together with the Draft Environmental Impact Report (EIR), constitutes the Final EIR for the Carolan Avenue/Rollins Road Residential Project in the City of Burlingame. Under the California Environmental Quality Act (CEQA), the Lead Agency (City of Burlingame) is required, after completion of a Draft EIR, to consult with and obtain comments from public agencies having jurisdiction by law with respect to the proposed project, and to provide the general public with an opportunity to comment on the Draft EIR. The City of Burlingame, as the Lead Agency, is then required to respond to significant environmental issues raised in the review and consultation process, as described in CEQA Section 15132.

The Draft EIR was circulated to affected public agencies and interested parties for a 45-day review period from February 17, 2015 to April 3, 2015. Comments on the Draft EIR were to be received in writing by no later than Friday, April 3, 2015, at 5:00 PM.

1.1 FORMAT OF THE FINAL EIR

This document, which includes responses to comments and text revisions, has been prepared in accordance with Section 15088 of the CEQA Guidelines. In addition to Section 1.0, describing an overview of the purpose and format of the Final EIR, the Final EIR includes the following sections:

Section 2.0 **List of Agencies and Individuals Receiving the Draft EIR**
The agencies, organizations, and individuals who received copies of the Draft EIR are listed in this section. The locations where the Draft EIR could be reviewed during the public circulation period are also included in this section.

Section 3.0 **List of Agencies and Individuals Commenting on the Draft EIR**
This section contains a list of all parties who submitted written comments on the Draft EIR.

Section 4.0 **Written and Verbal Comments on the Draft EIR and Responses**
This section contains the written and verbal comments received on the Draft EIR and the responses to those comments.

Section 5.0 **Revisions to the Text of the Draft EIR**
This section contains text revisions to the Draft EIR. Text revisions can be made as a result of comments received during the Draft EIR public review process, corrections or clarifications to the text to reflect modifications that have been made to the project, or other information added by the Lead Agency.

Section 6.0 **Copies of Comment Letters**
This section contains complete copies of the comment letters received on the Draft EIR during the circulation period.

1.2 PURPOSE OF THE FINAL EIR

In conformance with CEQA Guidelines Section 15151, EIRs should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision on the project that takes into account environmental consequences. The Final EIR also is required to examine mitigation measures and alternatives to the project intended to reduce or eliminate significant environmental impacts.

The Final EIR is used by the City and other Responsible Agencies in making decisions regarding the project. The CEQA Guidelines require that, while the information in the Final EIR does not control the agency's ultimate discretion of the project, the agency must respond to each significant effect identified in the DEIR by making written findings for each of those effects. According to the State Public Resources Code (Section 21081), no public agency shall approve or carry out a project for which an EIR has been certified, which identifies one or more significant effects on the environment that would occur if the project is approved or carried out, unless both of the following occur:

(a) The public agency makes one or more of the following findings with respect to each significant effect:

(1) Changes or alterations have been required in, or incorporated into, the project which will mitigate or avoid the significant effect on the environment.

(2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

(3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities of highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

(b) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

All documents referenced in this Final EIR are available for public review at the Burlingame City Hall at 501 Primrose Road in the City of Burlingame during front counter and phone hours, Monday through Friday, 8:00 AM to Noon, and 1:00 PM to 5:00 PM.

The Final EIR will also be available for review on the City's website, www.burlingame.org, and at the Burlingame Public Library at 480 Primrose Road in the City of Burlingame. In accordance with the CEQA guidelines, the Final EIR will be made available to the public and commenting agencies a minimum of ten days prior to the EIR certification hearing.

SECTION 2.0 LIST OF AGENCIES, ORGANIZATIONS, AND INDIVIDUALS WHO RECEIVED THE DRAFT EIR OR NOTICE OF AVAILABILITY

State Agencies

Bay Area Air Quality Management District
California Department of Transportation, District 4 (Caltrans)
Pacific Gas & Electric Company
Regional Water Quality Control Board, Region 2

Regional and Local Agencies

Burlingame School District
City and County Association of Governments (C/CAG) Airport Land Use Committee
City and County Association of Governments (C/CAG) of San Mateo County
City of Millbrae
City of San Mateo
County of San Mateo
Peninsula Corridor Joint Powers Board
San Mateo Transit District (SamTrans)
San Mateo Union High School District
Town of Hillsborough

Businesses and Organizations

Adams Broadwell Joseph & Cardozo
Weinberg Roger & Rosenfeld, PC

Additional individuals and groups were notified of the availability of the Draft EIR by email and postal mail. The Draft EIR was also posted on the City's website.

SECTION 3.0 LIST OF AGENCIES, ORGANIZATIONS, AND INDIVIDUALS COMMENTING ON THE DRAFT EIR

3.1 WRITTEN COMMENTS RECEIVED

Shown below is a list of agencies, organizations, and individuals commenting on the Draft EIR. The table below also identifies the date of the letter received. Comments that raise questions regarding the adequacy of the EIR or analyses in the EIR require substantive responses. Comments that contain only opinions regarding the proposed project do not require substantive responses in the Final EIR. Complete copies of all letters received are included in *Section 6.0* of this Final EIR.

Letter Number	Commenter	Date	Page Number
State Agencies			
1	California Department of Transportation	April 7, 2015	5
Businesses, Organizations, and Individuals			
2	Karlene and Mike Harvey	March 4, 2015	8
3	Sandra Yie	March 9, 2015	10
4	Patrick Callahan	March 26, 2015	10
5	Broadway Burlingame Business Improvement District	March 27, 2015	16
6	California Apartments Association	March 31, 2015	16
7	Peter Gum	April 2, 2015	17
8	Jeff and Kathleen Lee	April 2, 2015	17

3.2 VERBAL COMMENTS

A public meeting was held during the circulation period of the Carolan Avenue/Rollins Road Residential Project Draft EIR. The meeting was held at the March 9, 2015 Planning Commission meeting at the Burlingame City Hall. The public was invited to provide comments on the Draft EIR during this meeting. Planning Commissioners were also given the opportunity to comment on the Draft EIR.

The verbal comments from this meeting on the Draft EIR, and the corresponding responses, are summarized at the end of *Section 4.2, Individual Responses*.

SECTION 4.0 RESPONSES TO COMMENTS RECEIVED ON THE DRAFT EIR

4.1 INDIVIDUAL RESPONSES

1. RESPONSE TO COMMENT LETTER 1 FROM CALIFORNIA DEPARTMENT OF TRANSPORTATION, DATED APRIL 7, 2015.

Comment 1.1: Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above project. The mission of Caltrans is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and liveability. The Local Development-Intergovernmental Review Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development.

The following comments are based on the Draft Environmental Impact Report (DEIR). We provide these comments consistent with the state's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

The project proposes to redevelop a 5.4-acre site with 290 residential units (22 townhouses and 268 apartment units). The project would include parking facilities, pedestrian/bicycle amenities, common outdoor areas and open space, recreational areas, and a community room. The project is consistent with the existing General Plan land use and zoning designations but requires a Conditional Use Permit and Special Permits for multi-family use, a private lane along the southern boundary line, and an increase in maximum building height on-site.

As the lead agency, the City of Burlingame is responsible for all project mitigation. The project's fair contribution, financing, scheduling, implementation responsibilities, as well as the identified lead agency contact and monitoring, should be fully discussed for all proposed mitigation measures.

Please identify the Transportation Impact Fees associated with this proposed project. The schedule and costs associated with planned improvements on Caltrans right-of-way (ROW) should be listed, in addition to identifying viable funding sources per General Plan Guidelines.

> **Response 1.1:** As stated, the City is the Lead Agency under CEQA and will be responsible for project mitigation. The project applicant will pay all applicable fees and all mitigation measures will be monitored by the City to ensure compliance. The City has established Public Facilities Impact Fees based on the uses, number of dwelling units and/or amount of square footage to be located on the property after completion of a project. For Traffic and Streets, there is a $1,573 fee per dwelling unit for single-family, a $1,105 fee per dwelling unit for multi-family, a $1,810 fee per 1,000 square feet of building for commercial uses, a $7,285 fee per 1,000 square feet of building for office uses, and a $1,146 fee per 1,000 square feet of building for industrial uses.

Comment 1.2: US-101 in the project vicinity is currently operating at unacceptable conditions during peak periods. In order to encourage use of the nearby Broadway Caltrain station and SamTrans bus service, the proposed parking ratio should be lowered. For sample parking ratios

appropriate to the type of development proposed, please see the publication *Reforming Parking Policies to Support Smart Growth* from the Metropolitan Transportation Commission: http://www.mtc.ca.gov/planning/smart_growth/parking/parking_seminar/Toolbox-Handbook.pdf.

Response 1.2: The City of Burlingame requires at least one and one-half permanently maintained parking spaces on the same lot for studio and one-bedroom dwelling units, at least two parking spaces for two-bedroom units, and 2.5 parking spaces for three or more bedroom units. In addition, at least three guest parking spaces should be provided for residential condominiums (or townhouses) with more than 15 dwelling units.

Based on the requirements set forth by the City of Burlingame Municipal Code, the proposed project would require a total of 521 parking spaces (466 parking spaces for the apartment units and 55 parking spaces for the townhouses). The project proposes to provide 524 parking spaces (466 parking spaces for the apartment units and 58 parking spaces for the townhouses on-site). The project, therefore, meets the City's parking requirements.

The project site is located less than 500 feet away from the closest bus stop along Carolan Avenue, which is served by SamTrans Route 46. The site is located within half a mile of the Broadway Millbrae Shuttle and the Burlingame Trolley. The Broadway Millbrae shuttle operates every day and provides a connection between the Broadway Caltrain Station and the Millbrae Transit Station. The Burlingame Trolley is a free shuttle service that operates daily and connects the hotels east of US 101 to Broadway, downtown Burlingame, and the Burlingame Caltrain Station. Project residents would be able to use these shuttle services to access transit services in the project area.

This comment will be considered as part of the project decision process. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the Draft EIR.

Comment 1.3: Also, future apartment residents should be provided with transit passes as one of the amenities covered by their rent and secure bicycle parking should be provided for their use.

Response 1.3: The comment is noted. This comment will be considered as part of the project decision process. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the Draft EIR.

Comment 1.4: The City should work with the developer to plan for bicycle lanes along Carolan Avenue as a means of accessing the Broadway Caltrain station.

Response 1.4: The Carolan Avenue Complete Streets project is anticipated to be completed prior to the completion of the proposed project, if approved. The Carolan Avenue Complete Streets project would add either a Class II Bicycle lane in both directions on Carolan Avenue between Broadway and Oak Grove Avenue, or a two-way track along the east side of Carolan Avenue. Project residents would be able to utilize one of these bike lane options to access the Broadway Caltrain station.

Comment 1.5: Appendix C, Traffic Impact Analysis (TIA), Figure 5, page 15: Are the Existing traffic volumes listed the output count volumes or demand volumes? The TIA should be using demand volume.

Response 1.5: The existing traffic volumes listed are the demand volumes.

Comment 1.6: Please provide intersection analysis calculation sheets for the intersections listed below:

a. US-101 northbound (NB) ramps/US-101 mainline
b. Broadway/Airport Boulevard and US-101
c. Rollins Road/Broadway
d. Carolan Avenue/Broadway

Response 1.6: The intersection analysis calculation sheets for the study intersections listed above have been provided to the City and are available for public viewing. Please refer to the Technical Appendices contained in the Carolan Avenue and Rollins Road Residential Traffic Impact Analysis, dated March 25, 2014.

Comment 1.7: Please provide US-101 mainline segment analysis in the southbound and NB direction in the vicinity of the US-101/Broadway interchange.

Response 1.7: As described in the EIR, the site is currently occupied with various auto-related businesses. The net traffic trips resulting from the project would not add enough vehicles to result in significant impacts to the U.S. 101 freeway segments, and for this reason, a detailed mainline freeway segment analysis was not warranted for this project.

Comment 1.8: The TIA, page 36, uses Year 2020 for Cumulative Conditions. Year 2020, is only five years away from the current year 2015, and therefore should be used for short term traffic impacts. We recommend the TIA adopt 2035 as the year for Cumulative Conditions in order to reflect the long term traffic impacts. Please update the TIA under 2035 Cumulative and 2035 Cumulative Plus Project Conditions.

Response 1.8: Because a specific development is proposed in the near-term, the Draft EIR analyzed cumulative traffic conditions as traffic conditions that would occur in the near-term, following completion of the proposed project (if approved). A long-term cumulative traffic analysis under the year 2035 is not appropriate based on the relatively near-term nature and scope of the proposed project. Therefore, in accordance with Section 15130 of the CEQA Guidelines, a near-term cumulative traffic analysis using the year 2020 was determined to be most appropriate.

Comment 1.9: Project work that requires movement of oversized or excessive load vehicles on state roadways, such as US 101, requires a transportation permit that is issued by Caltrans. To apply, a completed transportation permit application with the determined specific route(s) for the shipper to follow from origin to destination must be submitted to the following address: Transportation Permits Office, 1823 – 14th Street, Sacramento, CA 95811-7119. See the following website link for more information: http://www.dot.ca.gov/hq/traffops/permits/.

Response 1.9: The comment is noted. If the project requires the movement of oversized or excessive load vehicles on state roadways, the project applicant shall obtain a transportation permit from Caltrans and adhere to all applicable requirements.

Comment 1.10: If it is determined that traffic restrictions and detours are needed on or affecting the state highway system, a Transportation Management Plan (TMP) or construction TIS may be required and approved by Caltrans prior to construction. TMPs must be prepared in accordance with *California Manual on Uniform Traffic Control Devices* (CA-MUTCD). Further information is available for download at the following web address: http://www.dot.ca.gov/hq/trafficops/signtech/mutcdsupp/pdf/camuted2012/Part6.pdf.

Please ensure that such plans are also prepared in accordance with the transportation management requirements of the corresponding jurisdictions. For further TMP assistance, please contact the Office Traffic Management Plans at (510) 286-4579.

Response 1.10: The comment is noted. If the project requires traffic restrictions or detours that affect the state highway system, the project applicant shall adhere to applicable requirements.

Comment 1.11: Work that encroaches onto the state ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating the state ROW must be submitted to: Office of Permits, California Department of Transportation, District 4, P.O. 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information. http://www.dot.ca.gov/hq/trafficops/developserv/permits/.

Response 1.11: The comment is noted. The project proposes to extend the existing soundwall along US 101 to a point even with the northern edge of the project site. Currently, the soundwall terminates at a point even with the southern edge of the project site. The project applicant shall obtain an encroachment permit from Caltrans, and comply with applicable requirements, for the construction of the soundwall.

2. RESPONSE TO COMMENT LETTER 2 FROM MIKE AND KARLENE HARVEY, DATED MARCH 4, 2015.

Comment 2.1: I attended the preliminary discussion of this project at the Recreation Center over a year ago and consider this an improvement to our neighborhood. Please insure that the following concerns of the adjacent neighborhoods are applied to mitigate impacts:

Adequate onsite parking for tenants and guests to alleviate on street parking on Toyon, Azalea, & Linden Avenues where 95 percent of the homes have only a one car garage and a one car parking pad.

Response: 2.1: The comment regarding parking is noted. As discussed in the Draft EIR, a parking study surveying existing apartment complexes with similar characteristics was conducted to determine the ratio of parked cars to units and to bedrooms. Based on the

results of the parking survey, it is anticipated that the project would provide an adequate amount of parking, and could have a parking surplus on-site. The project proposes more parking spaces than is required by the City's parking requirements.

Comment 2.2: Provide adequate green screening, fencing, and setbacks behind our neighbors' homes on Toyon who are the most impacted by this project.

Response 2.2: The comment regarding green screening, fencing, and setbacks is noted. As part of the project, and in accordance with the City of Burlingame Municipal Code Section 11.06.090 and the Urban Forest Management Plan, the project proposes to plant 36-inch Brisbane Box Trees and install a screening fence or wall along the southern property boundary to provide a visual barrier between the project site and the existing homes on Toyon Drive.

Based on feedback from the adjacent Toyon Drive property owners, the applicant has revised the originally proposed seven-foot high wood fence design and instead proposes a seven-foot high concrete precast panel wall design, subject to the Planning Commission granting a fence design exception to allow for the top one foot to be solid concrete. The existing eight-foot concrete block wall adjacent to APN 026-240-130, -140, and a portion of -150 would remain in place, subject to confirming its structural integrity, and the side facing the project would be textured and painted to match the new precast wall. A precast wall is proposed in order to use a pier foundation and avoid impacts to existing trees.

Comment 2.3: Mitigate existing traffic safety hazard at the north corner of Toyon and Rollins Rd. to disallow any parking at least 50 feet back from the corner (on the Rollins Road side) so motorists making left turns from Toyon to Rollins Rd. have adequate visibility of southbound traffic.

Response 2.3: The comment regarding traffic safety hazards is noted. A gated driveway that provides access to the townhomes is proposed along the southern property boundary, between the townhomes and the existing residences on Toyon Drive. The Public Works Department is looking at a couple of options regarding the remaining street frontage between the new driveway along the southern property and Toyon Drive. At this point, the preferred alternative is to provide stop signs on Rollins Road in both directions and at Toyon Drive. This would become a controlled intersection with no need for long distance sight visibility. It would also allow for parking spaces along Rollins Road for residents in the area.

Comment 2.4: Make sure there are plenty of "tall canopied" trees inside and around the perimeter of the site.

Response 2.4: As stated in Response 2.2 above, the project proposes to plant 36-inch Brisbane Box Trees along the southern property boundary and 36-inch box Red Maple trees along the Carolan Avenue street frontage, and 36-inch box Samuel Sommer Magnolia trees along with Rollins Road street frontage. A total of 171 new trees will be planted on-site.

3. RESPONSE TO COMMENT LETTER 3 FROM SANDRA YIE, DATED MARCH 9, 2015.

Comment 3.1: I'm going to be absent from the meeting tonight but did have a question about the EIR. Perhaps one of the commissioners can ask this on my behalf: Will the soil contamination be disclosed to future residents, even after the site has been deemed satisfactorily "cleaned up"?

Response 3.1: There are currently no open cases of soil or groundwater contamination on the project site. The site was initially developed with a lumber planing facility and a coal storage area, and later developed with commercial and automotive service structures. Today, the site is developed with automotive repair, rental, and sales facilities. According to the database records search, the project site is not listed as a source of contamination on Federal or State American Society for Testing and Materials (ASTM) standard or supplemental source lists. While there are 15 reported off-site sources of contamination, the nearby incidents were determined to be unlikely to affect the project site based on the groundwater flow direction, case status, and/or distance of these incidents in relation to the project site.

Should contaminated groundwater be discovered during construction of the proposed project, the Soil Management Plan (provided in Appendix H of the Draft EIR) that has been approved by the Santa Mateo County Environmental Health Department (SMCEHD) shall be implemented. The Soil Management Plan includes construction protocols and safety measures that shall be implemented to protect construction workers and ensure that the site is safe for project residents. Upon completion of the soil excavation, confirmation sampling and backfill, a final report documenting the work performed shall be submitted to the SMCEHD for review and approval prior to the issuance of a building permit. The report will include details regarding soil excavation, sampling, and landfill disposal documentation.

The applicant reports that there will be disclosures for the purchasers of the townhomes, and possibly for the residents of the apartments depending on the nature of the remediation.

4. RESPONSE TO COMMENT LETTER 4 FROM PATRICK CALLAHAN, DATED MARCH 26, 2015.

Comment 4.1: As a follow up to my notes and comments at the March 9, 2015 Planning Commission meeting I went and met with Elaine Voulgares Breeze and John Hickey of SummerHill, the applicant on the above noted project.

We reviewed their project documents in more detail and they answered my questions I had about the project.

First let me say I am not against the project being built, but I do have a few concerns about the visual impacts and mass of the project as it relates to the existing neighbors and character of the area.

Response 4.1: The comment expresses an opinion on the visual impact and mass of the proposed project in relation to existing development in the surrounding area. While the proposed apartment buildings and townhouses will be taller than the existing buildings on the site, and slightly taller than the adjacent Northpark apartment complex and single-family

homes on Toyon Drive, respectively, the project is consistent with the height limits and setback requirements for the site, as described in the City of Burlingame Zoning Ordinance. Furthermore, the EIR concludes that the massing and height of the proposed development would not result in a significant CEQA impact, according to the City's thresholds. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the Draft EIR.

Comment 4.2: I forgot to ask SummerHill how they will handle the construction parking and how many construction employees are anticipated at the peak of construction. This could have a big impact on the surrounding neighborhoods from a parking and access point of view. I would like to see mitigation measures in the Draft EIR for this issue? Also, when is a truck route for hauling soils required of the applicant?

Response 4.2: The comment is noted. It is anticipated that there would be approximately 25-125 construction workers working on the project site at any given time, depending on the specific phase of construction. Construction workers would park on the project site, in the structured parking garage upon completion, and on Carolan Avenue and Rollins Road street frontages. Construction vehicles/equipment would be situated on-site as well. Specific construction truck routes will be determined as part of the construction traffic management plan to be prepared during final design.

As a condition of approval, the applicant shall prepare a construction staging and traffic control plan for the duration of construction for review and acceptance by the City Engineer, prior to the issuance of a building permit. The construction staging plan shall include construction equipment parking, construction employee parking, timing and duration of various phases of construction and construction operations hours. The staging plan shall address public safety and shall ensure that workers' vehicles and construction equipment shall not be parked in public parking areas with exceptions for construction parking along the street frontages of the project site.

The applicant will also be required to submit a construction traffic management plan to the City for approval, prior to the issuance of a demolition permit, which addresses: (1) construction vehicle and delivery routes to and from the project site, including streets providing the safest access and having the least impact on existing traffic, and (2) additional traffic control such as signals, warning signs or flaggers to facilitate vehicular and pedestrian movement during construction activities.

Comment 4.3: I would like to address the southern property boundary first. I am told the landscape area along the new drive lane will be about 8'6" wide and they plan on installing 24-inch Brisbane Box Trees along the drive lane taking into account the existing trees on the Toyon properties. I was told this new tree would be 11-foot tall and five-foot wide and that they have a good growth rate. SummerHill stated they will let me know how fast they are predicted to grow. I asked if they would consider installing 36-inch box Brisbane and I was told that there is a sewer line going down the planter and that would not work. This new sewer line should not be an issue, since this line is not installed, there should be opportunity to coordinate both these installations to avoid conflicts. And when a 24-inch box tree would grows it will become a 36-inch box size over the years, would it not make sense that you could install a 36-inch box? I know it will cost more, but a 36-inch box will

provide a larger and better visual barrier at the completion of the project that will help mitigate the height of the apartment building from the South.

> **Response 4.3:** The applicant has modified the project to upsize the Brisbane Box trees proposed along the southern property line from 24-inch box to 36-inch box. This is also consistent with the applicant's conversations with the adjacent property owners along Toyon Drive. The 36-inch box size trees will be approximately 13 feet high by six feet wide at planting. Brisbane Box trees are moderate growing evergreen broadleaf trees that will reach 30 to 45 feet high at maturity. For clarification, the constraint of upsizing to a 36-inch box tree was not the new city-requested sewer line but constraints of the installation area, which include 13 new sewer laterals crossing through the planter, required storm water quality treatment, existing trees and tree roots from adjacent properties, and an overhead power line that needs to be undergrounded through this area. The applicant will coordinate with its design team, the City, and the neighbors to accomplish this planting.

Comment 4.4: I understand the fence will be a wood good neighbor fence that is solid for the first 6 feet and a lattice for the next foot making it a 7-foot fence. That would be for the Toyon neighbors to comment on. The fence will not mitigate the heights of any of the structures.

> **Response 4.4:** Based on feedback from the adjacent Toyon Drive property owners, the applicant has revised the originally proposed seven-foot high wood fence design to instead install a seven-foot high concrete precast panel wall design, subject to the Planning Commission granting a fence design exception to allow for the top one foot to be solid concrete. The existing eight-foot concrete block wall adjacent to APN 026-240-130, -140 and a portion of -150 would remain in place, subject to confirming its structural integrity, and the side facing the project would be textured and painted to match the new precast wall. The heights of the proposed buildings are evaluated in *Section 4.2.6 Visual and Aesthetics* of the Draft EIR. Please also refer to Response 4.1, above. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the Draft EIR.

Comment 4.5: As for the height of the apartment building, the Applicant and Architect have tried to lessen the impact of the mass and height of the buildings by providing some setbacks at the upper portions of the building and the planning code required the lower townhome zone as a buffer as well. These design elements help mitigate the building height but the apartment building is 27'2" higher than the top of the Townhomes, approximately two and half stories. I believe this is too tall in relationship to the homes on Toyon and the new townhomes. The mass of the apartment building is too large as viewed from the South. It will feel like a big wall to the North.

The buildings to the North, North Park apartments, are 15 feet shorter than the new project and the new project feels much more massive than the existing North Park buildings because the new project is one structure and the existing is made up of multiple individual buildings. The new project will be much more visually imposing than the existing North Park apartments.

Adding to the visual impact are the setbacks from Rollins Road, the new project varies from 28'8" at the north property line to 46'4" at the south property line. Two elements that make the new project more visually massive are; the new soundwall that creates a tunnel effect along Rollins Road; and the

North Park Apartments setbacks, which are 75' from the east Property line. The North Park buildings along Rollins Road are at least 20 feet farther back than the new apartment building.

I do not believe the two Apartment projects are of similar size or building mass.

I request that the Draft EIR include additional mitigation measures that will reduce the visual and building mass impacts to the surrounding neighborhood. Alternates that would mitigate this issue would be, either eliminate one story of the project or lower the project 12 to 15 feet further into the ground. I know this will impact cost and take more time, but either should be possible with the proper engineering and construction techniques, even though there is water to deal with and ramps required to reach the parking.

Response 4.5: This comment expresses an opinion on the size and mass of the proposed apartment building. Please refer to Response 4.1 regarding the visual impact of the proposed project in relation to existing development in the surrounding area.

Table 1, on the following page, compares the setback requirements described in the City of Burlingame Zoning Ordinance with the setbacks proposed by the project. As shown in Table 1, the proposed project meets, or exceeds, the Zoning Ordinance setback requirements. Construction of the proposed apartment buildings on the northern portion of the project site (adjacent to the Northpark Apartment Complex) and proposed townhouses (adjacent to the single-family houses) would help visually connect the existing residential developments on either side of the project site. In addition, new trees and landscaping would be planted around the perimeter of the project site to soften views of the proposed buildings and enhance views of the site from the surrounding area.

While the proposed apartment buildings and townhouses will be taller than the existing buildings on the site, and slightly taller than the adjacent Northpark apartment complex and single-family homes on Toyon Drive, respectively, the project is consistent with the height limits and setback requirements described for the site in the Burlingame Zoning Ordinance. Development of the proposed project would change the look and feel of the site compared to the existing commercial and automobile service uses on-site; however, while the visual character of the site would change, the EIR determined that this not considered a substantial visual degradation according to the City's thresholds.

This comment will be considered as part of the project decision process.

Table 1: Comparison of Setback Requirements with Proposed Project

Setback Location	Allowed/Required by Zoning Ordinance	Proposed	Meets Zoning Requirements?
Front (Carolan Ave.)	15'-0" or block average (28'-8") Or as shown on an approved subdivision map – Vesting Tentative Map for the project proposes to establish a 20' front setback along Carolan Avenue	20'-0"	*Yes*

Table 1: Comparison of Setback Requirements with Proposed Project

Setback Location	Allowed/Required by Zoning Ordinance	Proposed	Meets Zoning Requirements?
Left Side			
Ground Floor	7'-0"	19'-4" minimum	*Yes*
First Floor	8'-0"	17'-5"	
Second Floor	9'-0"	17'-5"	
Third Floor	10'-0"	18'-5"	
Fourth Floor	11'-0"	19'-6"	
Right Side			
First Floor	20'-0"	31'-11"	*Yes*
Second Floor	20'-0" Special Permit required for driveway within 20' setback	29'-11" Driveway proposed within 20' setback (Special Permit Required)	
Rear (Rollins Road)			
Ground Floor	20'-0"	20'-0"	*Yes*
First Floor	20'-0"	20'-0"	
Second Floor	20'-0"	20'-0"	
Third Floor	20'-0"	21'-1"	
Fourth Floor	20'-0"	26'-10"	

Comment 4.6: As some of the commissioners mentioned, I too am concerned that the Draft EIR says the traffic is not impacted when the project is adding 290 new housing units, which intuitively does not sound correct.

Response 4.6: As discussed in *Section 2.2 Transportation*, traffic conditions were evaluated using the established level of service (LOS) methodology. LOS is qualitative description of operating conditions in which average delay per vehicle is correlated with a given LOS letter grade A-F.[1] LOS is calculated differently for signalized and unsignalized intersections. Please refer to *Section 2.2 Transportation* of the Draft EIR for a more detailed discussion of LOS and significance thresholds.

According to City practice, the project was considered to create a significant adverse impact on traffic conditions at signalized intersection if for any peak-hour: (1) The LOS at the intersection degrades from an acceptable LOS D or better under "baseline" conditions to an unacceptable LOS E or F under "baseline" plus project conditions; or (2) The LOS at the intersection is an unacceptable LOS E or F under "baseline" conditions, and the addition of project trips causes average delay at the intersection to increase by five or more seconds. For an unsignalized intersection, a project would result in significant adverse impacts on traffic conditions if the project adds at least 10 trips total for any peak hour.

LOS calculates the average vehicle delay that occurs over the span of each peak hour; the AM peak hour lasts from 7:00 AM to 9:00 AM and the PM peak hour lasts from 4:00 PM to

[1] LOS A represents free-flow conditions and LOS F represents severe congestion.

6:00 PM. Therefore, while there may be substantial delay during a short period of time within any given hour (e.g., before school starts during the AM peak hour or when the railroad gates come down during the PM peak hour), the average delay may be lower when averaged over the span of the hour.

Project traffic impacts were analyzed against "baseline" conditions because this condition most accurately characterizes real world conditions under which the newly proposed project would be implemented, should it be approved. The "baseline" conditions include traffic from existing counts plus traffic from approved-but-not-yet-completed projects and roadway improvements in the site area. Due to some planned roadway improvements, particularly the Broadway/US 101 Interchange Reconstruction which is expected to be completed in 2017, under "baseline" conditions, the average delay at many of the study intersections is actually anticipated to decrease (i.e., experience lower delays) and the LOS is anticipated to improve, either with or without the project.

Because existing businesses are currently operating on the site, the traffic trips by these businesses were subtracted and replaced with the trips generated by the proposed residential project. Implementation of the proposed project would result in a slight increase in average delay at most of the study intersections. This slight increase, however, would not exceed the City's CEQA significance threshold and, therefore, the project is considered to have a less than significant LOS impact.

Comment 4.7: I am also concerned the new Complete Street project with only one lane of traffic each way will negatively affect the flow of traffic.

Response 4.7: The comment is noted. The Carolan Avenue Complete Streets project is not a component of this proposed project; however, it was included and accounted for in this traffic analysis because the Carolan Avenue Complete Streets project is anticipated to be constructed and fully operational prior to the completion of this proposed project. Since the Carolan Avenue Complete Streets project does not raise any environmental issues or questions about the adequacy of this Draft EIR, no additional response is required.

Comment 4.8: In conclusion, I recommend the planning commission require 36" box trees in the south property line planter versus the proposed 24" boxes and that the project either eliminate one story or lower the apartment building to better complement the existing visual character of the surrounding area. As I noted in my last set of notes, the report states that the project is to "respect mass and fine scale of adjacent buildings." I believe the changes I recommend are required to do so.

Response 4.8: This comment expresses an opinion regarding the types of trees to be planted (since revised consistent with the above-noted suggestion) and the mass and scale of the apartment building. This comment will be considered as part of the project decision process. Please refer to Responses 4.1, 4.3, and 4.4, above.

5. RESPONSE TO COMMENT LETTER 5 FROM BROADWAY BURLINGAME BUSINESS IMPROVEMENT DISTRICT, DATED MARCH 27, 2015.

Comment 5.1: As President of the Broadway Burlingame Business Improvement District, I am writing in reference to the new residential project being proposed by SummerHill between Carolan Avenue and Rollins Road. SummerHill presented their project plans to the Broadway Burlingame Business Improvement District Board of Directors last November. The Board strongly supports this project. It will be great for all of our businesses, the community, and generate hundreds of new customers who will patronize our businesses on Broadway. Equally important, they can WALK to us! They do not need to drive a car to shop on Broadway.

The building and landscape designs presented were of high quality, and we appreciated the level of care that SummerHill put forth in developing them. This project will significantly improve the neighborhood as part of the gateway to Broadway and Burlingame as a whole.

We urge the Planning Commission to support this project as it will be a tremendous benefit to the Broadway merchants. Thank you for your consideration.

Response 5.1: This comment expresses support for the project and will be considered as part of the project decision process. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the EIR.

6. RESPONSE TO COMMENT LETTER 6 FROM THE CALIFORNIA APARTMENT ASSOCIATION, DATED MARCH 31, 2015.

Comment 6.1: The California Apartment Association's Tri-County Division (CAA Tri-County) which represents owners and managers of residential rental housing, supports the proposed residential development located at 1008-1028 Carolan Avenue and 1007-1025 Rollins Road.

As a result of the strong economy in the Bay Area, we simply lack enough housing to meet the region's growing demand. As a result, housing prices continue to rise and people are living farther from their place of employment. This causes more traffic and makes housing less affordable to local families. This proposed housing development will bring a mix of needed rental and ownership housing to Burlingame. In addition, SummerHill recognizes our local housing challenges and has voluntarily set aside 10% of the proposed rental units to be offered at below market rates.

Although the Draft Environmental Impact Report (DEIR) identifies several potential environmental impacts of this project, the identified mitigation measures will ensure that this project does not result in any significant and unavoidable impacts on the environment. The proximity of this development to Caltrain, Highway 101, and the fact this development will not be complete until after the Highway 101/Broadway interchange project is complete should help ensure this development does not increase local traffic.

This proposed project will enhance the community, help address our housing needs, and do so without any significant impacts to the environment or the high quality of life Burlingame residents enjoy.

Response 6.1: This comment expresses support for the project and will be considered as part of the project decision process. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the EIR.

7. RESPONSE TO COMMENT LETTER 7 FROM PETER GUM, DATED APRIL 2, 2015.

Comment 7.1: I am concerned about the setbacks on the Carolan elevation. It appears the setback [sic] range from roughly 21 feet and 22 feet on the south end of the building to 23 feet and 24 feet on the north end; and the building line is roughly the same for the entire length. This creates an apparent density/massing that is out of step with other development in the area and I don't believe is suitable in this block. The adjacent North Park Apartments seem more in keeping with appropriate massing. My rough estimates suggest that the North Park buildings are varied in regard to their proximity to Carolan with only about 20 percent of the frontage reaching a 30 feet setback and the remainder of the structures set significantly further back with landscaping, a fountain, and parking areas helping to break up the elevation facing Carolan. I would like to see the Carolan elevation of this project more closely resemble the North Park Apartments in terms of building placement and massing.

Response 7.1: The comment expresses concerns about setbacks and massing of the proposed buildings. As shown in Table 1 (located on Page 12 of this document), the proposed project meets, or exceeds, the Zoning Ordinance setback requirements. Construction of the proposed apartment buildings on the northern portion of the project site (adjacent to the Northpark Apartment Complex) and proposed townhouses (adjacent to the single-family houses) would help visually connect the existing residential developments on either side of the project site. In addition, new trees and landscaping would be planted around the perimeter of the project site to soften views of the proposed buildings and enhance views of the site from the surrounding area.

While the proposed apartment buildings and townhouses will be taller than the existing buildings on the site, and slightly taller than the adjacent Northpark apartment complex and single-family homes on Toyon Drive, respectively, the project is consistent with the height limits and setback requirements described for the site in the Burlingame Zoning Ordinance. Development of the proposed project would change the look and feel of the site compared to the existing commercial and automobile service uses on-site; however, while the visual character of the site would change, the EIR determined that this not considered a substantial visual degradation according to the City's thresholds.

8. RESPONSE TO COMMENT LETTER 8 FROM JEFF AND KATHLEEN LEE, DATED APRIL 2, 2015.

Comment 8.1: We are long-time residents of the city, and we are writing to express our concern about recent discussion and the pending decision to redevelop the land into Summer Hill Apartment/Homes. We understand that the decision is being considered to provide more residencies to our fine city.

However, we do not believe that the current design for the residential units is the best for our community. The large number of units will increase what is already a heavy traffic area on Rollins Road, Carolan Avenue, and Toyon Drive.

Response 8.1: The concerns raised regarding the number of units and additional traffic are acknowledged. Project traffic impacts were analyzed against "baseline" conditions because this condition most accurately characterizes real world conditions under which the newly proposed project would be implemented, should it be approved. The "baseline" conditions include traffic from existing counts plus traffic from approved but not yet completed projects and roadway improvements in the site area. Due to some planned roadway improvements, under "baseline" conditions, the average delay at many of the study intersections is actually anticipated to decrease (i.e., experience lower delays) and the LOS is anticipated to improve.

Because the existing businesses are currently operating on the site, the trip generation by these businesses were subtracted and replaced with the trips generated by the proposed residential project. Implementation of the proposed project would result in a slight increase in average delay and traffic at most of the study intersections. This slight increase, however, would not exceed the significance threshold and, therefore, the project is considered to have a less than significant LOS impact.

Comment 8.2: Many drivers use Toyon Drive to cut through, at an increase speed, to bypass Broadway, Cadillac Way and the train crossing. On our street we have seen cars hit other parked cars because of careless drivers. Also big trucks often come down Toyon with barely enough room to bypass. We have small children and often fast car make it unsafe for our children, just getting in and out of our vehicles.

Response 8.2: The comment is noted. Both the proposed parking garage (for the apartment buildings) and townhouses can be accessed via driveways on both Carolan Avenue and Rollins Road (see Figure 1.3-4: Conceptual Circulation Plan on page 15 of the Draft EIR). Therefore, it is not anticipated that the project would generate a substantial amount of cut-through traffic that would utilize Toyon Drive. The project design has been reviewed by the City and is not considered to significantly increase safety hazards.

This comment will be considered as part of the project decision process. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the EIR.

Comment 8.3: The sight and sound of traffic are not pleasant and leave us feeling more stressed and concern about the safety and beauty of our neighborhood.

Response 8.3: The comment is noted. This comment will be considered as part of the project decision process. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the EIR.

Comment 8.4: In addition it is also well known that traffic gives off myriad of pollutants that decrease air quality.

Response 8.4: Air pollutant emissions associated with the full occupancy and operation of the proposed project were calculated and assessed in combination with air quality impacts resulting from project vehicle trip generation. As discussed in *Section 2.4.2.2 Criteria Air Pollutant Emissions* under the heading "Operation-Related Emissions" in the Draft EIR, the project's predicted emissions do not exceed the significance thresholds established by the Bay Area Air Quality Management District. Emission levels that do not exceed the significance thresholds are not considered to have a significant impact on human health. For these reasons, this impact was concluded to be less than significant under CEQA in the EIR.

Comment 8.5: Our community is currently suffering from an increase [sic] amount of vehicles parking in our neighborhood. We understand that most of these vehicles are from the surrounding businesses that are design to be removed. However, we still have remaining 7-Eleven, many apartment complexes, and a home healthcare facility. We often have cars that park next to our house for days. We have on several occasions called the police to report a vehicle, which has been parked for more than five days. On looking at the Summer Hill design, it would seem that there is not sufficient parking within the complex for the number of potential residence. Thus this will increase vehicles parking on Carolan Avenue, Rollins Road, and Toyon Drive.

Response 8.5: The City of Burlingame requires at least one and one-half permanently maintained parking spaces on the same lot for studio and one-bedroom dwelling units, at least two parking spaces for two-bedroom units, and 2.5 parking spaces for three or more bedroom units. In addition, at least three guest parking spaces should be provided for residential condominiums (or townhouses) with more than 15 dwelling units.

Based on the requirements set forth by the City of Burlingame Municipal Code, the proposed project would require a total of 521 parking spaces (466 parking spaces for the apartment units and 55 parking spaces for the townhouses). The project proposes to provide 524 parking spaces (466 parking spaces for the apartment units and 58 parking spaces for the townhouses on-site. The project, therefore, meets the City's parking requirements.

The project site is located less than 500 feet away from the closest bus stop along Carolan Avenue, which is served by SamTrans Route 46. The site is located within half a mile of the Broadway Millbrae Shuttle, the Burlingame Trolley, and additional SamTrans routes. The Broadway Millbrae shuttle operates every day and provides a connection between the Broadway Caltrain Station and the Millbrae Transit Station. The Burlingame Trolley is a free shuttle service that operates daily and connects the hotels east of US 101 to Broadway, downtown Burlingame, and the Burlingame Caltrain Station. Project residents would be able to use these shuttle services to access transit services in the project area.

In addition, as discussed on page 44 of the Draft EIR, a parking study surveying existing apartment complexes with similar characteristics was conducted to determine the ratio of parked cars to units and to bedrooms. Based on the results of the parking survey, it is anticipated that the project would provide an adequate amount of parking, and could have a parking surplus on-site. The project proposes more parking spaces than is required by the City's parking requirements.

Comment 8.6: We understand that this redevelopment would bring increased growth, and thus a better economy, to our city. However, increasing traffic and the amount of vehicles will decrease surrounding property values and quality of life.

> **Response 8.6:** The comment is noted. This comment expresses an opinion about the impacts of the proposed project on the property values of surrounding development and the neighborhood quality of life. This comment will be considered as part of the project decision process. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the EIR.

4.2 VERBAL PUBLIC COMMENTS, PLANNING COMMISSION MEETING, MARCH 9, 2015

9. RESPONSE TO COMMENTS FROM PATRICK CALLAHAN

Comment 9.1: My name is Pat Callahan, I live at 921 Linden Avenue, I'm the one who provided some of my notes, I wasn't actually going to give them to you, but I realized I might as well make copies and give them to you anyway. But just reviewing the project and looking at the overall EIR and what the goals were for the City and the project, it came to my feeling that some of the items that I had questions on regarding residential energy use for instance, is there solar involved in the project, I can't tell that from the documents I've seen so far.

> **Response 9.1:** The comment is noted. Solar panels are not currently proposed to be installed. This comment will be considered as part of the project decision process. No additional response is required as the document does not raise any environmental issues or questions about the adequacy of the Draft EIR.

Comment 9.2: The fencing to the south which is what affects me, seems to be a little bit of a conflict between the documents and the drawings, drawings show eight feet, document says six or seven, what type of material, that kind of thing, I'm sure the neighbors on Toyon would be more astute about what they want to see behind their house.

> **Response 9.2:** The comment is noted. The applicant has coordinated with the adjacent Toyon Drive property owners and has revised the proposal to include a seven-foot concrete precast panel wall design, subject to the Planning Commission granting a fence design exception to allow for the top one foot to be solid concrete, and to retain portions of the existing eight-foot concrete block wall. This comment will be considered as part of the project decision process. No additional response is required as the document does not raise any environmental issues or questions about the adequacy of the Draft EIR.

Comment 9.3: The construction impacts relative to trucking, if there's 27,000 cubic yards, that's a lot of truckloads of dirt out of there, and I understand that the truck route plans don't come until later in the process, but I would be very interested in how the trucking is going to be handled, where they go, how will they get in and out. Looking at how many workers they are anticipating on the site, and the building looks like it takes most of the site, so where is everybody going to park when they come to work, there will be a lot of guys, we already have some impact from the existing operations, we have fewer people I believe.

Response 9.3: It is anticipated that there would be approximately 25-125 construction workers working on the project site at any given time, depending on the specific phase of construction. Construction workers would park on the project site, in the structured parking garage upon completion and along Carolan Avenue and Rollins Road street frontages. Construction vehicles/equipment would be situated on-site as well. Specific construction truck routes will be determined as part of the construction traffic management plan to be prepared during final design.

As a condition of approval, the applicant shall prepare a construction staging and traffic control plan for the duration of construction for review and acceptance by the City Engineer prior to the issuance of a building permit. The construction staging plan shall include construction equipment parking, construction employee parking, timing and duration of various phases of construction and construction operations hours. The staging plan shall address public safety and shall ensure that worker's vehicles and construction equipment shall not be parked in public parking areas with exceptions for construction parking along the street frontages of the project site.

The applicant will also be required to submit a construction traffic management plan to the City for approval prior to the issuance of a demolition permit which addresses: (1) construction vehicle and delivery routes to and from the project site, including streets providing the safest access and having the least impact on existing traffic, and (2) additional traffic control such as signals, warning signs or flaggers to facilitate vehicular and pedestrian movement during construction activities.

Comment 9.4: And then the setting relative to along the south border, there's a landscape berm or landscape area there, looking at the drawings, I can't tell how big the trees are or what species they are, that kind of thing, obviously I'm concerned about how the height of the building relative to the existing residential and what kind of barriers we can put up so if we have an option to put in larger trees, like they were talking about on Carolan and Rollins, I think that would be a good idea, something that maybe grows a little faster than others, hopefully not deciduous too, so that it remains a barrier during the winter.

Response 9.4: The comment is noted. The project proposes to plant 36-inch Brisbane Box Trees along the southern property boundary and additional trees around the perimeter of the project site. The 36-inch Brisbane Box Trees will be approximately 13 feet high by six feet wide at planting, and will reach 30 to 45 feet in height at maturity, thereby helping to shield the project site from existing homes on Toyon Drive. This comment will be considered as part of the project decision process. No additional response is required as the document does not raise any environmental issues or questions about the adequacy of the Draft EIR.

Comment 9.5: And then, just the visual impacts, looking at the massing of the project, the building just seems a lot larger compared to the rest of the area, with Northpark, and the residential, I know that the condos or the townhomes are put in there to try and help that, but when you go down both sides, if you're going to put that new wall up along the freeway, you're going to end up with almost a tunnel effect, it feels like to me, and the building, even though it says it steps back, only parts of it

step back and it feels like a high wall, if it was me I'd be asking to push things down, maybe put it down another level underground, if that's the case, keep that same height or take a floor out, the spatial requirements and all that, some of the documents as I see in here on Page 95, talk about two four-story buildings compared to each other, but it's really a five and a half story building because it's above grade because of the garage.

Response 9.5: The comment is noted. This comment expresses an opinion regarding the size and massing of the proposed apartment building, and the visual impacts of the proposed soundwall between Rollins Road and US 101. Please refer to Response 4.1 above. This comment will be considered as part of the project decision process. No additional response is required as the document does not raise any environmental issues or questions about the adequacy of the Draft EIR.

The comment is correct in that the proposed apartment buildings are five-stories tall and not four stories, as incorrectly stated on page 95 in the Draft EIR. As described in *Section 1.3 Project Description*, however, the project analysis assumed that the apartment buildings would be five-stories tall and, therefore, the conclusion remains unchanged. The Draft EIR has been revised to reflect the correct apartment height (refer to *Section 5.0 Revisions to the Text of the Draft EIR*).

Comment 9.6: In the Complete Streets, I'm just concerned about what that looks like, I don't have any documents to show me what that looks like, what's going to happen, maybe I can comment on that at another time. Thank you.

Response 9.6: The comment is noted. The Carolan Avenue Complete Streets project is not a component of this proposed project; however, it was included in this analysis because the Carolan Avenue Complete Streets project is anticipated to be constructed and fully operational prior to the completion of this proposed project, and therefore is relevant to the traffic impact analysis. Since the Carolan Avenue Complete Streets project does not raise any environmental issues or questions about the adequacy of this Draft EIR, no additional response is required.

10. RESPONSE TO COMMENTS FROM PLANNING COMMISSIONER WILLIAM LOFTIS

Comment 10.1: I'm a little bit concerned about traffic. Part of it probably has to do with the fact that I'm not entirely sure what all the terminology means. But the sense that I get from looking at it, on page 36, we have been talking a lot in the last few weeks about the California intersection, and the California intersection looks like it has extremely, well it's not extreme, very long traffic delays, and the other end that I find hard to believe is the Carolan and Oak Grove intersection, which is a particularly bad intersection, it's a three-way intersection, you can't tell when the traffic is coming across the tracks there, but that's not even good now, so I can't believe it's going to be okay later, and I can't believe that it doesn't change given that those two directions out to Broadway and the other direction to the primary street which would be Oak Grove I think. I can't believe there's not a lot more traffic than that, so I would think there needs to be some clarification of the traffic, I know that I've seen this happen in other EIRs, the methodologies are not well understood by lay people, and even as a professional, they're not easy to understand, but those two ends of Carolan I think are quite

difficult. It's a tough place to put a lot of new traffic because it's up against the railroad tracks in both directions and that's I think part of the problem with every one of those intersections through there, they are against the tracks, and making the turns onto the streets and across the tracks is quite challenging. The thing that I can see in here that concerns me the most is the traffic, and I'd like to see some clarification and maybe further study, I'm not sure what to ask for precisely. I guess probably clarification and I don't know what we do to mitigate these problems, the very long traffic delays at California, I'm not sure what can be done to fix that, but that's my comments.

Response 10.1: This comment expresses concerns about traffic impacts resulting from the proposed project, particularly regarding the California Avenue/Broadway and Carolan Avenue/Oak Grove Avenue intersections. Commissioner Loftis would like further clarification about the traffic impact analysis as it pertains to the aforementioned intersections.

As discussed in *Section 2.2 Transportation*, traffic conditions were evaluated using the established level of service (LOS) methodology. LOS is qualitative description of operating conditions in which average delay per vehicle is correlated with a given LOS letter grade A-F.[2] LOS is calculated differently for signalized and unsignalized intersections. Please refer to *Section 2.2 Transportation* of the Draft EIR for a more detailed discussion of LOS and significance thresholds.

According to City practice, the project was considered to create a significant adverse impact on traffic conditions at a signalized intersection if for any peak-hour:

(1) The LOS at the intersection degrades from an acceptable LOS D or better under "baseline" conditions to an unacceptable LOS E or F under "baseline-plus-project" conditions; or

(2) The LOS at the intersection is an unacceptable LOS E or F under baseline conditions, and the addition of project trips causes average delay at the intersection to increase by five or more seconds.

For an unsignalized intersection, a project would result in significant adverse impacts on traffic conditions if the project adds at least 10 total net trips for any peak hour.

LOS calculates the average vehicle delay that occurs over the span of each peak hour; the AM peak hour lasts from 7:00 AM to 9:00 AM and the PM peak hour lasts from 4:00 PM to 6:00 PM. Therefore, while there may be substantial delay during a short period of time within any given hour (e.g., before school starts during the AM peak hour or when the railroad gates come down during the PM peak hour), the average delay may be lower when averaged over the span of the hour.

Project traffic impacts were analyzed under "baseline" conditions because this condition most accurately characterizes real-world conditions under which the proposed project would be implemented, should it be approved. The "baseline" conditions include traffic from

[2] LOS A represents free-flow conditions and LOS F represents severe congestion.

existing counts plus traffic from approved-but-not-yet-completed projects and roadway improvements in the site area. Due to planned roadway improvements such as the Broadway/US 101 Interchange Reconstruction project, under "baseline" conditions, the LOS at many of the study intersections is actually anticipated to improve (i.e., experience lower delays) as compared to existing conditions. This is the main reason that the traffic impacts of the project are not as pronounced as might intuitively be anticipated from a project of this size.

Because the existing businesses are currently operating on the site, the traffic trips generated by these businesses were subtracted and replaced with the trips generated by the proposed residential project. In addition, the proposed residential development would change the directionality of most peak hour trips, as compared to the existing businesses on the site. For example, with the residential project in place, most AM peak hour trips would be the result of residents leaving the site, rather than traveling to the businesses. These types of changes in directionality can also affect the LOS results. Implementation of the proposed project would result in a slight increase in average delay at most of the study intersections. This slight increase, however, would not exceed the significance threshold and, therefore, the project is considered to have a less than significant traffic impact.

11. RESPONSE TO COMMENTS FROM PLANNING COMMISSIONER JEFF DEMARTINI

Comment 11.1: I'm just going to go page by page of my 40 post-it notes. On Page 19, they talk about the groundwater management plan and, if long-term dewatering is required, the means and methods to extract, treat and dispose of ground water also shall be presented. I guess I would like a little bit more information about when would a neighborhood expect to see something like that, obviously, they've talked about contaminated soil, there hasn't been a lot of talk about contamination in the ground water, which wouldn't shock me, and I think the neighborhood needs to understand completely exactly what's going to happen.

Response 11.1: The site was initially developed with a lumber planing facility and a coal storage area, and later developed with commercial and automotive service structures. Today, the site is developed with automotive repair, rental, and sales facilities. According to the database records search, the project site is not listed as a source of contamination on Federal or State American Society for Testing and Materials (ASTM) standard or supplemental source lists. While there are 15 reported off-site sources of contamination, the nearby incidents were determined to be unlikely to affect the project site based on the groundwater flow direction, case status, and/or distance of these incidents in relation to the project site.

There are currently no open cases of soil or groundwater contamination on the project site. However, if contaminated groundwater is discovered during construction of the proposed project, the Soil Management Plan (provided in Appendix H of the Draft EIR) that has been approved by the Santa Mateo County Environmental Health Department (SMCEHD) shall be implemented. The Soil Management Plan includes construction protocols and safety measures that shall be implemented to protect construction workers and ensure that the site is safe for project residents. Upon completion of the soil excavation, confirmation sampling and backfill, a final report documenting the work performed shall be submitted to the

SMCEHD for review and approval prior to the issuance of a building permit. The report will include details regarding soil excavation, sampling, and landfill disposal documentation.

Comment 11.2: On Page 21, they talk about the cut that they need to make and they say: "prior to beginning the excavation, the soil in the planned excavation area will be characterized to determine the appropriate disposal options and to allow for excavation and off-haul without first stockpiling on site." And then, the next page says that if there's impacted soils, they will be stockpiled on site, so I guess my question is are they assuming if it's clean, which I can't imagine if they're already talking about spills on the property, I think that needs to be clear. It also says if soils exhibiting evidence of environmental impact are identified, the excavation shall be advanced to a greater depth, and lateral dimension as appropriate, except we have neighbors on both sides, some are residential neighbors, so I think that neighborhood would like to know exactly what kind of excavation is going to be done. I know there are already questions about property lines, so I think that would be helpful.

Response 11.2: The text quoted in this comment is from the EIR Summary Table, which highlights the significant impacts and mitigation measures for the project. Section *2.9 Hazards and Hazardous Materials* of the EIR provides additional detail regarding the soil and groundwater conditions on the site. Because of the existing buildings and equipment present on the site, it was not feasible to test all areas of the property. The measure quoted in the comment refers to a requirement for areas under existing buildings, where soils will be fully characterized and properly disposed upon excavation of these areas. Please see Response 11.1 above pertaining to the handling of contaminated soil and/or groundwater, if discovered on-site. Excavation would occur entirely within the project property lines and would not intrude into surrounding parcels.

Comment 11.3: Page 27, Alternative Land Use, they talk about an office plan and the first paragraph, they say the existing General Plan and Zoning designations on the site allow for a variety of uses, and so they picked an office plan. And then in the next paragraph, they say an alternative land use of office on the site would not be consistent with the City's General Plan, so I guess my question is why are we picking a land use that they say in the first paragraph is consistent and yet in the second paragraph it's not.

Response 11.3: As required by CEQA and the CEQA Guidelines (Section 15126.6), an EIR is required to evaluate a reasonable range of alternatives which would avoid or substantially lessen any of the significant effects of the project. The Alternative Land Use was considered as a potential way to reduce or avoid impacts upon sensitive receptors, such as residents.

The project site is located in the Carolan/Rollins Commercial Area and designated for commercial, service, and special sales in the City's General Plan. The existing General Plan and zoning designations on the site allow for a variety of uses, including office uses. In 2002, the Housing Element of the General Plan identified the property as also having the potential to be a housing site, noting that it is located between two residential areas and within proximity to transit. The goal of the General Plan Housing Element is to describe the City's land use and development parameters for residential land uses within the City of Burlingame. The Housing Element establishes policies and action programs that are intended to achieve the City's goals to provide adequate housing opportunities in the City.

In April 2009, the City Council Adopted Resolution No. 31-2009 to amend the Land Use Section of the General Plan to add a description of the Carolan/Rollins Commercial Area and allow multi-family residential as an alternative land use on the site. Therefore, while office uses are allowed on the site under the existing General Plan land use designation, office uses on-site would not help achieve the City's goals of providing adequate housing opportunities within the City, as described in Resolution No.31-2009 and the General Plan Housing Element. For this reason, the Draft EIR considered office uses as an alternative land use for the project site, but ultimately determined that this would be inconsistent with the overall, long-term vision of higher density residential for the site.

Comment 11.4: The Alternative Design with Setbacks, I guess I'd like to know why they picked that particular option.

Response 11.4: Refer to Response 11.3, above. The Alternative Design (Increased Setbacks) was selected as one way to mitigate the potential air quality health risk impacts to the proposed residences nearest to US 101 and Caltrain (if not electrified). Under the Alternative Design option, the increased setbacks from the eastern and western property lines could potentially eliminate the need to implement additional air quality mitigation measures, as currently proposed. Implementation of the Alternative Design (Increased Setback) Alternative, however, would result in aesthetic, hydrology and water quality, and parking impacts that would otherwise not occur. The City Council will ultimately determine whether this is a feasible alternative (e.g., economically feasible, aesthetically acceptable, etc.) when making a decision on the project.

Comment 11.5: I think it was mentioned a little bit this evening already by one of the residents about impacts to an established community, the soundwall to me has a rather significant impact, and I would like that addressed in a few ways, one of which obviously would be noise and I think it's important to take into account that while the freeway is there, I feel that the City is somewhat open in that part of town, and you can see right into Burlingame and once you put a sound wall up, I think you do have an impact.

Response 11.5: The construction of the soundwall extension is proposed to help mitigate noise impacts to the proposed project. Extending the existing soundwall to a point even with the northern edge of the project site would not obstruct views of any scenic vistas or resources from the project site, nor introduce a new visual element into the surrounding neighborhood. The soundwall extension to be built in conjunction with the project would be similar in size and appearance to the existing soundwall, which extends south from the project site continuously along the Highway 101 frontage through Burlingame and beyond into San Mateo. The existing soundwall provides mitigation of noise impacts to existing multi-family and single-family neighborhoods in a manner consistent with the proposed extension. For these reasons, the Draft EIR concluded that construction of the proposed soundwall extension would not be a significant aesthetic impact under CEQA.

Comment 11.6: In 2.1.2.3, Population and Housing Impacts, they talk about, "the project site however is identified in the City's General Plan for multifamily residential development, for these reasons, the proposed project would not induce substantial population growth in the area." I guess I question that, it sounds like we're inducing substantial population growth in the area. One of my

concerns, if you go to the Housing Element, I guess there are two Housing Elements, one at the time of their original submittal and one is the current one, but at the time of the original submittal, those particular parcels are identified as 185 units, and then in the new Housing Element, the total max is 212, in the document it says a realistic total would be 80% of that total max, but because of the project already being submitted, 290 is input and so to me, if you compare it to what the applicant had already submitted, then sure, 290 equals 290, but if you compare it to the actual numbers in the Housing Element, I think there is substantial population growth.

Response 11.6: CEQA Guidelines Section 15126.2(d) requires an EIR to "discuss the characteristics of a project which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively." A project would result in growth-inducing impacts if it:

(1) Fosters economic or population growth or additional housing;
(2) Removes obstacles to growth;
(3) Taxes community services or facilities to such an extent that new services or facilities would be necessary; or
(4) Encourages or facilitates other activities that cause significant environmental effects.

As stated on page 156 in *Section 3.0 Growth-Inducing Impacts* of the Draft EIR, in general, new development is "growth." The proposed growth on the project site, however, would not be "induced" by the proposed project – it <u>is</u> the proposed project. The proposed project is considered "infill," meaning that the project site is well within the City's existing urban boundaries, is currently developed with urban uses, and is already served by existing infrastructure. Compared to existing conditions, implementation of the project would increase population on the site. The project, however, is consistent with the City's General Plan, zoning, and vision for higher density residential development on a site that is proximate to transit facilities and that would connect two existing residential areas that are currently divided by non-residential uses. The project, therefore, would not result in growth beyond what is already anticipated for in the City's General Plan.

Implementation of the project would not: a) create a precedent for growth outside the existing urban envelope, b) induce population growth in an area where urbanization is not already planned, c) result in growth beyond what is already anticipated in the City's General Plan, or d) create a significant demand for new infrastructure in an area where urban infrastructure does not already exist. For these reasons, as stated on page 156 of the EIR, the proposed project would not result in significant growth-inducing impacts.

On January 5, 2015, the Burlingame City Council approved the Draft 2015-2023 Housing Element update to the General Plan. The Housing Element is the City's master plan for accommodating the housing needs of Burlingame's current and project residents. The Department of Finance indicates that as of January 1, 2013, the current population of Burlingame is 29,246 people. The Association of Bay Area Governments (ABAG) anticipates an increase in population of about 4,500 people by 2030. The Housing Element update plans for the potential addition of 863 housing units in Burlingame based on the ABAG Regional Housing Needs allocation for Burlingame to help accommodate the

projected increase by the year 2023. According the Housing Element, public facilities in place (including sewage treatment and water supply) are adequate to serve existing and proposed development within the Housing Element.

The project proposes to construct 290 units in a location that has been identified for 290 units in the Draft 2015-2023 Housing Element update. The proposed project is accounted for within the potential 863 planned housing units and does not propose new utilities or infrastructure in excess of what is needed for the proposed project. While the previous 2009-2014 Housing Element estimated 188 units for the subject properties based on a requirement from the Housing and Community Development Department to reduce the proposed build-out density to 80 percent of what could be built. This was an estimate for purposes of projecting potential number of units, but was not intended to serve as a fixed limitation. The estimate was derived from a formula based on parcel size, but for purposes of the Housing Element, was intended only to assist in allocating housing needs, not represent a maximum capacity. For these reasons, although redevelopment of the project site would increase the population in the area, the proposed project would not induce other substantial population growth.

The text of *Section 2.1.2.3 Population and Housing Impacts* of the Draft EIR has been revised to clarify this information.

Comment 11.7: On Page 22, the City of Burlingame Zoning Ordinance, they talk about the project requiring a special permit prior to exceed 30 feet in height, when we're talking about the townhouse portion, but then they say the proposed apartments would not exceed the 75-foot height limit. I don't think that's accurate, I think the 75 feet is with a Conditional Use Permit, and I believe the height limit is 35 feet, so I think they should be consistent with what they've described as the other portion of the parcel. I think it's a little bit misleading to tell somebody that the height limit is 75 feet when really it's not.

Response 11.7: According to Section 25.31.065, multi-family residential development on the project site (which is zoned C-2 with an R-4 district overlay) is subject to the regulations and restrictions of the R-4 zone district. Per Section 25.29.060 the R-4 District allows up to six stories, or 75 feet in height, with a Conditional Use Permit. However, per Section 25.31.065, the height limit on the subject property adjacent to R-1 and R-3 zoned properties is further restricted. Within 100 feet of R-1 and R-3 zoned properties, the maximum building height is 2.5 stories, or 30 feet, with the following exceptions: (1) a structure between 30 and 36 feet upon approval of a Special Permit for height, and (2) a structure of 36 feet or taller upon approval of a Variance.

This reduced height limit only applies to portions of the property within 100 feet of R-1 and R-3 zoned properties, and not on the entire parcel. Increasing the height within 100 feet of R-1 and R-3 zoned properties requires obtaining a Special Permit for height, with findings and conditions per Section 25.51. Increasing height on the remainder of the property requires a Conditional Use Permit, with findings and conditions per Section 25.52.

The project proposes to construct two, five-story (up to 63 feet) apartment buildings and four, two-story (up to 34 feet) townhouse buildings. The project applicant is proposing to request

a Conditional Use Permit for the height of the apartment buildings, and a Special Permit for the height of the townhouses.

Comment 11.8: The traffic, I would agree completely with Commissioner Loftis, I was actually a little bit surprised to see the numbers. I budget at times in rush hour about 15 minutes to get off the freeway and to get all the way down Broadway and to see numbers that I'm only delayed 30 seconds at certain intersections. I've sat there through lights, and multiple lights, so I think they really need to take a look at that, one of their comments on Page 40 was the addition of project traffic at a particular intersection would increase average delay per vehicle by only 4/10 of a second, and to me that's hardly anything. We're talking about potentially 290 units and perhaps they know more than me but I question this. I really want to understand the impacts of the interchange project and the Carolan road diet.

Response 11.8: This comment expresses concerns about traffic impacts resulting from the proposed project, particularly regarding the Broadway Avenue intersections. As discussed in *Section 2.2 Transportation*, traffic conditions were evaluated using the established level of service (LOS) methodology. LOS is qualitative description of operating conditions in which average delay per vehicle is correlated with a given LOS letter grade A-F.[3] LOS is calculated differently for signalized and unsignalized intersections. Please refer to *Section 2.2 Transportation* of the Draft EIR for a more detailed discussion of LOS and significance thresholds.

According to City practice, the project was considered to create a significant adverse impact on traffic conditions at a signalized intersection if for any peak-hour:

(1) The LOS at the intersection degrades from an acceptable LOS D or better under "baseline" conditions to an unacceptable LOS E or F under "baseline-plus-project" conditions; or

(2) The LOS at the intersection is an unacceptable LOS E or F under baseline conditions, and the addition of project trips causes average delay at the intersection to increase by five or more seconds.

For an unsignalized intersection, a project would result in significant adverse impacts on traffic conditions if the project adds at least 10 total net trips for any peak hour.

LOS calculates the average vehicle delay that occurs over the span of each peak hour; the AM peak hour lasts from 7:00 AM to 9:00 AM and the PM peak hour lasts from 4:00 PM to 6:00 PM. Therefore, while there may be substantial delay during a short period of time within any given hour (e.g., before school starts during the AM peak hour or when the railroad gates come down during the PM peak hour), the average delay may be lower when averaged over the span of the hour.

Project traffic impacts were analyzed under "baseline" conditions because this condition most accurately characterizes real-world conditions under which the proposed project would

[3] LOS A represents free-flow conditions and LOS F represents severe congestion.

be implemented, should it be approved. The "baseline" conditions include traffic from existing counts plus traffic from approved-but-not-yet-completed projects and roadway improvements in the site area. Due to planned roadway improvements such as the Broadway/US 101 Interchange Reconstruction project, under "baseline" conditions, the LOS at many of the study intersections is actually anticipated to improve (i.e., experience lower delays) as compared to existing conditions. This is the main reason that the traffic impacts of the project are not as pronounced as might intuitively be anticipated from a project of this size.

Because the existing businesses are currently operating on the site, the traffic trips generated by these businesses were subtracted and replaced with the trips generated by the proposed residential project. In addition, the proposed residential development would change the directionality of most peak hour trips, as compared to the existing businesses on the site. For example, with the residential project in place, most AM peak hour trips would be the result of residents leaving the site, rather than traveling to the businesses. These types of changes in directionality can also affect the LOS results. Implementation of the proposed project would result in a slight increase in average delay at most of the study intersections. This slight increase, however, would not exceed the significance threshold and, therefore, the project is considered to have a less than significant traffic impact.

Comment 11.9: Also on Page 40, Study Intersection No. 7, Carolan Avenue and Broadway, they say the "baseline" condition is 42.8 on the average delay, the "baseline-plus-project" is 42.6, it goes down, and yet their increase in their table shows it went up by 0.5, so perhaps it's just a typo, but it has to be addressed and also a couple of the intersections actually go down, which I would like to understand exactly how that is going to happen. It sounds like perhaps Burlingame Point is taken into account in this, but I want to make sure that is the case, because it's obviously a very significant project and a project that's been in the news quite recently as potentially starting construction soon.

Response 11.9: The comment is correct in that there was an error in Table 2.2-7 of the Draft EIR. The "baseline" condition is actually 42.1 and not 42.8. Therefore, the increase in average delay remains unchanged. Table 2.2-7 of the Draft EIR has been revised to reflect the correct "baseline" condition for Study Intersection No. 7 (refer to *Section 5.0 Revisions to the Text of the Draft EIR*).

Refer to Response 11.7, above.

Comment 11.10: Page 44, in the middle of the project they did a survey of four different apartment projects, it says during the week of the parking survey, the existing apartment complexes were 90 to 95 per cent occupied. I guess I'd like that broken out per apartment building, I'm shocked that there is a 90 per cent occupied apartment building in the Bay Area right now. One of these was recent construction, so I just want to make sure that they're talking about stabilized apartments in their analysis.

Response 11.10: The apartment complexes surveyed in the Parking Study have been constructed within the last 15 years and were selected due to their similarities to the proposed project. It is true that vacancy rates are extremely low in the area. The survey indicated that the apartment complexes interviewed were essentially at full capacity, however one of the

examples (Metropolitan Apartments in San Mateo) had a relatively lower occupancy of 90 percent due to active water-intrusion remediation work that was underway at the time of the survey. For reference, occupancy rates of 90-95 percent are generally considered "full occupancy" when accounting for transitions between old and new tenants, maintenance and updating activities, etc.

Comment 11.11: Odors, the gentleman spoke recently that perhaps it doesn't affect the neighbors, and it's not a big enough impact, but the concern obviously is there is a driveway so close to the backs of these people's houses now that I would want that identified a little bit.

Response 11.11: The project proposes to construct residential uses on-site. Operation of the project would not generate odors that would result in complaints. Construction of the proposed project would result in localized emissions of diesel exhaust during construction equipment operation and truck activity. In addition, motor exhaust would be generated by project residents driving to and from the project site; however, vehicles would not be expected to idle at this driveway for extended periods of time. Furthermore, vehicular travel to and from the project site already occurs; no new odors would be generated as a result of implementation of the proposed project.

Comment 11.12: On Page 126, the groundwater impacts, they talk about referring to Appendix I, and in Appendix I on the first page, it says that the building will consist of four stories of wood frame residential units. It's actually five stories. And in the next page it talks about an elevation of 4.4 feet from the finished floor of the garage, it's actually 4.9 feet. I think the four stories and five stories, I question whether we're talking about the same project quite honestly because based on the dates on this. I think they were looking at a different plan because there's no mistaking that this project is five stories. So if that's the case then obviously I think this whole section needs to be corrected and updated.

Response 11.12: The report cited in this comment was prepared under contract to the applicant prior to preparation of the EIR, and the text regarding the height and elevation of the project was a typo in this specific instance. The technical analysis in this report was valid and was peer reviewed by the City's consultant as part of the EIR process. The EIR has evaluated the correct project, as described in Section *1.0 Project Information* of the Draft EIR.

Comment 11.13: On Page 132, it talks about exposing people or structures to a significant risk of loss, injury or death involving flooding. On the following page, on sea level rise impacts, they talk about a sea level rise, and they say that it's not anticipated that the proposed project would be significantly impacted, but they only focus on the residential units, they don't focus on the subterranean parking spaces, so it's impacting a building, and clearly the building could be impacted, and I don't know where all these people would park then, if their garage is flooded.

Response 11.13: A significant sea-level rise impact would occur under CEQA if a project places dwelling units in a place that would be impacted by anticipated sea-level rise in the future. Flooding of other structures or infrastructure, such as a parking garage, due to sea-level rise, is not considered a significant impact under CEQA. Given the fact that the finished floor elevation of the ground floor residential units (at least 10 feet above mean sea

level) would be above the predicted sea-level rise (about 4.5 feet above mean sea level), it is not anticipated that the proposed units would be significantly impacted by the predicted sea-level rise.

Comment 11.14: Page 136, we talk about the water supply in Burlingame, and we talk about 2010-2011, and also 2012-2013, we haven't seen 2013-2014, and I'm curious if we've taken into account some of the rather significant projects that are proposed in this City. We obviously heard about a rather large one this weekend, we know about one that's going to break ground soon on the other side of the freeway, and it's easy to say we'll have plenty of water but I guess I'd like to see the analysis that takes into account all the buildings that we know of on the development process in the pipeline, so hopefully we can do that.

Response 11.14: As previously discussed, the Burlingame City Council recently approved the Draft 2015-2023 Housing Element update to the General Plan on January 5, 2015. The Housing Element anticipates the construction of 863 housing units within the next eight years to accommodate the projected population growth within the City. According the Housing Element, and based on the City's Urban Water Management Plan, public facilities in place (including water supply) are adequate to serve existing and proposed development within the Housing Element.

The proposed project is accounted for within the potential 863 planned housing units and does not exceed the anticipated number of housing units for the site. Almost all of the residential projects that are currently under construction, or have been approved, have been anticipated in the Housing Element. For these reasons, implementation of the proposed project would not result in an unanticipated impact on local and regional water supply.

Comment 11.15: 2.14.2.3, Impacts to Schools, Page 154, I just need to read this paragraph because it's stunning. "The project proposes 290 new residential units that would generate school-aged children. The proposed project (if approved) is anticipated to be constructed and occupied in 2019. The capacity of the local schools (Roosevelt Elementary School, Burlingame Intermediate School, and Burlingame High School) in 2019 cannot be determined at this time. If the local elementary, middle, and high schools are at capacity at the time the project is constructed and occupied, project – generated students may need to attend another school within the Burlingame School District and San Mateo Union High School District." It's rather cavalier to take an impact to the schools which to me drives this community. If we don't have good schools in Burlingame, there are plenty of other places to live, and to me, to take one paragraph and say it's not a problem, if there is a problem, we'll just send them somewhere else. To me, that's entirely not acceptable. I think we need to look at every single school, we often see numbers from schools in their estimates in the future, and I think we need to do that. I mean we can't have, we already have overcrowded schools, if you take Roosevelt, kids are in portables right now, and to get those portables, they took over their playfield. So part of that playfield is gone and now the kids are in portables, so we're going to put more kids there potentially. We need to study that and study it in depth before we start approving projects that harm our schools and then suddenly Burlingame's not the town that we thought it is.

Response 11.15: School facilities and capacities are certainly an important consideration during the planning and decision process for any development project, however, the State legislature has explicitly prescribed the mitigation for such impacts under CEQA and the

responsibility for mitigating impacts to schools. State law (Government Code Section 65996) specifies an acceptable method of offsetting a project's effect on the adequacy of school facilities as the payment of a school impact fee prior to the issuance of a building permit. California Government Code Sections 65995-65998, sets forth provisions for the payment of school impact fees by new development as exclusive means of "considering and mitigating impacts on school facilities that occur or might occur as a result of any legislative or adjudicative act, or both, by any state or local agency involving, but not limited to, the planning, use, or development of real property" [§65996(a)]. The legislation goes on to say that the payment of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA [§65996(b)]. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code. The school impact fees and the school districts' methods of implementing measures specified by Government Code 65996 would mitigate project-related increases in student enrollment.

The Burlingame School District is currently planning for the reopening of Hoover Elementary School. School attendance areas are anticipated to be redrawn to adjust for the new school, which is anticipated to reopen in 2016**.** The reopening of Hoover Elementary School would expand the number of school facilities available and help accommodate projected future enrollment increases in the Burlingame School District.

In compliance with State law (Government Code Section 65996), as described above, the project shall pay the affected school districts an impact fee prior to the issuance of a building permit to mitigate the project's impact on local school facilities. This comment will be considered as part of the project decision process.

Comment 11.16: The impact to parks, on Page 155, is also rather vague. It just says there won't be an impact to our parks. How do you decide that?

Response 11.16: The Burlingame General Plan consists of the Land Use, Conservation, and Open Space elements which describe the City's objectives and action programs pertaining to the creation and maintenance of City parks, recreational areas, and open space. The City's General Plan does not identify a service ratio goal, or other performance standard for park facilities.

Construction of the proposed project would not replace or result in the substantial physical deterioration of nearby park facilities. In addition, the proposed project includes common open space and recreational facilities (e.g., pool area) on-site that would partially offset the park and recreational demand from project residents. The project applicant would also pay an impact fee to further offset the park and recreational demand from project residents on other city facilities. For these reasons, the Draft EIR determined that implementation of the proposed project would have a less than significant impact on park facilities.

Comment 11.17: In the list of cumulative projects, on Page 159, talks about 60 Edwards Court, Tennis Facility, not yet constructed, it's well under construction. I think there's a tour tomorrow of it, and Trousdale, I think this list needs to be updated and perhaps updated with projects that have come by recently.

Response 11.17: In accordance with Section 15125 of the CEQA Guidelines and relevant case law, the project is compared against the baseline environmental conditions as they exist at the time the EIR Notice of Preparation (NOP) is published. The NOP for this EIR was published in June of 2014, therefore the technical analyses reflect the conditions as they existed at that time. The text of the Draft EIR has been revised to reflect the current construction phase of 60 Edwards Court (refer to Section 5.0 Revisions to the Text of the Draft EIR).

12. RESPONSE TO COMMENTS FROM PLANNING COMMISSIONER RICHARD TERRONES

Comment 12.1: The only question I have at this time is that the consultant mentioned other projects, in particular the Broadway interchange, if we could get some clarification or answer to whether or not because it's still sort of in the idea stage, whether or not the potential grade separation at Broadway and California needs to be considered, and if not, then not, but at least some statements that we could have in the record in response, I think that would be helpful.

Response 12.1: The intersection of Broadway and the railroad tracks (between California Drive and Carolan Avenue) is currently being studied for potential improvements to traffic operations and safety. The Broadway Grade Separation Study is still in the early stages of planning; no design option has been selected at this time. The environmental review process for the Broadway Grade Separation Study is not anticipated to begin until mid-2016 and, therefore, this study is not being considered as part of the environmental review for the Carolan Avenue/Rollins Road Residential Project.

13. RESPONSE TO COMMENTS FROM PLANNING COMMISSIONER PETER GUM

Comment 13.1: I reflect the concerns that the gentleman mentioned about the property line along the Toyon properties. I remember that there was some concern about the property line as defined by the Carolan project to the effect that it would actually take out a couple of trees of those folks that live on Toyon. That was expressed to me by the folks there that live on Toyon, so I have some concern about that and it would be nice to have a clarification as to that property line and if that would be a concern or not.

Response 13.1: The applicant has coordinated with the adjacent property owners on Toyon Drive to provide fencing, landscaping, and protection of existing trees and tree roots. Based on feedback from the adjacent Toyon property owners, the applicant has revised the proposed seven-foot high wood fence design to a seven-foot high concrete precast panel wall design, subject to the Planning Commission granting a fence design exception to allow for the top one foot to be solid concrete. The existing eight-foot concrete block wall adjacent to APN 026-240-130, -140 and a portion of -150 would remain in place, subject to confirming its structural integrity, and the side facing the project would be textured and painted to match the new precast wall. A precast wall is proposed in order to use a pier foundation and avoid impact to existing trees.

Upon further study and research, four trees that were identified in the initial Arborist Report as being off-site have been confirmed to be located within the project site, but growing on the

off-site side of the eastern fence line, as documented in a revised Arborist Report from HortScience Inc. dated May 2015. The existing fence is between two feet and six inches and three feet inside the project site property line, per the BKF Engineering survey and noted on Existing Conditions Sheet 2.0. The applicant has coordinated with the respective neighbor to identify replacements.

Comment 13.2: My other concern is one of a pedestrian nature, and that is pedestrian traffic moving to and from. I think on the west side, it's not a problem, there seems to be plenty of sidewalk space, most of the traffic would probably go downtown. But for those that want to go out to the park and out towards the Bay, that one section of sidewalk is very narrow, and it is encroached upon by the chain link fence and by the ivy and other things that are appurtenant to those properties along that side, so maybe we could look at that a little more closely, and see what kind of pedestrian traffic is anticipated to flow in that direction.

Response 13.2: The comment expresses concerns about sidewalk facilities along Rollins Road and pedestrians traveling towards Bayside Park and San Francisco Bay (toward Broadway). The Transportation Impact Analysis (Appendix C) did not identify potential pedestrian traffic hazards or deficiencies in sidewalks in the immediate project area. The project proposes to construct five-foot sidewalks along its frontage on Carolan Avenue and Rollins Road. This comment will be considered as part of the project decision process. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the Draft EIR.

14. RESPONSE TO COMMENTS FROM PLANNING COMMISSIONER RICHARD SARGENT

Comment 14.1: On the driveway on the south, I guess I'd like that looked at a little bit more closely. I think in some regards that new transition to the houses on Toyon would be an improvement to what's there, because it's already a parking lot. But I think the use pattern is going to change, now with this residential use, a lot of the vehicle traffic will be at night and will impact those houses in a way that they are not impacted now, so I just want to make sure that is taken into account.

Response 14.1: The comment expresses concerns regarding potential impacts resulting from vehicles accessing the project site on the existing single-family homes on Toyon Drive (refer to Figure 1.3-4 Conceptual Circulation Plan in the Draft EIR). The southernmost driveway is restricted to townhome residents and emergency vehicle access. It is not anticipated there will be substantial vehicle traffic traveling to and from the townhomes at night. Vehicles accessing the project site through the Main Entry Drive would be shielded by the proposed townhouses and would not substantially affect the single-family homes on Toyon Drive.

Comment 14.2: I'm also concerned about the parking, I realize the project meets the City requirement, but on condo projects, larger projects like this, we often have projects that exceed the parking minimum, so I just want to look at those numbers more closely.

Response 14.2: The comment regarding parking is noted. As discussed in the Draft EIR, a parking study surveying existing apartment complexes with similar characteristics was

conducted to determine the ratio of parked cars to units and to bedrooms. Based on the results of the parking survey, it is anticipated that the project would provide an adequate amount of parking, and could have a parking surplus on-site. The project proposes more parking spaces than is required by the City's minimum parking requirements.

Comment 14.3: I just wanted to comment on one of the proposed mitigation measures for interior noise that was brought up by the applicant, particularly the vinyl windows, and on just about every project we have in the City, applicants are told that vinyl windows aren't allowed in the City, and I usually don't do research outside of what's presented in our documents, but I made one call to a window supplier, a national window supplier, and he told me that an aluminum clad window could meet that STC requirement that's being proposed in the EIR. So I think that's going to need to be looked at more closely, and I think there's going to need to be a lot more justification in the documents to get that approved, or at least to make it approvable.

Response 14.3: The EIR identifies the general noise attenuation that will be necessary for the residential uses. At the time of final site design, a qualified acoustical consultant shall review the final site plan, building elevations, and floor plans prior to issuance of a building permit and project construction to calculate expected interior noise levels. The specific determination of what noise insulation treatments are necessary shall be conducted on a unit-by-unit basis during final design of the project. The types of windows to be used shall also be determined during the final design review of the project. This comment will be considered as part of the project decision process. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the Draft EIR.

15. RESPONSE TO COMMENTS FROM PLANNING COMMISSIONER NIRMALA BANDRAPALLI

Comment 15.1: I concur with all the comments made by fellow commissioners. I just want to reiterate that traffic is the major concern. We really need to take a closer look at that. Because Carolan is a narrow street, and we have one public school, BHS, we have so many seniors, juniors driving to school, and my daughter goes to BHS, so I drive every day and it is really hard. It takes me almost five minutes just waiting for the stop light, and sometimes have to miss a couple of red lights. So that's something we really need to take a look at.

Response 15.1: This comment expresses concerns about traffic impacts resulting from the proposed project, particularly regarding access to schools. As discussed in Section *2.2 Transportation*, traffic conditions were evaluated using the established level of service (LOS) methodology. LOS is qualitative description of operating conditions in which average delay per vehicle is correlated with a given LOS letter grade A-F. LOS is calculated differently for signalized and unsignalized intersections. Please refer to Section 2.2 Transportation of the Draft EIR for a more detailed discussion of LOS and significance thresholds.

According to City practice, the project was considered to create a significant adverse impact on traffic conditions at a signalized intersection if for any peak-hour:

(1) The LOS at the intersection degrades from an acceptable LOS D or better under "baseline" conditions to an unacceptable LOS E or F under "baseline-plus-project" conditions; or

(2) The LOS at the intersection is an unacceptable LOS E or F under baseline conditions, and the addition of project trips causes average delay at the intersection to increase by five or more seconds.

For an unsignalized intersection, a project would result in significant adverse impacts on traffic conditions if the project adds at least 10 total net trips total for any peak hour.

LOS calculates the average vehicle delay that occurs over the span of each peak hour; the AM peak hour lasts from 7:00 AM to 9:00 AM and the PM peak hour lasts from 4:00 PM to 6:00 PM. Therefore, while there may be substantial delay during a short period of time within any given hour (e.g., before school starts during the AM peak hour or when the railroad gates come down during the PM peak hour), the average delay may be lower when averaged over the span of the hour.

Project traffic impacts were analyzed under "baseline" conditions because this condition most accurately characterizes real-world conditions under which the proposed project would be implemented, should it be approved. The "baseline" conditions include traffic from existing counts plus traffic from approved -but -not -yet -completed projects and roadway improvements in the site area. Due to planned roadway improvements such as the Broadway/US 101 Interchange Reconstruction, under "baseline" conditions, the LOS at many of the study intersections is actually anticipated to improve (i.e., experience lower delays) as compared to existing conditions. This is the main reason that the traffic impacts of the project are not as pronounced as might intuitively be anticipated from a project of this size.

Because the existing businesses are currently operating on the site, the traffic trips generated by these businesses were subtracted and replaced with the trips generated by the proposed residential project. In addition, the proposed residential development would change the directionality of most peak hour trips, as compared to the existing businesses on the site. For example, with the residential project in place, most AM peak hour trips would be the result of residents leaving the site, rather than traveling to the businesses. These types of change s in directionality can also affect the LOS results. Implementation of the proposed project would result in a slight increase in average delay at most of the study intersections. This slight increase, however, would not exceed the significance threshold and, therefore, the project is considered to have a less than significant traffic impact.

Comment 15.2: And also for construction workers, where are they going to park, on Carolan or some other, what streets are they going to park, what's the plan for that? And if you have big trucks coming along, what route are they going to take, maybe take that into consideration.

Response 15.2: Construction workers would park on the project site, in the structured parking garage upon completion, and on Carolan Avenue and Rollins Road street frontages. Construction vehicles/equipment would be situated on the project site as well. Specific

construction truck routes will be determined as part of the construction traffic management plan to be prepared during final design.

As a condition of approval, the applicant shall prepare a construction staging and traffic control plan for the duration of construction for review and acceptance by the City Engineer prior to the issuance of a building permit. The construction staging plan shall include construction equipment parking, construction employee parking, timing and duration of various phases of construction and construction operations hours. The staging plan shall address public safety and shall ensure that worker's vehicles and construction equipment shall not be parked in public parking areas with exceptions for construction parking along the street frontages of the project site.

The applicant will also be required to submit a construction traffic management plan to the City for approval prior to the issuance of a demolition permit which addresses: (1) construction vehicle and delivery routes to and from the project site, including streets providing the safest access and having the least impact on existing traffic, and (2) additional traffic control such as signals, warning signs or flaggers to facilitate vehicular and pedestrian movement during construction activities.

Comment 15.3: **A**nd again, thinking about schools, Commissioner DeMartini talked about what is the enrollment, need to look at that, how many children can each school take, all the schools are already filled up, so Hoover is opening in 2016, but even then, we need to do a study and see, because we need to ensure Burlingame, we brag about our schools, Burlingame has the best schools in the County, and we need to continue to maintain that. The schools are what drive our real estate prices so we want to make sure we provide all the kids the best education in our City.

Response 15.3: School facilities and capacities are certainly an important consideration during the planning and decision process for any development project, however, the State legislature has explicitly prescribed the mitigation for such impacts under CEQA and the responsibility for mitigating impacts to schools. State law (Government Code Section 65996) specifies an acceptable method of offsetting a project's effect on the adequacy of school facilities as the payment of a school impact fee prior to the issuance of a building permit. California Government Code Sections 65995-65998, sets forth provisions for the payment of school impact fees by new development as exclusive means of "considering and mitigating impacts on school facilities that occur or might occur as a result of any legislative or adjudicative act, or both, by any state or local agency involving, but not limited to, the planning, use, or development of real property" [§65996(a)]. The legislation goes on to say that the payment of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA [§65996(b)]. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code. The school impact fees and the school districts' methods of implementing measures specified by Government Code 65996 would mitigate project-related increases in student enrollment.

The Burlingame School District is currently planning for the reopening of Hoover Elementary School. School attendance areas are anticipated to be redrawn to adjust for the

new school, which is anticipated to reopen in 2016**.** The reopening of Hoover Elementary School would expand the number of school facilities available and help accommodate projected future enrollment increases in the Burlingame School District.

In compliance with State law (Government Code Section 65996), as described above, the project shall pay the affected school districts an impact fee prior to the issuance of a building permit to mitigate the project's impact on local school facilities.

SECTION 5.0 REVISIONS TO THE TEXT OF THE DRAFT EIR

This section contains revisions to the text of the *Carolan Avenue/Rollins Road Residential Project Draft Environmental Impact Report,* dated February 2015. Revised or new language is underlined. All deletions are shown with a ~~line through the text~~.

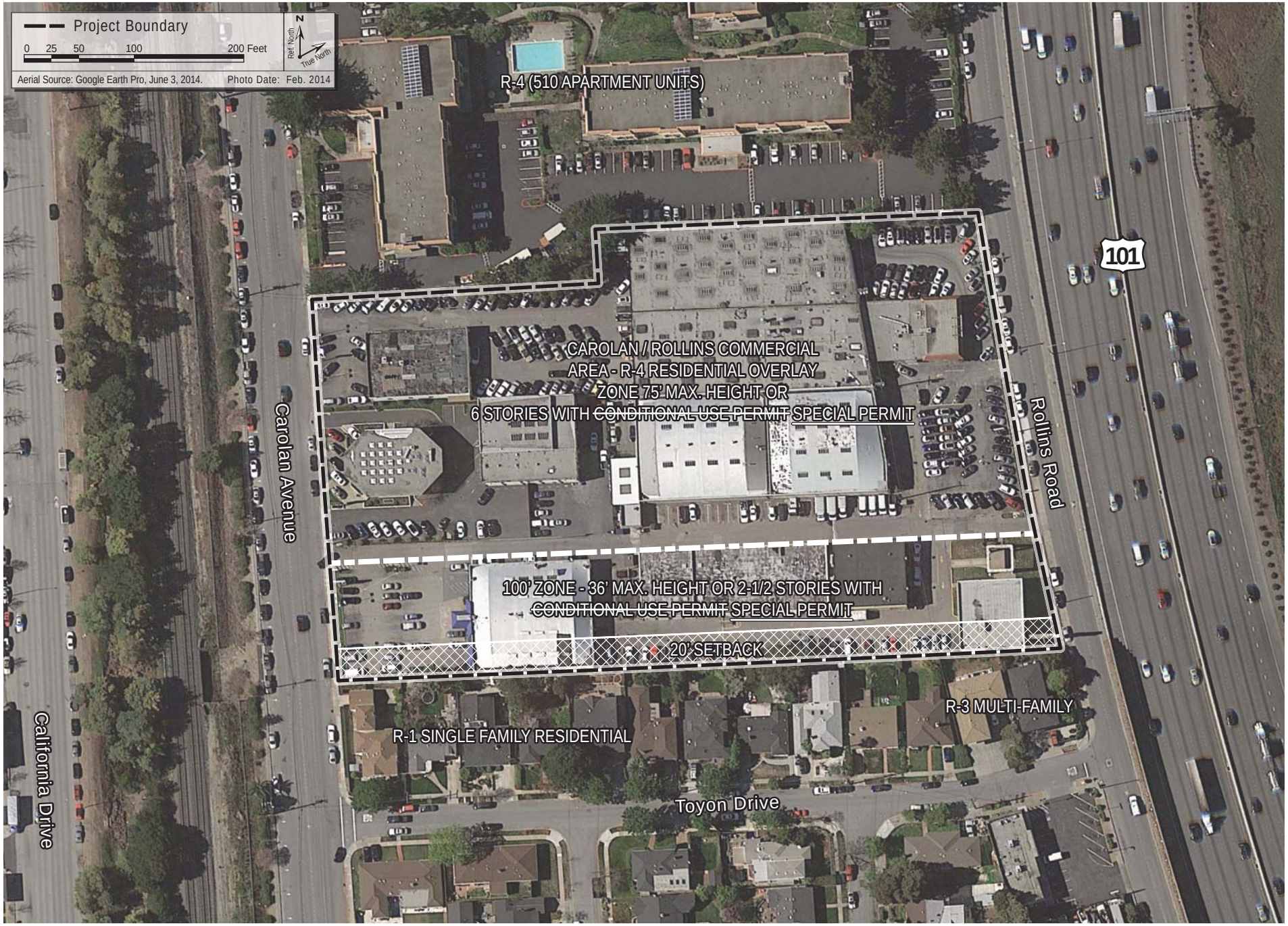
Page iii: **REVISE** Table of Contents, as shown.

Tables

Page xxvii: **REVISE** *Summary of Project Alternatives – Alternative Design (Increased Setback),* as shown.

Specifically, under this alternative, the project would be set back 250 feet from the eastern site boundary and 120 feet from the ~~southern~~ western site boundary.

Page 5: **REVISE** Figure 1.2-1: Aerial Photograph with Existing Zoning Designations, as shown on the following page.



(REVISED) AERIAL PHOTOGRAPH WITH EXISTING ZONING DESIGNATIONS FIGURE 1.2-1

Page 7: **INSERT** the following text in *Section 1.3.3 Community Room*, as shown.

The proposed project includes a community room that would be available for community use. The community room would be located on the ground floor and would contain amenities such as collaboration work tables with chairs, a seating area, a conference room with AV screen and white board, a copy nook with a refrigerator and wet bar sink, and a small meeting lab. A café vending service and Wi-Fi service would also be provided. The proposed community room would typically be used by residents as a shared work space; however, the community room could also be used by residents and their guests, or eligible community groups, for meetings.

The community room would be available for us to eligible community groups between the hours of 6:00 PM to 9:00 PM Monday through Thursday.

Page 11: **INSERT** in *Section 1.5 Uses of the EIR*, as shown.

- Condominium Permit
- Demolition Permit Exception, pursuant to 18.07.065
- Design Review

Page 20: **REVISE** *Section 2.1.2.3 Population and Housing Impacts*, as shown.

There are no existing residential units or residents residing on-site. Therefore, the redevelopment of the site would not displace existing housing or residents. **(No Impact)**

The proposed project is considered "infill," meaning that the project site is well within the City's existing urban boundaries, is currently developed with urban uses, and is already served by existing infrastructure. Compared to existing conditions, the redevelopment of the project site with 290 new residential units would increase population ~~growth in the area~~ on the site. The project site, however, is identified in the City's General Plan (including the Housing Element) for multi-family residential development. The project is consistent with the City's General Plan, zoning, and vision for higher density residential development on a site that is proximate to transit facilities and that would connect two existing residential areas that are currently divided by non-residential uses. Therefore, the project does not propose housing where not already planned in the City's General Plan. In addition, the project does not propose new utilities or infrastructure in excess of what is needed for the proposed project.

Implementation of the project would not: a) create a precedent for growth outside the existing urban envelope, b) induce population growth in an area where urbanization is not already planned, c) result in population growth beyond what is already anticipated in the City's General Plan, or d) create a significant demand for new infrastructure in an area where urban infrastructure does not already exist.

On January 5, 2015, the Burlingame City Council approved the Draft 2015-2023 Housing Element update to the General Plan. The Housing Element is the City's master plan for accommodating the housing needs of Burlingame's current and project residents. The Department of Finance indicates that as of January 1, 2013, the current population of Burlingame is 29,246 people. The Association of Bay Area Governments (ABAG) anticipates an increase in population of about 4,500 people by 2030. The Housing Element update plans for the potential addition of 863 housing units in Burlingame to help accommodate the projected increase by the year 2023. According the Housing Element, public facilities in place (including sewage treatment and water supply) are adequate to serve existing and proposed development within the Housing Element.

The project proposes to construct 290 units in a location that has been identified for 290 units in the Draft 2015-2023 Housing Element update. The proposed project is accounted for within the potential 863 planned housing units and does not propose new utilities or infrastructure in excess of what is needed for the proposed project. For these reasons, the proposed project would not induce substantial population growth in the area. **(Less Than Significant Impact)**

Page 21: **REVISE** *Section 2.1.2.6 Consistency with Applicable Plans, Policies, and Regulations,* as shown.

As discussed previously, the project site is not located within the ALUCP 65 dB CNEL aircraft noise contour or safety zones for SFO. The project proposes buildings of up to ~~63 feet~~ 61 feet and six inches tall, and the site is about 10 feet above mean seal level (MSL), for a total height of 73 feet about MSL. This is below the imaginary slope of approximately 100 feet above MSL identified for the site in the ALUCP in Exhibit IV-12 FAA Notification Form 7460-1 (FAR Part 77). For these reasons, the project would not conflict with the ALUCP or FAR Part 77.

Page 22: **REVISE** *Section 2.1.2.6 Consistency with Applicable Plans, Policies, and Regulations,* as shown.

The project proposes to construct apartments in two, five-story (up to ~~63 feet~~ 61 feet and six inches) buildings and townhouses in four, two-story (to up 34 feet) buildings. The proposed townhouses are located within 100 feet of the R-1 and R-3 zoned properties to the south of the project site and, in accordance with the R-4 overlay provisions, the project requires a special permit prior to exceed 30 feet in height project approval.

Page 28: **REVISE** *Section 2.2.1.3 Existing Conditions – Caltrain,* as shown.

There is currently a proposal to electrify Caltrain (the Peninsula Corridor Electrification Project), which would improve Caltrain service and reestablish weekday service at the Broadway Station. ~~An EIR is currently being prepared for that project.~~ The EIR for the Peninsula Corridor Electrification Project was certified on January 8, 2015.

Page 40: **REVISE** Table 2.2-7: Baseline and Baseline Plus Project Intersection Levels of Service – Signalized Intersections, as shown.

Table 2.2-7: Baseline and Baseline Plus Project Intersection Levels of Service – Signalized Intersections

	Study Intersection	Peak Hour	Baseline Condition		Baseline Plus Project Condition		
			Average Delay (sec.)[1]	LOS	Average Delay (sec.)[1]	LOS	Increase in Avg. Delay
1	US 101 NB Ramps & Bayshore Hwy.	AM	19.0	B	19.1	B	+0.1
		PM	19.7	B	20.0	B	+0.3
2	Broadway/Airport Blvd. & Bayshore Hwy.	AM	10.3	B	10.3	B	0.0
		PM	12.2	B	12.2	B	0.0
3	US 101 SB Ramps & Broadway [2]	AM	22.7	C	22.7	C	0.0
		PM	26.1	C	26.2	C	+0.1
4	Rollins Road & Broadway	AM	32.6	C	33.9	C	+1.3
		PM	34.7	C	34.7	C	0.0
5	Rollins Road & Cadillac Way	AM	18.9	B	18.3	B	-0.6
		PM	8.5	A	8.3	A	-0.2
7	Carolan Avenue & Broadway	AM	29.7	C	30.1	C	+0.4
		PM	~~42.8~~ 42.1	D	42.6	D	+0.5
9	California Drive & Broadway	AM	**60.2**	**E**	**60.3**	**E**	+0.1
		PM	52.8	D	52.9	D	+0.1
12	California Avenue & Oak Grove Avenue	AM	34.6	C	34.9	C	+0.3
		PM	25.0	C	25.4	C	+0.4

Notes:
BOLD text indicates an unacceptable LOS.
[1] Delay shown for the signalized intersections is the weighted average control delay for all turning movements approaching the intersection.
[2] Currently, this intersection is uncontrolled with no conflicting traffic movements. With the proposed US 101/Broadway Interchange improvements, this intersection would be signalized.

Page 43: **REVISE** *Section 2.2.2.5 Parking*, as shown.

The proposed community room would typically be used by residents as a shared work space; however, the community room could also be used by residents and their guests, or by eligible community groups, for ~~small parties or~~ meetings.

Page 66: **INSERT** the following text in *Section 2.4.2.2 Criteria Air Pollutant Emissions – Construction Exhaust Emissions*, as shown.

It is estimated that 27,000 cubic yards of materials would be exported from the project site during grading and 12,770 cubic yards of cement and 2,000 cubic yards of asphalt would be imported. Construction exhaust emissions for the purposes of this evaluation would include ROG, NO_x, PM_{10} exhaust, and $PM_{2.5}$ exhaust as a result of equipment used. The project's estimated average daily emissions are summarized in Table 2.4-3 below. Average daily emissions were computed by dividing the total construction period emissions by the number of anticipated construction days.

Page 73: **REVISE** *Section 2.4.2.3 Toxic Air Contaminant and Fine Particulate Matter Health Risks – Local Roadway Community Risk Impacts,* as shown.

Based on a peak-hour volume of 922 vehicles per hour (as disclosed in the traffic report for the project, which is included in Appendix ~~E~~ C of the EIR), Rollins Road appears to carry less than 10,000 vehicles per day, and therefore, would not contribute substantially to the overall community risk impacts.

Page 76: **REVISE** Table 2.4-6: Bay Area 2010 Clean Air Plan Applicable Control Measures, as shown.

Table 2.4-6: Bay Area 2010 Clean Air Plan Applicable Control Measures

Control Measures	Description	Project Consistency
Transportation Control Measures		
Improve Bicycle Access and Facilities	Expand bicycle facilities serving transit hubs, employment sites, educational and cultural facilities, residential areas, shopping districts, and other activity centers.	The project proposes bicycle parking facilities for residents and guests, and a bike repair station on-site. For this reason, the project is consistent with this control measure.
Improve Pedestrian Access and Facilities	Improve pedestrian access to transit, employment, and major activity centers.	As described in *Section 2.2 Transportation*, the project site is served by existing pedestrian, bicycle, and transit facilities. The project proposes sidewalk improvements along project frontages (as described in *Section 1.3*) and would provide pedestrian access through the project site between Carolan Avenue and Rollins Road. For this reason, the project is consistent with this control measure.
Support Local Land Use Strategies	Promote land use patterns, policies, and infrastructure investments that support mixed-use, transit-oriented development that reduce motor vehicle dependence and facilitate walking, bicycling, and transit use.	The project is consistent with the existing General Plan land use designation and proposes infill residential uses that would be served by existing pedestrian, bicycle, and transit facilities. In addition, the proposed project includes bicycle parking for residents and guests, and a bike repair station. For these reasons, the project would be consistent with this control measure.
Energy and Climate Measures		

Table 2.4-6: Bay Area 2010 Clean Air Plan Applicable Control Measures

Control Measures	Description	Project Consistency
Energy Efficiency	Increase efficiency and conservation to decrease fossil fuel use in the Bay Area.	The project site is served by existing pedestrian, bicycle, and transit facilities. The project also proposes bicycle amenities on-site, electric vehicle charging stations, and a business center to support telecommuting. In addition, the project would be constructed in conformance with the 2013 California Green Building Standards. The project, therefore, would be consistent with this control measure.
Urban Heat Island Mitigation	Mitigate the "urban heat island" effect by promoting the implementation of cool roofing, cool paving, and other strategies.	While the project does not propose the use of cool ~~roofing or~~ paving, it includes cool roofing, trees and other landscaping that would reduce the urban heat island effect. The project is, therefore, consistent with this control measure.
Tree-Planting	Promote planting of low-VOC-emitting shade trees to reduce urban heat island effects, save energy, and absorb CO_2 and other air pollutants.	While 12 existing trees on-site would be removed as a result of project construction, 171 new trees would be planted. Therefore, the project would result in a net increase of 159 trees. For this reason, the project is consistent with this control measure.

Page 80: **REVISE** *Section 2.5.1.2 Regulatory Framework*, as shown.

~~*Green Building Ordinance*~~

~~In 2010, the City of Burlingame adopted the Green Building Ordinance, which required enhanced green building measures for non-residential projects and residential construction projects with a value of $50,000 or more. For residential construction, compliance with the Green Building Ordinance requires the submittal of a GreenPoint checklist, or equivalent, with a minimum rating of 50 points to the Planning Division or Building Division, depending on whether Planning Commission approval is required.~~

~~The means by which compliance measures are achieved shall be by Build It Green "GreenPoints," LEED, Energy Efficiency Standards, other recognized point systems, or equivalent approved methods. Compliance measures shall be approved by the Chief Building Official prior to issuance of a building permit. Projects must show verification of energy savings which exceed the 2008 Building Energy Efficiency Standards (Title 24, Part 6) of the California Building Code by 15 percent.~~

California Green Building Standards

On January 1, 2014, the 2013 California Green Building Standards became effective. New residential buildings must be designed to include the Green Building mandatory measures specified in the 2013 CALGREEN Mandatory Measures Residential Checklist. Green Building Measures include categories such as: energy efficiency, water efficiency and conservation, construction waste reduction, disposal, and recycling, pollutant control, and more.

Page 88: **REVISE** *Section 2.6.2.2 Change in Visual Character,* as shown.

While the existing 12 trees on-site would be removed as a result of the project, the project proposes to plant 171 new trees, including approximately 123 trees at-grade and approximately 48 trees within the podium courtyards. ~~Consistent with the City of Burlingame Zoning Ordinance, the~~ The project would be set back at least 19 feet from the northern property line, at least 20 feet from the eastern property line, at least 29-feet 10-inches from the southern property line, and at least 20 feet from the western property line. As a matter of clarification, the eastern property line (along Rollins Road) is between five to 10 feet back from the existing curb, and the western property line (along Carolan Avenue) is approximately 10 feet back from the existing curb. The project would be constructed with a variety of materials including stucco, brick, metal, wood, and concrete.

Page 95: **REVISE** *Section 2.6.2.2 Changes in Visual Character*, as shown.

Construction of the proposed ~~four~~ five-story apartment buildings on the northern portion of the project site (adjacent to four-story Northpark Apartment complex) and proposed two-story townhouse buildings on the southern portion of the project site (adjacent to one- and two-story single- and multi-family houses) would help visually connect the existing residential developments on either side of the project site.

Page 98: **REVISE** *Section 2.7.1.2 Existing Conditions*, as shown.

~~A~~ An updated tree survey was completed for the project site in ~~March 2014~~ May 2015 by *HortScience, Inc*. A copy of the tree survey is included in Appendix F of this EIR. The tree species on-site are English walnut (one tree), Australian bush cherry (three trees), hackberry (six trees), sweetgum (three trees), African fern pine (two trees), and Callery pear (one tree).[4] The trees on-site have a low or moderate suitability for preservation based on tree health, structural integrity, species response, age and longevity, and species invasiveness.

Page 99: **REVISE** *Table 2.7-1: Summary of On-Site Trees*, as shown.

Table 2.7-1: Summary of On-Site Trees

Tree Number	Common Name	Trunk Diameter (inches)	Suitability for Preservation
1	English walnut	6	Low
2	Australian bush cherry	12	Moderate
3	Australian bush cherry	8	Moderate
4	Australian bush cherry	14	Moderate
17	Hackberry	6	Low

[4] The English walnut and Australian bush cherry trees were originally identified as being off-site trees in the initial Arborist Report. Although these four trees are located on the other side of the eastern fence line, upon further study and research, they have been confirmed to be located within the project property line.

18	Hackberry	6	Low
19	Hackberry	11	Low
20	Hackberry	6	Low
21	Hackberry	8	Low
22	Hackberry	6	Low
23	African fern pine	6	Low
24	African fern pine	7	Low
25*	Callery pear	15	Moderate
26	Sweetgum	7	Moderate
27	Sweetgum	7	Moderate
28	Sweetgum	7	Moderate

Note: * Indicates a Protected tree as defined by the City of Burlingame Municipal Code (Section 11.06.020)

Page 103: **REVISE** *Section 2.7.2.3 Impacts to Trees – On-Site Trees*

Construction of the proposed project would require the removal of all ~~12~~ 16 trees on-site, one of which is a protected tree.

Page 103: **REVISE** *Section 2.7.2.3 Impacts to Trees – Off-Site Trees*

The tree survey in Appendix F of this EIR also included trees on adjacent properties that may be affected by project construction. ~~Thirteen~~ Seven off-site trees have canopies extending onto the project site that may require pruning to provide construction clearance, but the trees would be preserved. The construction of the proposed project would not require the removal of any off-site trees. The project shall implement the recommendations identified in the tree survey included in Appendix F of this EIR to protect off-site trees during project construction.

Page 140: **REVISE** *Section 2.12.2.2 Water Service and Supply Impacts*, as shown.

The project proposes to construct 268 apartments and 22 townhouses on-site, which are anticipated to use approximately ~~84,383~~ 33,144 gallons of water per day.[5] The project would require a connection to the existing 12-inch water line in Carolan Avenue.

The project would result in a net increase in water demand of approximately ~~78,594~~ 27,355 gallons per day compared to existing conditions. Currently, the City's water demand is 4.24 mgd. With the implementation of the proposed project, the City's water demand would increase to approximately 4.32 mgd. Given the City's water supply guarantee (5.23 mgd), the City's existing water demand (4.24 mgd), and the project's estimated increase in water demand (0.079 mgd), it is anticipated that there would be sufficient water supply to serve the proposed project. In addition, the proposed project is identified in the 2015-2024 Housing Element Update. According to the Housing Element, public facilities in place (including sewage treatment and

[5] BKF Engineers. *Sanitary Sewer Demands and Impacts Memorandum.* November 25, 2013 (Revised December 16, 2013).

water supply) are adequate to serve existing and proposed development within the Housing Element.

Based on the above discussion, the project would not require or result in the construction of new or expanded water facilities or require new or expanded water entitlements.

Page 158: **REVISE** Table 4.2-1: List of Cumulative Projects, as shown.

Table 4.2-1: List of Cumulative Projects

Project Name	Location	Description
Pending Projects		
Carolan Avenue/ Rollins Road Residential Project **Project evaluated in this EIR*	1008-1028 Carolan Avenue and 1007-1025 Rollins Road in the City of Burlingame	22 townhouses and 268 apartments
Sites 5 and 6 – Republic Urban	Total of approximately 10 acres located east of the existing Millbrae Transit Station at the intersection of Millbrae Avenue and Rollins Road in the City of Millbrae	263 residential units, 136,600 square feet of commercial space, 84,880 square feet of retail space, and 110 hotel rooms.
Site 1 – Serra Station Properties	Approximately four acre site located west of the existing Millbrae Transit Station at the northeast corner of El Camino Real and East Millbrae Avenue in the City of Millbrae	Five alternatives for consideration: 1. 271,868 square feet of office and 24,220 square feet of retail space; 2. 500 residential units, 257,500 square feet of office, 25,000 square feet of retail space; 3. 500 residential units, 535,000 square feet of office, 46,550 square feet of retail space, and 124 hotel rooms; 4. 500 residential units, 665,000 square feet of office, 75,000 square feet of retail space, and 124 hotel rooms; and 5. 500 residential units, 916,000 square feet of office, 75,000 square feet of retail space, and 124 hotel rooms.
~~Caltrain Peninsula Corridor Electrification Project (PCEP)~~	~~Caltrain corridor from San Francisco to San José~~	~~The PCEP is a key component of the Caltrain Modernization program. The PCEP would electrify the Caltrain Corridor from San Francisco's 4th and King Caltrain Station to approximately the Tamien Caltrain Station in San José, convert diesel-hauled to Electric Multiple Unit (EMU) trains, and increase service up to six Caltrain trains per peak hour per direction by 2019.~~
Approved Projects		
Broadway/US 101 Interchange Reconstruction	Intersection of Broadway and US 101 in the City of Burlingame	The interchange reconfiguration will consist of a new seven-lane Broadway overcrossing. Broadway will be

Table 4.2-1: List of Cumulative Projects

Project Name	Location	Description
		realigned to extend straight across US 101 from the Broadway/Rollins Road intersection on the west to Bayshore Highway on the east, and the northern terminus of Airport Boulevard will be moved approximately 100 feet to the north to meet the new overcrossing. The existing on- and off-ramps will be replaced, and ramp metering equipment will be installed. The existing pedestrian overcrossing just south of Broadway will be retained and additional pedestrian and bicycle improvements will be provided at the interchange. The interchange improvements are currently under construction. Also refer to Figure 2.2-4.
Caltrain Peninsula Corridor Electrification Project (PCEP)	Caltrain corridor from San Francisco to San José	The PCEP is a key component of the Caltrain Modernization program. The PCEP would electrify the Caltrain Corridor from San Francisco's 4th and King Caltrain Station to approximately the Tamien Caltrain Station in San José, convert diesel-hauled to Electric Multiple Unit (EMU) trains, and increase service up to six Caltrain trains per peak hour per direction by 2019. On January 8, 2015, the Peninsula Corridor Joint Powers Board (Caltrain) certified and adopted the Final EIR for Caltrain's PCEP pursuant to the California Environmental Quality Act.
Carolan Avenue Complete Streets Project	On Carolan Avenue from Broadway to Oak Grove Avenue in the City of Burlingame	The project will reconfigure the roadway to accommodate one through traffic lane in each direction coupled with a center turn lane. The design of the project is anticipated to be completed by June 2015 and construction is expected to begin by Fall 2015.
1818 Trousdale Drive	1818 Trousdale Drive in the City of Burlingame	79-unit assisted living facility. This project ~~is currently under construction.~~ has been completed.
60 Edwards Court	60 Edwards Court in the City of Burlingame	61,700 square foot indoor tennis facility. This project ~~has been approved, but not yet constructed~~ has been completed.
300 Airport Boulevard	300 Airport Boulevard (also known as 350 beach Road) in the City of Burlingame	767,000 square feet of office and ancillary uses. This project has been approved, but not yet constructed.
1800 Trousdale Drive	1800 Trousdale Drive in the City of Burlingame	25-unit residential condominium. This project has been approved, ~~but not yet constructed~~ and is currently under construction.
1600 Trousdale Drive	1600 Trousdale Drive in the City of Burlingame	124 unit assisted living facility. This project has been approved~~, but not yet constructed.~~ and is currently under construction.

Page 164: **REVISE** *Section 4.3.3.2 Cumulative On- and Off-Site Sources of Toxic Air Contaminant (TAC) Emissions,* as shown.

The closest off-site receptors to the project site would not be adversely affected by TACs from the project in combination with ~~another~~ other cumulative project TAC ~~source(s)~~ sources due to the location of the other cumulative projects. The project, with the implementation of the proposed mitigation measures, would not expose nearby sensitive receptors to significant adverse air quality impacts. One cumulative project, the ~~cumulative~~ Peninsula Caltrain Electrification Project (PCEP), ~~which~~ would result in the electrification of the Caltrain trains~~, however,~~ and would reduce diesel particulate matter (DPM) emissions to off-site and on-site receptors that are proximate to the Caltrain railroad. Implementation of the PCEP would result in improved air quality in the vicinity of the project site.

Page 170: **REVISE** *Section 4.3.7 Cumulative Public Services,* as shown.

Section 4.3.~~7~~8 Cumulative Public Services

Page 170: **REVISE** *Section 4.3.7.1 Cumulative Impacts to Fire and Police Protection Services,* as shown.

Section 4.3.~~7~~8.1 Cumulative Impacts to Fire and Police Protection Services

Page 170: **REVISE** *Section 4.3.7.2 Cumulative Impacts to Schools,* as shown.

Section 4.3.~~7~~8.2 Cumulative Impacts to Schools

Page 171: **REVISE** *Section 4.3.7.2 Cumulative Impacts to Parks,* as shown.

Section 4.3.~~7~~8.~~2~~3 Cumulative Impacts to Parks

Page 171: **REVISE** *Section 4.3.8.3 Cumulative Impacts to Parks,* as shown.

Based on the latest US Census data for the City, it is estimated that the cumulative projects within the City of Burlingame (which would allow for ~~964~~ 701 new residences in the City of Burlingame) would generate approximately ~~2,179~~ 1,584 new residents.[6] The project would be served by existing parks in the project area and other open space and recreational facilities in the region.

Page 171: **REVISE** *Section 4.3.7.2 Cumulative Impacts to Libraries,* as shown.

Section 4.3.~~7~~8.~~2~~4 Cumulative Impacts to Libraries

[6] Based on the latest US Census data for the City, the average residents per household is 2.26.

Page 171: **REVISE** *Section 4.3.8.4 Cumulative Impacts to Libraries*, as shown.

Implementation of the cumulative projects would generate new residents in the City of Burlingame who would use the community libraries. The City currently has a population of approximately 29,892. The cumulative projects within the City of Burlingame (which include ~~964~~ 701 new residences in the City of Burlingame) would result in an approximately ~~seven~~ five percent increase in the City's population.[7] It is not anticipated that the project's incremental increase in demand on library services would require the construction of new or expanded library facilities, especially given the renovations underway to expand existing library services.

Page 178: **REVISE** *Section 6.5.2.2 Alternative Design (Increased Setback)*, as shown.

In order to maximize the development potential with the increased setbacks on the eastern and western boundaries, the setback to the apartment building from the southerly property line would be reduced from ~~120~~ 125 feet to 100 feet, and the height would be increased from 61.5 feet to 75 feet.

Page 184: **INSERT** the following text in *Section 8.0 References*, as shown.

BKF. *Feasibility/Infeasibility of Infiltration and Rainwater Harvesting/Use*. May 28, 2014.

---. *RWQCB Special Project Status Memorandum (Transit-Oriented Development)*. May 8, 2014.

---. *RWQCB Special Project Status Memorandum*. March 24, 2014.

---. *Sanitary Sewer Demands and Impacts Memorandum*. November 25, 2013 (Revised December 16, 2013).

Burlingame School District. *District Boundaries*. Accessed: October 27, 2014. Available at: <http://www.bsd.k12.ca.us/cms/page_view?d=x&piid=&vpid=1406631635571>

ENGEO. *Phase I Environmental Site Assessment*. July 22, 2013.

---. *Phase II Environmental Site Assessment*. August 29, 2013.

---. *Soil Management Plan*. January 15, 2015

---. *Peer Review of Phase I*. July 22, 2013.

---. *Pre-Demolition Environmental Summary Report*. October 13, 2014.

[7] 701 new residences in the City of Burlingame would generate approximately 1,584 new residents.

Federal Emergency Management Agency. *Flood Insurance Rate Map*: *Map 06081C0153E*. October 16, 2012.

HortScience, Inc. *Updated Preliminary Arborist Report, Carolan Ave. and Rollins Rd., Burlingame, CA.* May 2015

Page 186: **REVISE** *Section 9.2 Consultants*, as shown.

ENGEO
Geotechnical and Environmental Consultants

SECTION 6.0 COPIES OF THE COMMENT LETTERS RECEIVED ON THE DRAFT EIR

The original comment letters received on the Draft EIR are provided on the following pages.

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

April 6, 2015

Kevin Gardiner
City of Burlingame
501 Primrose Road
Burlingame, CA 94010

Subject: Carolan Avenue/Rollins Road Residential Development
SCH#: 2014062050

Dear Kevin Gardiner:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on April 3, 2015, 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.

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
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH#	2014062050
Project Title	Carolan Avenue/Rollins Road Residential Development
Lead Agency	Burlingame, City of

Type	**EIR** Draft EIR
Description	Note: Extended review per lead The project proposes to redevelop a 5.4 acre site with 290 residential units (22 townhouses and 268 apartments). The apartments are proposed in the northern and central portion of the site, and the townhouses are proposed along the southern portion of the site. The project would also include parking facilities, open space, pedestrian/bicycle amenities, recreational areas, and open space. The project is consistent with existing General Plan land use and zoning designations but requires Conditional Use Permits and Special Permits for multi-family use, a private lane along the southern boundary line, and an increase in maximum building height on-site.

Lead Agency Contact

Name	Kevin Gardiner		
Agency	City of Burlingame		
Phone	(650) 558-7250	*Fax*	
email			
Address	501 Primrose Road		
City	Burlingame	*State* CA	*Zip* 94010

Project Location

County	San Mateo		
City	Burlingame		
Region			
Lat / Long	37° 35' 3.1" N / 122° 21' 28" W		
Cross Streets	Carolan Avenue / Toyon Drive		
Parcel No.	026-240-290, -340, -360, -370		
Township	*Range*	*Section*	*Base*

Proximity to:

Highways	US 101
Airports	
Railways	Caltrain
Waterways	San Francisco Bay
Schools	Burlingame HS & others
Land Use	LU: Auto Dealership/Repair/Rental facilities Z: C-2 with a R-4 overlay GP: Commercial/Service/Special Sales Zoning

Project Issues	Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Growth Inducing; Landuse; Cumulative Effects; Other Issues
Reviewing Agencies	Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 3; Office of Historic Preservation; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Caltrans, District 4; Air Resources Board; Regional Water Quality Control Board, Region 2; Native American Heritage Commission; Public Utilities Commission; State Lands Commission

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report
State Clearinghouse Data Base

Date Received 02/06/2015 *Start of Review* 02/06/2015 *End of Review* 04/03/2015

Note: Blanks in data fields result from insufficient information provided by lead agency.

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

April 7, 2015

Kevin Gardiner
City of Burlingame
501 Primrose Road
Burlingame, CA 94010

Subject: Carolan Avenue/Rollins Road Residential Development
SCH#: 2014062050

Dear Kevin Gardiner:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on April 3, 2015. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2014062050) when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
http://www.dot.ca.gov/dist4/

Serious Drought. Help save water!

late
4/3/15
Y

April 7, 2015

SM101480
SM-101-16.75
SCH# 2014062050

Mr. Kevin Gardiner
Planning Division
City of Burlingame
501 Primrose Road
Burlingame, CA 94010

Dear Mr. Gardiner:

Carolan Avenue/Rollins Road Residential Development – Draft Environmental Impact Report

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above project. The mission of Caltrans is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and liveability. The Local Development-Intergovernmental Review Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development.

The following comments are based on the Draft environmental Impact Report (DEIR). We provide these comments consistent with the state's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

Project Understanding

The project proposes to redevelop a 5.4 acre site with 290 residential units (22 townhouses and 268 apartment units.) The project would include parking facilities, pedestrian/bicycle amenities, common outdoor areas and open space, recreational areas, and a community room. The project is consistent with the existing General Plan land use and zoning designations but requires a Conditional Use Permit and Specials Permits for multi-family use, a private-lane along the southern boundary line, and an increase in maximum building height on-site.

Lead Agency

As the lead agency, the City of Burlingame is responsible for all project mitigation. The project's fair share contribution, financing, scheduling, implementation responsibilities, as well as the indentified lead agency contact and monitoring, should be fully discussed for all proposed mitigation measures.

Traffic Impact Fees
Please identify the Transportation Impact Fees associated with this proposed project. The scheduling and costs associated with planned improvements on Caltrans right-of-way (ROW) should be listed, in addition to identifying viable funding sources per General Plan Guidelines.

Parking Aesthetics, Pedestrian and Bicycle Facilities
US-101 in the project vicinity is currently operating at unacceptable conditions during peak periods. In order to encourage use of the nearby Broadway Caltrain station and SamTrans bus service, the proposed parking ratio should be lowered. For sample parking ratios appropriate to the type of development proposed, please see the publication *Reforming Parking Policies to Support Smart Growth* from the Metropolitan Transportation Commission: http://www.mtc.ca.gov/planning/smart_growth/parking/parking_seminar/Toolbox-Handbook.pdf. Also, future apartment residents should be provided with transit passes as one of the amenities covered by their rent and secure bicycle parking should be provided for their use.

The City should work with the developer to plan for bicycle lanes along Carolan Avenue as a means of accessing the Broadway Caltrain station.

Highway and Traffic Operations
1. Appendix C, Traffic Impact Analysis (TIA), Figure 5, page 15: Are the Existing traffic volumes listed the output count volumes or demand volumes? The TIA should be using demand volume.

2. Please provide intersection analysis calculation sheets for the intersection listed below:
    a. US-101 northbound (NB) ramps/US-101 mainline
    b. Broadway/Airport Boulevard and US-101
    c. Rollins Road/Broadway
    d. Carolan Avenue/Broadway

3. Please provide US-101 mainline segment analysis in the southbound and NB direction in the vicinity of the US-101/Broadway interchange.

Forecasting
The TIA, page 36, uses Year 2020 for Cumulative Conditions. Year 2020, is only 5 years away from the current year 2015, and therefore should be used for short term traffic impacts. We recommend the TIA adopt 2035 as the year for Cumulative Conditions in order to reflect the long term traffic impacts. Please update the TIA under 2035 Cumulative and 2035 Cumulative+Project Conditions.

Transportation Permit
Project work that requires movement of oversized or excessive load vehicles on state roadways, such as US 101, requires a transportation permit that is issued by Caltrans. To apply, a completed transportation permit application with the determined specific route(s) for the shipper to follow from origin to destination must be submitted to the following address: Transportation Permits Office, 1823 – 14th Street, Sacramento, CA 95811-7119. See the following website link for more information: http://www/hq/traffops/permits/.

Transportation Management Plan
If it is determined that traffic restrictions and detours are needed on or affecting the state highway system, a Transportation Management Plan (TMP) or construction TIS may be required and approved by Caltrans prior to construction. TMPs must be prepared in accordance with *California Manual on Uniform Traffic Control Devices* (CA-MUTCD). Further information is available for download at the following web address: http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/pdf/camutcd2012/Part6.pdf.

Please ensure that such plans are also prepared in accordance with the transportation management plan requirements of the corresponding jurisdictions. For further TMP assistance, please contact the Office Traffic Management Plans at (510) 286-4579.

Encroachment Permit
Work that encroaches onto the state ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating the state ROW must be submitted to: Office of Permits, California Department of Transportation, District 4, P.O. 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information. http://www.dot.ca.gov/hq/traffops/developserv/permits/.

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,

Patricia

PATRICIA MAURICE
Acting District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
http://www.dot.ca.gov/dist4/

Serious Drought.
Help save water!

April 7, 2015

SM101480
SM-101-16.75
SCH# 2014062050

Mr. Kevin Gardiner
Planning Division
City of Burlingame
501 Primrose Road
Burlingame, CA 94010

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    c. Rollins Road/Broadway
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Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,

Patricia

PATRICIA MAURICE
Acting District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

From:	CD/PLG-Gardiner, Kevin
To:	John Schwarz; Ryan Shum
Cc:	CD/PLG-Brooks, Maureen
Subject:	FW: 1008-1028 Carolan Avenue & 1007-1025 Rollins Rd., zoned C-2/R-4 Overlay
Date:	Wednesday, March 04, 2015 1:22:53 PM

John and Ryan,

Below is an email that was sent to the City Council regarding the application. I believe it should be logged as a comment and responded to in the FEIR with the other comments.

Thanks,

Kevin

-----Original Message-----
From: MGR- Goldman, Lisa
Sent: Wednesday, March 04, 2015 8:47 AM
To: CD/PLG-Meeker, William; CD/PLG-Gardiner, Kevin
Subject: FW: 1008-1028 Carolan Avenue & 1007-1025 Rollins Rd., zoned C-2/R-4 Overlay

FYI.

Lisa K. Goldman
City Manager
501 Primrose Road | Burlingame, CA 94010 Tel. (650) 558-7243 | Fax (650) 342-8386 | lgoldman@burlingame.org

-----Original Message-----
From: Karlene Harvey [mailto:mikenkar@comcast.net]
Sent: Wednesday, March 04, 2015 8:20 AM
To: GRP-Council
Cc: Mike and Karlene Harvey
Subject: 1008-1028 Carolan Avenue & 1007-1025 Rollins Rd., zoned C-2/R-4 Overlay

I attended the preliminary discussion of this project at the Recreation Center over a year ago and consider this an improvement to our neighborhood. Please insure that the following concerns of the adjacent neighborhoods are applied to mitigate impacts:

1) Adequate onsite parking for tenants and guests to alleviate on street parking on Toyon, Azalea, & Linden Avenues where 95% of the homes have only a 1car garage and a 1 car parking pad.

2) Provide adequate green screening, fencing, and setbacks behind our neighbors homes on Toyon who are the most impacted by this project.

3) Mitigate existing traffic safety hazard at the north corner of Toyon and Rollins Rd. to disallow any parking at least 50' back from the corner (on the Rollins Rd. side) so motorists making left turns from Toyon to Rollins Rd. have adequate visibility of southbound traffic.

4) Make sure there are plenty of "tall canopied" trees inside and around the perimeter of the site.

Thanks!

Karlene & Mike Harvey
920 Linden Avenue
Burlingame, CA 94010

Sent from my iPhone

From: CD/PLG-Gardiner, Kevin
To: John Schwarz; Ryan Shum
Cc: CD/PLG-Brooks, Maureen; wmeeker@burlingame.org
Subject: FW: REMINDER - Focus of Discussion re: Summerhill Project
Date: Monday, March 09, 2015 4:10:30 PM

Hi John and Ryan,

Below is a comment from one of the commissioners who will be absent from tonight's meeting. On her behalf I'd like to submit it as a DEIR comment.

Thanks,

Kevin

-----Original Message-----
From: PLG Comm-Sandra Yie
Sent: Monday, March 09, 2015 3:42 PM
To: CD/PLG-Meeker, William; GRP-Planning Commissioners
Cc: ATTY-Kane, Kathleen; MGR- Goldman, Lisa; CD/PLG-Gardiner, Kevin; CD/PLG-Hurin, Ruben; CD/PLG-Barber, Catherine
Subject: RE: REMINDER - Focus of Discussion re: Summerhill Project

Hi Bill -

I'm going to be absent from the meeting tonight but did have a question about the EIR. Perhaps one of the commissioners can ask this on my behalf: Will the soil contamination be disclosed to future residents, even after the site has been deemed satisfactorily "cleaned up"?

Sandra

-----Original Message-----
From: CD/PLG-Meeker, William
Sent: Mon 3/9/2015 1:17 PM
To: GRP-Planning Commissioners
Cc: ATTY-Kane, Kathleen; MGR- Goldman, Lisa; CD/PLG-Gardiner, Kevin; CD/PLG-Hurin, Ruben; CD/PLG-Barber, Catherine
Subject: REMINDER - Focus of Discussion re: Summerhill Project

Commissioners:

Just wanted to remind you that the public hearing regarding the Summerhill Project (1008-1028 Carolan/1007-1025 Rollins) is solely to permit comments regarding the environmental analysis contained within the Draft EIR for the project that is currently available for public comment. The Commission may provide commentary that is directly related to the environmental analysis, but is requested to steer clear of discussion the merits, design and other non-EIR related topics that are

part of the entitlement package. The same is true for public comments; the Chair should attempt to focus public comment upon the content of the Draft EIR and not project merits. Staff and the City Attorney will be closely following the discussions and will step in as necessary to ensure that the discussion remains focused.

Bill

William Meeker, Director

Community Development Department

501 Primrose Road - 2nd Floor

Burlingame, California 94010

PH: 650.558.7255/FAX: 650.696.3790

E-Mail: wmeeker@burlingame.org <mailto:wmeeker@burlingame.org>

Website: www.burlingame.org <http://www.burlingame.org>

City Newsletter: Sign up for eNews
<http://www.burlingame.org/index.aspx?page=21>

City of Burlingame March 26, 2015

Community Development Department/Planning Division

501 Primrose Road

Burlingame, CA. 94010-3997

Attention: Mr. Kevin Gardiner, AICP and Honorable Planning Commissioners

RE: Carolan Avenue/Rolliins Road Residential Development DEIR

Dear Mr. Gardiner and Commissioners,

As a follow up to my notes and comments at the March 9, 2015 Planning Commission meeting I went and met with Elaine Voulgares Breeze and John Hickey of SummerHill, the applicant on the above noted project.

We reviewed their project documents in more detail and they answered my questions I had about the project.

First let me say I am not against the project being built, but I do have a few concerns about the visual impacts and mass of the project as it relates to the existing neighbors and character of the area.

I forgot to ask SummerHill how they will handle the construction parking and how many construction employees are anticipated at the peak of construction. This could have a big impact on the surrounding neighborhoods from a parking and access point of view. I would like to see mitigation measures in the DEIR for this issue? Also, when is a truck route for hauling soils required of the applicant?

2.6.1 SETTING

I would like to address the southern property line first. I am told the landscape area along the new drive lane will be about 8'6" wide and they plan on installing 24" Brisbane Box Trees along the drive lane taking into account the existing trees on the Toyon properties. I was told this new tree would be 11 foot tall and 5 foot wide and that they have a good growth rate. Summerhill stated they will let me

know how fast they are predicted to grow. I asked if they would consider installing 36" box Brisbane and I was told that there is a sewer line going down the planter and that would not work. This new sewer line should not be an issue, since this line is not installed, there should be opportunity to coordinate both these installations to avoid conflicts. And when a 24" box tree would grows it will become a 36" box size over the years, would it not make sense that you could install a 36" box ? I know it will cost more, but a 36" box will provide a larger and better visual barrier at the completion of the project that will help mitigate the height of the apartment building from the South.

I understand the fence will be a wood good neighbor fence that is solid for the first 6 feet and a lattice for the next foot making it a 7 foot fence. That would be for the Toyon neighbors to comment on. The fence will not mitigate the heights of any of the structures.

As for the height of the apartment building, the Applicant and Architect have tried to lessen the impact of the mass and height of the buildings by providing some setbacks at the upper portions of the building and the planning code required the lower townhome zone as a buffer as well. These design elements help mitigate the building height but the apartment building is 27'2" higher than the top of the Townhomes, approximately two and half stories. I believe this is too tall in relationship to the homes on Toyon and the new townhomes. The mass of the apartment building is too large as viewed from the south. It will feel like a big wall to the North.

The buildings to the North, North Park apartments, are 15 feet shorter that the new project and the new project feels much more massive than the existing North Park buildings because the new project is one structure and the existing is made up of multiple individual buildings. The new project will be much more visually imposing than the existing North Park apartments.

Adding to the visual impact are the setbacks from Rollins road, the new project varies from 28'8" at the north property line to 46'4" at the south property line. Two elements that make the new project more visually massive are; the new sound wall that creates a tunnel effect along Rollins Road ; and the North Park

Apartments setbacks, which are 75' from the east Property line. The North Park buildings along Rollins road are at leas 20 feet farther back than the new apartment building.

I do not believe the two Apartment projects are of similar size or building mass.

I request that the DEIR include additional mitigation measures that will reduce the visual and building mass impacts to the surrounding neighborhood. Alternates that would mitigate this issue would be, either eliminate one story of the project or lower the project 12 to 15 feet further into the ground. I know this will impact cost and take more time, but either should be possible with the proper engineering and construction techniques, even though there is water to deal with and ramps required to reach the parking.

As some of the commissioners mentioned, I too am concerned that the DEIR says the traffic is not impacted when the project is adding 290 new housing units, which intuitively does not sound correct. I am also concerned the new Complete Street project with only one lane of traffic each way will negatively affect the flow of traffic.

In conclusion, I recommend the planning commission require 36" box trees in the south property line planter vs the proposed 24" boxes and that the project either eliminate one story or lower the apartment building to better complement the existing visual character of the surrounding area. As I noted in my last set of notes, the report states that the project is to "respect mass and fine scale of adjacent buildings". I believe the changes I recommend are required to do so.

Thanks You

Patrick L. Callahan

921 Linden Ave.

Burlingame, CA. 94010

Broadway Burlingame Business Improvement District

1399 Broadway Ave.

Burlingame, CA 94010

650-343-8758

March 27, 2015

Planning Commission

City of Burlingame

501 Primrose Avenue

Burlingame, CA 94010

Re: Carolan Avenue / Rollins Road Project

Dear Chair Bandrapalli and Planning Commissioners,

As President of the Broadway Burlingame Business Improvement District, I am writing in reference to the new residential project being proposed by SummerHill between Carolan Avenue and Rollins Road. SummerHill presented their project plans to the Broadway Burlingame Business Improvement District Board of Directors last November. The Board strongly supports this project. It will be great for all of our businesses, the community, and generate hundreds of new customers who will patronize our businesses on Broadway. Equally important, they can WALK to us! They do not need to drive a car to shop on Broadway.

The building and landscape designs presented were of high quality, and we appreciated the level of care that SummerHill put forth in developing them. This project will significantly improve the neighborhood as part of the gateway to Broadway and Burlingame as a whole.

We urge the Planning Commission to support this project as it will be a tremendous benefit to the Broadway merchants. Thank you for your consideration.

California Apartment Association
1530 The Alameda, Suite 100
San Jose, CA 95126
408.342.3500 ▪ caanet.org

March 31, 2015

Chairperson Nirmala Bandrapalli
Burlingame Planning Commission
Burlingame City Hall
501 Primrose Road
Burlingame, CA 94010

RE: 1008-1028 Carolan Avenue & 1007-1025 Rollins Road Proposed Development

Dear Chairperson Bandrapalli,

The California Apartment Association's Tri-County Division (CAA Tri-County) which represents owners and managers of residential rental housing, supports the proposed residential development located at 1008-1028 Carolan Avenue and 1007-1025 Rollins Road.

As a result of the strong economy in the Bay Area, we simply lack enough housing to meet the region's growing demand. As a result, housing prices continue to rise and people are living farther from their place of employment. This causes more traffic and makes housing less affordable to local families. This proposed housing development will bring a mix of needed rental and ownership housing to Burlingame. In addition, SummerHill recognizes our local housing challenges and has voluntarily set aside 10% of the proposed rental units to be offered at below market rates.

Although the Draft Environmental Impact Report (DEIR) identifies several potential environmental impacts of this project, the identified mitigation measures will ensure that this project does not result in any significant and unavoidable impacts on the environment. The proximity of this development to CalTrain, Highway 101, and the fact this development will not be complete until after the Highway 101/Broadway interchange project is complete should help ensure this development does not increase local traffic.

This proposed project will enhance the community, help address our housing needs, and do so without any significant impacts to the environment or the high quality of life Burlingame residents enjoy.

Sincerely,

Joshua Howard
Senior Vice President, Local Public Affairs
California Apartment Association

Sincerely,

John Kevranian

President

Broadway Burlingame Business Improvement District

From: CD/PLG-Gardiner, Kevin
To: John Schwarz; Ryan Shum
Cc: CD/PLG-Brooks, Maureen
Subject: FW: Carolan/Rollins EIR comments
Date: Thursday, April 02, 2015 9:33:04 AM

Ryan and John,

Below is a comment submitted by Planning Commissioner Gum on the DEIR.

Yesterday I sent out an email to the commission reminding them of the April 4th deadline for comments, as some had expressed interest in submitting additional comments after the hearing. There may be a few more trickling in.

Kevin

-----Original Message-----
From: PLG Comm-Peter Gum
Sent: Thursday, April 02, 2015 9:28 AM
To: CD/PLG-Gardiner, Kevin
Subject: RE: Carolan/Rollins EIR comments

My comments reference EIR 2.6 Visual and Aesthetics:

I am concerned about the setbacks on the Carolan elevation. It appears the setback range from roughly 21' and 22' on the south end of the building to 23 and 24' on the north end; and the building line is roughly the same for the entire length. This creates an apparent density/massing that is out of step with other development in the area and I don't believe is suitable in this block. The adjacent North Park Apartments seem more in keeping with appropriate massing. My rough estimates suggest that the North Park buildings are varied in regard to their proximity to Carolan with only about 20% of the frontage reaching a 30' setback and the remainder of the structures set significantly further back with landscaping, a fountain, and parking areas helping to break up the elevation facing Carolan. I would like to see the Carolan elevation of this project more closely resemble the North Park Apartments in terms of building placement and massing.

Peter Gum

-----Original Message-----
From: CD/PLG-Gardiner, Kevin
Sent: Wed 4/1/2015 10:28 AM
To: GRP-Planning Commissioners
Cc: CD/PLG-Meeker, William (wmeeker@burlingame.org); CD/PLG-Brooks, Maureen
Subject: Carolan/Rollins EIR comments

DO NOT REPLY ALL TO THIS MESSAGE

Commissioners:

The public comment period for the Carolan/Rollins Residential application closes this Friday, April 3rd. Some of you indicated you wanted to submit additional comments in addition to those made at the public comment meeting. If you would like to submit additional comments, please do so before the close of business this Friday.

As a reminder, comments should be in response to the EIR and potential environmental impacts, but should not indicate how you may act on the project once it comes back to the Planning Commission for action.

We prepared a transcript of your comments from the public comment meeting, and thank you for providing that feedback at that time. There is no obligation to provide additional comments, but we wanted to provide you with a reminder of the timeline for receiving comments.

When the application will return to the Planning Commission for action will depend on the numbers of comments received and amount of time the environmental consultants need to respond to the comments. We anticipate early of mid-summer, but that is tbd.

Please let me know if you have any questions about this email, or the review process itself.

Thanks,

Kevin

Kevin Gardiner, Planning Manager

City of Burlingame Community Development Department - Planning Division
501 Primrose Road | Burlingame, CA 94010 Tel. 650.558.7253 | Fax 650.696.3790 | kgardiner@burlingame.org
<mailto:kgardiner@burlingame.org>

Jeff and Kathleen Lee
1001 Toyon Drive
Burlingame, CA 94010
April 2, 2015

Kevin Gardiner
Planning Manager
City of Burlingame, Community Development Department
501 Primrose Road
Burlingame, CA 94010
Phone: 650-558-7250
Email: kgardiner@burlingame.org

Dear Mr. Gardiner:

We are long-time residents of the city, and we are writing to express our concern about recent discussion and the pending decision to redevelop the land into Summer Hill Apartment/Homes. We understand that the decision is being considered to provide more residencies to our fine city.

However, we do not believe that the current design for the residential units is the best for our community. The large number of units will increase what is already a heavy traffic area on Rollins Road, Carolan Avenue and Toyon Drive. Many drivers use Toyon Drive to cut through, at an increase speed, to bypass Broadway, Cadillac Way and the train crossing. On our street we have seen cars hit other parked cars because of careless drivers. Also big trucks often come down Toyon with barely enough room to bypass. We have small children and often fast car make it unsafe for our children, just getting in and out of our vehicles.

The sight and sound of traffic are not pleasant and leave us feeling more stressed and concern about the safety and beauty of our neighborhood. In addition it is also well known that traffic gives off myriad of pollutants that decrease air quality.

Our community is currently suffering from an increase amount of vehicles parking in our neighborhood. We understand that most of these vehicles are from the surrounding businesses that are design to be removed. However, we still have remaining 7-Eleven, many apartments complexes, and a home healthcare facility. We often have cars that park next to our house for days. We have on serval occasions called the police to report a vehicle, which has been parked for more than five days. On looking at the Summer Hill design, it would seem that there is not

sufficient parking within the complex for the number of potential residence. Thus this will increase vehicles parking on Carolan Avenue, Rollins Road and Toyon Drive.

We understand that this redevelopment would bring increased growth, and thus a better economy, to our city. However, increasing traffic and the amount of vehicles will decrease surrounding property values and quality of life.

We're looking forward to your response.

Sincerely,

Jeff and Kathleen Lee