

APPENDIX A:
COMMENT LETTERS



DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS
P. O. BOX 942874, MS-40
SACRAMENTO, CA 94274-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY 711
www.dot.ca.gov



Serious drought.
Help save water!

July 16, 2015

Ms. Christine di Iorio
City of Millbrae
Community Development Department
621 Magnolia Avenue
Millbrae, CA 94030

Dear Ms. di Iorio:

Re: Draft Environmental Impact Report for the Millbrae Station Area Specific Plan Update
SCH No. 2014092061

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise, and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports. The following comments are offered for your consideration.

The proposed project is for the adoption and implementation of the Millbrae Station Area Specific Plan and the construction of two transit oriented developments. The projected buildout summary of the project indicates that various land uses will be developed including office and retail buildings, multi-family residential units and hotel rooms. The project site is located approximately 1,900 feet southwest of Runway 1R at San Francisco International Airport (SFO).

A1-1

In accordance with CEQA, Public Resources Code Section 21096, the California Airport Land Use Planning Handbook (Handbook) must be utilized as a resource in the preparation of environmental documents for projects within airport land use compatibility plan boundaries or if such a plan has not been adopted, within two miles of an airport. The Handbook is a resource that should be applied to all public use airports and is available on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/documents/AirportLandUsePlanningHandbook.pdf>

In accordance with California Public Utilities Code (PUC) Section 21676 *et seq.*, prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the airport land use commission (ALUC), the local agency shall first refer the proposed action to the ALUC.

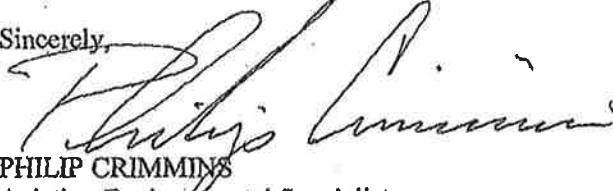
If the ALUC determines that the proposed action is inconsistent with the airport land use compatibility plan, the referring agency shall be notified. The local agency may, after a public

Ms. di Iorio
July 16, 2015
Page 3

A14-1
(cont.)

questions, please contact me at (916) 654-6223, or by email at philip.crimmins@dot.ca.gov.

Sincerely,



PHILIP CRIMMINS
Aviation Environmental Specialist

c: State Clearinghouse, San Mateo County ALUC, San Francisco Int'l Airport



**Housing Leadership Council
of San Mateo County**

139 Mitchell Avenue, Suite 108
South San Francisco, CA 94080
(650) 872-4444 / F: (650) 872-4411
www.hlcsmc.org

July 21, 2015

Mayor Robert Gottschalk and City Council Members
621 Magnolia Avenue
Millbrae, CA 94030

Re: City of Millbrae - Millbrae Station Area Specific Plan Update

Dear Mayor Gottschalk and City Council Members,

Thank you for the opportunity to comment on the Millbrae State Area Specific Plan Update. I am writing on behalf of the **Housing Leadership Council of San Mateo County (HLC)**. HLC works with communities and their leaders to produce and preserve quality affordable homes in San Mateo County. We seek to promote policies and plans that enable equitable growth in our communities and a viable quality of life.

A2-1

We support Millbrae's efforts to encourage higher density and mixed-use development in the MSASP. However, we want to ensure that development in these high opportunity areas takes place in an equitable manner - providing balanced housing opportunities for a range of economic levels and avoiding the potential displacement of existing lower income communities living in proximity to the Plan Area. We are pleased to see that the Plan includes a policy (P-H3) to require at least 15% affordability for residential projects within the Plan Area. However, we have a number of concerns regarding the effectiveness of this policy:

A2-2

- According to the DEIR, implementation of the MSASP could generate up to 1,440 new housing units. TOD #1 and TOD #2 are expected to generate 831 new housing units. However, it is unclear how many of these units will be developed as rental or ownership units.
- Under the *Palmer v. City of Los Angeles* case local jurisdictions can no longer require affordability restrictions on new rental units, the 15% inclusionary requirement only applies to ownership units. Unless a significant number of residential units are developed for purchase, a 15% affordability policy would not be effective in meeting the needs of many moderate- to low-income households.

A2-3

A2-4

AB 2135 - Surplus Land and Affordable Housing:

These concerns also bring us to the issue of the application of AB 2135, a bill signed into law on September 27, 2014¹, which amends current law (Chapter 677) regarding surplus land and affordable housing. Existing law requires a local agency disposing of surplus land to give first priority in a **purchase or lease** to an entity agreeing to use the site for housing for persons of low or moderate income (Section 54222). AB 2135 amended existing law to further require an entity proposing to use the surplus land for developing low and moderate-income housing to agree to make at least **25% of total**

A2-5

¹ http://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB2135

units as affordable rental or ownership units (Section 54222.5). If the price or terms cannot be agreed upon after a good faith negotiation period of at least 90 days, the land may be disposed of to any developer, but will be required to include at least 15% of the units as affordable rental or ownership units (Section 54233).

The Department of Housing and Community Development released a memo² on March 27, 2015, summarizing that AB2135 requires:

- The qualified entity proposing purchase or lease of the surplus land for affordable housing to agree to make available to lower income households a minimum of 25% of total units at an affordable housing cost for a period of at least 55 years.

A2-5
(cont.)

We urge the City and BART to abide by the new provisions of AB 2135. This would allow the City to require a minimum 25% affordability requirement for the TOD #2 site, which is anticipated to generate 321 new housing units. This would also align with both the state and city's goals of encouraging transit ridership by providing housing opportunity for people who live and work within walking distance to major transit stations. It is well documented that lower-income communities utilize public transit at higher rates than others. We respectfully request the City to work with BART representatives and housing developers to create a development proposal that would include at least a 25% inclusionary requirement with deeper levels of affordability.

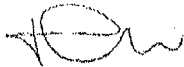
We have also seen in other Downtown Station Area planning processes across the region where increased development has put significant pressures on housing costs, as landlords and property owners see an opportunity to charge a premium for their proximity to transit-accessible areas, retail, and other amenities. On a local and regional level, this has effectively codified the systematic displacement of lower-income communities living within and in close proximity to these downtown areas. We respectfully request that the City include a local analysis to consider this concern and propose robust programs to assist and protect existing residents living in and near the MSASP area.

A2-6

Thank you for your consideration and we look forward to continue working with the City through the planning process.

A2-7

Sincerely,



Tracy Choi
Community Builder
Housing Leadership Council of San Mateo County

CC: Deborah Nelson, Community Development Director
Marty VanDuyn, Community Development Project Manager
Christine Di Iorio, Planner
Ellen Smith, Manager for Strategic and Policy Planning

² <http://www.hcd.ca.gov/housing-policy-development/docs/ab2135-ta-memo032715.pdf>

Soyeb Palya

From: Marty Van Duyn
Sent: Monday, July 27, 2015 4:03 PM
To: Soyeb Palya
Subject: FW: BART letter to San Mateo Housing Leadership Council re AB 2135
Attachments: Letter to SM Housing Leadership AB 2135 205 july 27.pdf; Letter SM Housing Leadership Council - 2015-07-21.pdf

Please add this to plan and DEIR comment file.
Thanks, marty

Comment Letter A3

-----Original Message-----

From: Ellen Smith [mailto:esmith1@bart.gov]
Sent: Monday, July 27, 2015 3:31 PM
To: Marcia L. Raines; 'Bill Kelly'; Marty Van Duyn; Christi DiIorio
Subject: BART letter to San Mateo Housing Leadership Council re AB 2135

Attached please find BART's letter responding to the July 21 letter from the SM County Housing Leadership Council to the Mayor and Council regarding AB 2135 and affordable housing on the BART Station property. Please contact me if you would like further information.

A3-1

Ellen Smith
Manager, Strategic and Policy Planning
BART Planning + Development + Construction
300 Lakeside Drive, 22nd Floor
Oakland, CA 94612
510.287.4758
esmith1@bart.gov

(See attached file: Letter to SM Housing Leadership AB 2135 205 july 27.pdf)
(See attached file: Letter SM Housing Leadership Council - 2015-07-21.pdf)

A3-2



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2015

July 27, 2015

Thomas M. Blalock, P.E.
PRESIDENT

Tom Radulovich
VICE PRESIDENT

Grace Crumlean
GENERAL MANAGER

Housing Leadership Council of
San Mateo County
139 Mitchell Avenue, Suite 108
South San Francisco, CA 94080
Attn: Tracy Choi

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Thomas M. Blalock, P.E.
6TH DISTRICT

Zaklary Mallett, MCP
7TH DISTRICT

Nicholas Josefowitz
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

Re: AB 2135's Applicability to the Millbrae Station Area
Specific Plan's TOD #2

Dear Ms. Choi:

I write in response to your dated July 21, 2015 to the City of Millbrae and BART's Strategic and Policy Planning Manager. I understand that the HLC has requested clarification as to the applicability of AB 2135 to the San Francisco Bay Area Rapid Transit District's ("District" or "BART") TOD #2 property ("Property").

The Property is not "surplus land" as defined under applicable law and, as such, is not subject to AB 2135. As your letter states, AB 2135 modifies and relies on current law, the Surplus Land Act (Government Code Sections 54220 et seq.). As AB 2135 did not modify the Surplus Land Act's definition of "surplus land," the definition applies and is as follows:

"The term 'surplus land' means land owned by any local agency, that is determined to be no longer necessary for the agency's use, except property being held by the agency for the purpose of exchange." Government Code Section 54221, Surplus Land Act.

The Property has not been determined as "no longer necessary" for District use. In fact, the Property is currently being used for BART parking and an intermodal bus facility, and after TOD #2 is implemented, will be used for BART parking and BART-oriented development. Transit-oriented development is enumerated, by State statute and the District's enabling legislation, as a legitimate and

Housing Leadership Council of San Mateo County
July 27, 2015
Page 2

necessary District use.¹ Accordingly, AB 2135 does not apply because the Property is necessary for the District's transit-oriented development and parking uses and is not surplus land as such term is defined under State law.

Sincerely,

OFFICE OF THE GENERAL COUNSEL

Minming Wu Morri

Minming Wu Morri, Attorney

MW:pab

cc: E. Smith, Strategic and Policy Planning
S. Shaffer, Real Estate and Property Development
E. Low, Office of the General Counsel

¹ The District Act provides in relevant part that the District may purchase, lease, convey, hold and enjoy "real and personal property of every kind necessary for transit-oriented joint development projects..." Public Utilities Code Section 29010.3.(a).



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of San Mateo County**

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July 21, 2015

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621 Magnolia Avenue
Millbrae, CA 94030

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We urge the City and BART to abide by the new provisions of AB 2135. This would allow the City to require a minimum 25% affordability requirement for the TOD #2 site, which is anticipated to generate 321 new housing units. This would also align with both the state and city's goals of encouraging transit ridership by providing housing opportunity for people who live and work within walking distance to major transit stations. It is well documented that lower-income communities utilize public transit at higher rates than others. We respectfully request the City to work with BART representatives and housing developers to create a development proposal that would include at least a 25% inclusionary requirement with deeper levels of affordability.

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Thank you for your consideration and we look forward to continue working with the City through the planning process.

Sincerely,



Tracy Choi
Community Builder
Housing Leadership Council of San Mateo County

CC: Deborah Nelson, Community Development Director
Marty VanDuyn, Community Development Project Manager
Christine Di Iorio, Planner
Ellen Smith, Manager for Strategic and Policy Planning

² <http://www.hcd.ca.gov/housing-policy-development/docs/ab2135-ta-memo032715.pdf>

From: Rich Newman

Sent: Wednesday, August 05, 2015 2:12 PM

Subject: FAA LETTERS RE: TOD1 AND SFO LETTER TO FAA - Millbrae Station Area Specific Plan Update and Transit-Oriented Development #1 & #2 Comment

Christi:

Acting as the City of Millbrae Liaison to the San Francisco International Airport, I am forwarding the following materials, at the direction of City Manager Marcia Raines:

| A4-1

1. Letter dated July 30, 2015 from John Bergener, San Francisco International Airport (SFO) Planning Director, to Karen McDonald, Federal Aviation Administration (FAA) Southwest Regional Office, regarding several recent OE/AAA cases submitted in the City of Millbrae.
2. Four letters dated July 30, 2015 from the Karen McDonald, Specialist at the FAA to Sigrid R. Waggener, each including a Public Notice of an aeronautical study and declaring that the proposed structure for the stated proposed building in the location specified in each, exceeds obstruction standards. Each letter addresses slightly different geographical points in the same project.

| A4-2

| A4-3

I note that Mr. Bergener has authorized me to submit these materials as comments on both the Millbrae Station Area Specific Plan and the Millbrae Station Area Plan Update and Transit-Oriented Development #1 & #2, during the comment period. I further note that SFO intends to submit separate comments on both plans which cover a broader scope than the materials submitted today. Mr. Bergener had indicated that the questions of the applicable height standards addressed in his letter to the FAA attached hereto, have been adequately addressed in the letters from the FAA, also attached.

| A4-4

I would ask that these letters be accepted in the normal course of comments on the captioned plans.

| A4-5

Thank you,

Richard Newman

Richard M. Newman
City of Millbrae Liaison to SFO
City of Millbrae
621 Magnolia Avenue
Millbrae, CA 94030
650-259-9559 phone
650-343-6111 fax



San Francisco International Airport

July 30, 2015

VIA EMAIL

Karen McDonald
 Specialist
 Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76193

Subject: *San Francisco International Airport concerns regarding several recent OE/AAA cases submitted in the City of Millbrae, CA*

Dear Ms. McDonald:

The San Francisco International Airport (SFO or the Airport) has recently become concerned about a number of Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) cases submitted for review by the FAA for permanent buildings and other structures located around the Bay Area Rapid Transit (BART) station within the City of Millbrae, CA (Millbrae). It appears that these cases include requested building heights that penetrate airspace surfaces associated with operations at SFO and would also be inconsistent with height limits proposed under the City of Millbrae's Specific Plan update for the Millbrae Station Area which is currently undergoing environmental review. A list of cases of potential concern to SFO along with a map depicting the location of these cases is attached to this letter.

The concerns of SFO can be categorized into three general areas: (1) potential penetrations of airspace protection surfaces associated with departure procedures from Runways 19L and 19R, (2) potential penetrations of airspace protection surfaces associated with approach procedures to Runways 1L and 1R, and (3) penetrations of One Engine Inoperative (OEI) airspace protection surfaces associated with departures from Runways 19L and 19R.

With regard to (1), the Airport is concerned that many of the cases listed involve buildings that may penetrate the initial climb areas associated with Standard and potentially the non-Standard departure procedures from Runway 19L and 19R. Increasing the required climb gradient for departures on Runways 19L and 19R beyond their current limits may be impractical for aircraft departing these runways as they already approach the maximums feasible for commercial aircraft. This could in turn result in the departure capacity of the Airport being reduced and increased departure delays in certain wind conditions.

With regard to (2), it is noted that there are currently area navigation visual procedures under development for approaches to Runways 1L and 1R. The Airport is concerned that many of the

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

EDWIN M. LEE
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ELEANOR JOHNS

RICHARD J. GUGGENHIME

PETER A. STERN

JOHN L. MARTIN
 AIRPORT DIRECTOR

Karen McDonald
Page 2 of 2

cases listed involve buildings that may penetrate airspace protection surfaces associated with these procedures or otherwise be a hazard to air navigation at the proposed heights due to the reduced separations between the proposed structures and aircraft flight paths.

With regard to (3), the Airport understands that, although it is being considered under Notice of Proposed Rule Making (NPRM) *Proposal to Consider the Impact of One Engine Inoperative Procedures in Obstruction Evaluation Aeronautical Studies (Docket No. FAA-2014-0134)*, the FAA does not currently consider OEI airspace protection surfaces as critical airspace. However, the Airport has worked in coordination with the local Airport Land Use Commission (a land use review body formed in accordance with California's State Aeronautics Act) to develop consolidated OEI airspace protection surfaces for departures from Runways 19L and 19R at SFO. The policies in the Airport Land Use Compatibility Plan for the Environs of SFO has a consistency requirement for new building proposals that they be lower than both the consolidated OEI airspace protection surface as well as below any height determined by the FAA to be a hazard to air navigation. SFO is concerned that all of the cases listed involve structures that would penetrate OEI airspace protection surfaces listed for the Runway 19R corridor as noted in Table 1, attached, and would negatively affect the ability of SFO to support airline departure operations.

The Airport requests that the FAA take the Airport's concerns into consideration in its evaluation of the OE/AAA cases listed in Table 1. SFO believes that, if the allowed heights were adjusted down so that they were below the Runway 19R OEI airspace protection surface and below the airspace protection surfaces associated with approach and departures procedures for Runways 1L-19R and 1R-19L, they would not interfere with Airport operations or create an air navigation hazard.

The Airport appreciates the FAA's consideration of this request. If I can be of further assistance regarding this matter, please do not hesitate to contact me at (650) 821-7867 or at john.bergener@flvsfo.com.

Sincerely,



John Bergener
Airport Planning Director
San Francisco International Airport
Bureau of Planning and Environmental Affairs

Attachments (2)

Table 1: iALP Height Restrictions for 2015 Airspace Cases at Millbrae Station

Airspace Case Number	Status	Latitude	Longitude	Site Elevation (AMSL)	Structure Height (AGL)	Overall Height (AMSL)	Maximum Allowable Height	Exceeds By	Controlling Surface
2015-AWP-2670-OE	Circularization	37° 36' 4.0300"	122° 23' 18.3401"	21	125	146	123.92	22.08	Runway 19R OEI Corridor
2015-AWP-2671-OE	Circularization	37° 36' 2.4000"	122° 23' 21.3101"	21	125	146	129.4	16.6	
2015-AWP-2672-OE	Circularization	37° 36' 3.6400"	122° 23' 17.9498"	21	125	146	124.73	21.27	
2015-AWP-2673-OE	Circularization	37° 36' 1.8600"	122° 23' 20.7701"	21	125	146	130.52	15.48	
2015-AWP-2682-OE	Circularization	37° 36' 3.4400"	122° 23' 17.7601"	24	125	149	125.15	23.85	
2015-AWP-2683-OE	Circularization	37° 36' 2.6700"	122° 23' 18.9701"	24	125	149	127.65	21.35	
2015-AWP-2684-OE	Circularization	37° 36' 1.5000"	122° 23' 15.8302"	24	125	149	129.18	19.82	
2015-AWP-2685-OE	Circularization	37° 36' 0.7300"	122° 23' 17.0498"	24	125	149	131.68	17.32	
2015-AWP-3129-OE	Interim	37° 36' 1.2400"	122° 23' 15.5800"	27	132	159	129.72	29.28	
2015-AWP-3130-OE	Interim	37° 36' 0.4800"	122° 23' 16.8000"	27	132	159	132.2	26.8	
2015-AWP-3131-OE	Interim	37° 35' 59.9900"	122° 23' 14.3300"	27	132	159	132.31	26.69	
2015-AWP-3132-OE	Interim	37° 35' 59.2300"	122° 23' 15.5602"	27	132	159	134.79	24.21	
2015-AWP-3493-OE	Work In Progress	37° 35' 59.9200"	122° 23' 14.2699"	27	135	162	132.46	29.54	
2015-AWP-3494-OE	Work In Progress	37° 35' 59.1600"	122° 23' 15.4900"	27	132	159	134.94	24.06	
2015-AWP-3495-OE	Work In Progress	37° 35' 58.5300"	122° 23' 12.8600"	30	132	162	135.34	26.66	
2015-AWP-3496-OE	Work In Progress	37° 35' 57.7600"	122° 23' 14.1000"	30	132	162	137.84	24.16	
2015-AWP-3571-OE	Work In Progress	37° 35' 58.0600"	122° 23' 12.3000"	30	132	162	136.26	25.74	
2015-AWP-3572-OE	Work In Progress	37° 35' 56.3700"	122° 23' 15.0000"	30	132	162	141.77	20.23	
2015-AWP-3573-OE	Work In Progress	37° 35' 57.1800"	122° 23' 11.4299"	30	132	162	138.09	23.91	
2015-AWP-3574-OE	Work In Progress	37° 35' 55.7800"	122° 23' 13.6500"	30	132	162	142.64	19.36	
2015-AWP-3600-OE	Work In Progress	37° 36' 0.7400"	122° 23' 17.9498"	27	132	159	132.07	26.93	
2015-AWP-3601-OE	Work In Progress	37° 36' 0.1800"	122° 23' 18.8401"	27	132	159	133.89	25.11	
2015-AWP-3602-OE	Work In Progress	37° 35' 58.3000"	122° 23' 15.5198"	27	132	159	137.13	21.87	
2015-AWP-3603-OE	Work In Progress	37° 35' 57.7400"	122° 23' 16.4198"	27	132	159	138.95	20.05	
2015-AWP-3750-OE	Work In Progress	37° 36' 2.0100"	122° 23' 19.2801"	24	125	149	129.43	19.57	
2015-AWP-3751-OE	Work In Progress	37° 36' 1.2800"	122° 23' 20.3600"	24	125	149	131.8	17.2	
2015-AWP-3752-OE	Work In Progress	37° 36' 1.0400"	122° 23' 18.2400"	24	125	149	131.44	17.56	
2015-AWP-3753-OE	Work In Progress	37° 36' 0.3100"	122° 23' 19.3898"	24	125	149	133.81	15.19	
2015-AWP-3780-OE	Work In Progress	37° 35' 58.0400"	122° 23' 14.9201"	30	139	169	137.51	31.49	
2015-AWP-3781-OE	Work In Progress	37° 35' 57.3700"	122° 23' 15.9900"	30	139	169	139.69	29.31	
2015-AWP-3782-OE	Work In Progress	37° 35' 57.2600"	122° 23' 14.1600"	30	139	169	139.13	29.87	
2015-AWP-3783-OE	Work In Progress	37° 35' 56.5900"	122° 23' 15.2200"	30	139	169	141.31	27.69	



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76193

Aeronautical Study No.
2015-AWP-3132-OE

Attachment A4-2

Issued Date: 07/30/2015

Sigrid R Waggener
Burke Williams & Sorensen LLP
101 Howard Street Suite 400
San Francisco, CA 94104

**** PUBLIC NOTICE ****

The Federal Aviation Administration is conducting an aeronautical study concerning the following:

Structure:	Building Building C South West Corner
Location:	Millbrae, CA
Latitude:	37-35-59.23N NAD 83
Longitude:	122-23-15.56W
Heights:	27 feet site elevation (SE) 132 feet above ground level (AGL) 159 feet above mean sea level (AMSL)

The structure above exceeds obstruction standards. To determine its effect upon the safe and efficient use of navigable airspace by aircraft and on the operation of air navigation facilities, the FAA is conducting an aeronautical study under the provisions of 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, part 77.

**** SEE REVERSE SIDE FOR ADDITIONAL INFORMATION ****

In the study, consideration will be given to all facts relevant to the effect of the structure on existing and planned airspace use, air navigation facilities, airports, aircraft operations, procedures and minimum flight altitudes, and the air traffic control system.

Interested persons are invited to participate in the aeronautical study by submitting comments to the above FAA address or through the electronic notification system. To be eligible for consideration, comments must be relevant to the effect the structure would have on aviation, must provide sufficient detail to permit a clear understanding, must contain the aeronautical study number printed in the upper right hand corner of this notice, and must be received on or before 09/05/2015.

This notice may be reproduced and circulated by any interested person. Airport managers are encouraged to post this notice.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-3132-OE.

Attachment A4-2
(cont.)

(CIR)

Signature Control No: 245230586-259269382
Karen McDonald
Specialist

Attachment(s)
Part 77
Map(s)

Proposal: To construct a(n) Building to a height of 132 feet above ground level, 159 feet above mean sea level.

Location: The structure will be located 1.28 nautical miles southwest of SFO Airport reference point.

Part 77 Obstruction Standard(s) Exceeded:

Section 77.17 (a) (3) by 68 feet - a height that increases a minimum instrument flight altitude within a terminal area (TERPS Criteria). The proposal would necessitate At 159 AMSL, SAN FRANCISCO INTL (SFO) CA. Obstacle penetrates RWY 19L Initial Climb Area (ICA) 68 feet Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES NOTE RWY 19L. Obstacle penetrates RWY 19R Initial Climb Area (ICA) 57 feet Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES NOTE RWY 19R,

Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating:

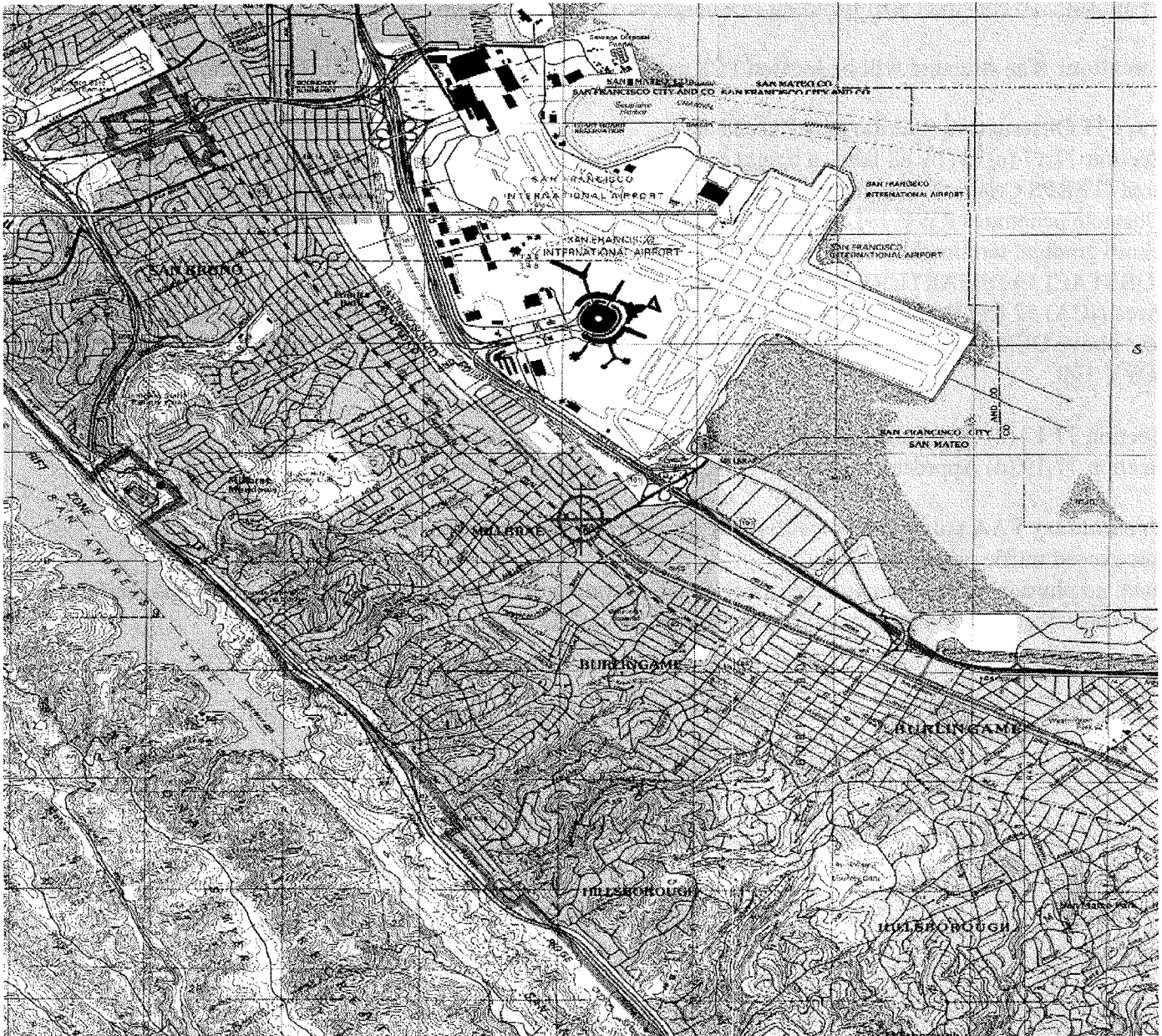
Section 77.19 (d) Approach Surface by 8 feet as applied to SFO.

Preliminary FAA study indicates that the above mentioned structure would:

not exceed traffic pattern airspace

have no physical or electromagnetic effect on the operation of air navigation and communications facilities.

have no effect on any airspace and routes used by the military.





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76193

Issued Date: 07/30/2015

Sigrid R Waggener
Burke Williams & Sorensen LLP
101 Howard Street Suite 400
San Francisco, CA 94104

**** PUBLIC NOTICE ****

The Federal Aviation Administration is conducting an aeronautical study concerning the following:

Structure:	Building Building C South East Corner
Location:	Millbrae, CA
Latitude:	37-35-59.99N NAD 83
Longitude:	122-23-14.33W
Heights:	27 feet site elevation (SE) 132 feet above ground level (AGL) 159 feet above mean sea level (AMSL)

The structure above exceeds obstruction standards. To determine its effect upon the safe and efficient use of navigable airspace by aircraft and on the operation of air navigation facilities, the FAA is conducting an aeronautical study under the provisions of 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, part 77.

**** SEE REVERSE SIDE FOR ADDITIONAL INFORMATION ****

In the study, consideration will be given to all facts relevant to the effect of the structure on existing and planned airspace use, air navigation facilities, airports, aircraft operations, procedures and minimum flight altitudes, and the air traffic control system.

Interested persons are invited to participate in the aeronautical study by submitting comments to the above FAA address or through the electronic notification system. To be eligible for consideration, comments must be relevant to the effect the structure would have on aviation, must provide sufficient detail to permit a clear understanding, must contain the aeronautical study number printed in the upper right hand corner of this notice, and must be received on or before 09/05/2015.

This notice may be reproduced and circulated by any interested person. Airport managers are encouraged to post this notice.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-3131-OE.

Signature Control No: 245230585-259267698
Karen McDonald
Specialist

Attachment(s)
Part 77
Additional Information
Case Description
Map(s)

Proposal: To construct a(n) Building to a height of 132 feet above ground level, 159 feet above mean sea level.

Location: The structure will be located 1.26 nautical miles southwest of SFO Airport reference point.

Part 77 Obstruction Standard(s) Exceeded:

Section 77.17 (a) (3) by 71 feet - a height that increases a minimum instrument flight altitude within a terminal area (TERPS Criteria). The proposal would necessitate At 159 AMSL, SAN FRANCISCO INTL (SFO) CA. Obstacle penetrates RWY 19L Initial Climb Area (ICA) 71 feet Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES NOTE RWY 19L. Obstacle penetrates RWY 19R Initial Climb Area (ICA) 59 feet Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES NOTE RWY 19R

Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating:

Section 77.19 (d) Approach Surface by 14 feet as applied to SFO.

Preliminary FAA study indicates that the above mentioned structure would:

have no physical or electromagnetic effect on the operation of air navigation and communications facilities.
have no effect on any airspace and routes used by the military.

Traffic Pattern Interaction # 1:

Site Type:

Airport

Traffic Pattern Name:

Transitional

Penetration in feet:

10

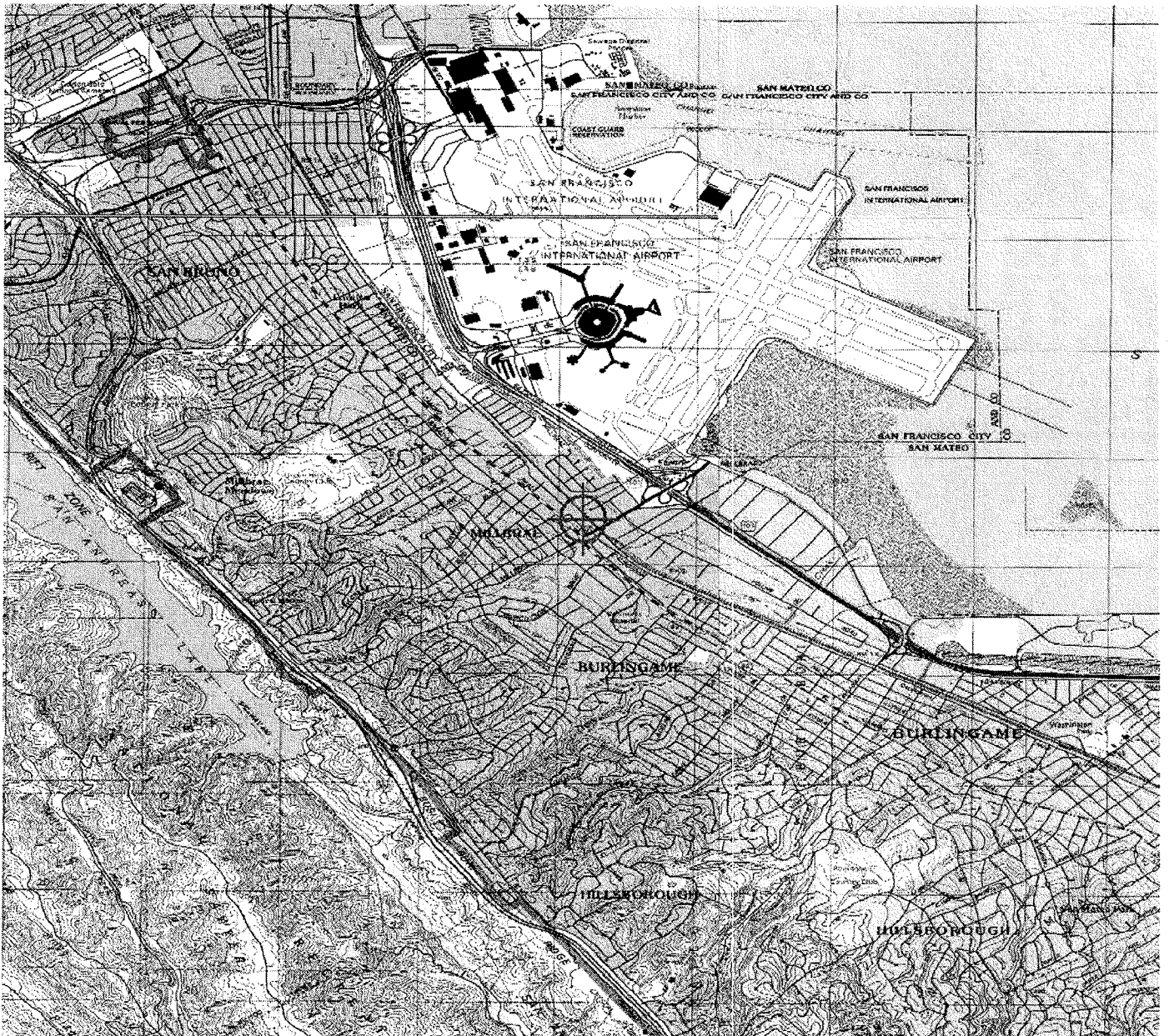
Airport ID:

SFO

Runway ID:

01R/19L

Please see exhibits submitted with this application





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76193

Attachment A4-4
Aeronautical Study No.
2015-AWP-3130-OE

Issued Date: 07/30/2015

Sigrid R Waggener
Burke Williams & Sorensen LLP
101 Howard Street Suite 400
San Francisco, CA 94104

**** PUBLIC NOTICE ****

The Federal Aviation Administration is conducting an aeronautical study concerning the following:

Structure:	Building Building C North West Corner
Location:	Millbrae, CA
Latitude:	37-36-00.48N NAD 83
Longitude:	122-23-16.80W
Heights:	27 feet site elevation (SE) 132 feet above ground level (AGL) 159 feet above mean sea level (AMSL)

The structure above exceeds obstruction standards. To determine its effect upon the safe and efficient use of navigable airspace by aircraft and on the operation of air navigation facilities, the FAA is conducting an aeronautical study under the provisions of 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, part 77.

**** SEE REVERSE SIDE FOR ADDITIONAL INFORMATION ****

In the study, consideration will be given to all facts relevant to the effect of the structure on existing and planned airspace use, air navigation facilities, airports, aircraft operations, procedures and minimum flight altitudes, and the air traffic control system.

Interested persons are invited to participate in the aeronautical study by submitting comments to the above FAA address or through the electronic notification system. To be eligible for consideration, comments must be relevant to the effect the structure would have on aviation, must provide sufficient detail to permit a clear understanding, must contain the aeronautical study number printed in the upper right hand corner of this notice, and must be received on or before 09/05/2015.

This notice may be reproduced and circulated by any interested person. Airport managers are encouraged to post this notice.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-3130-OE.

Attachment A4-4
(cont.)

(CIR)

Signature Control No: 245230584-259260761

Karen McDonald

Specialist

Attachment(s)

Part 77

Case Description

Map(s)

Proposal: To construct a(n) Building to a height of 132 feet above ground level, 159 feet above mean sea level.

Location: The structure will be located 1.27 nautical miles southwest of SFO Airport reference point.

Part 77 Obstruction Standard(s) Exceeded:

Section 77.17 (a) (3) by 70 feet - a height that increases a minimum instrument flight altitude within a terminal area (TERPS Criteria). The proposal would necessitate At 159 AMSL, SAN FRANCISCO INTL (SFO) CA. Obstacle penetrates RWY 19L Initial Climb Area (ICA) 70 feet Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES NOTE RWY 19L. Obstacle penetrates RWY 19R Initial Climb Area (ICA) 58 feet Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES NOTE RWY 19R

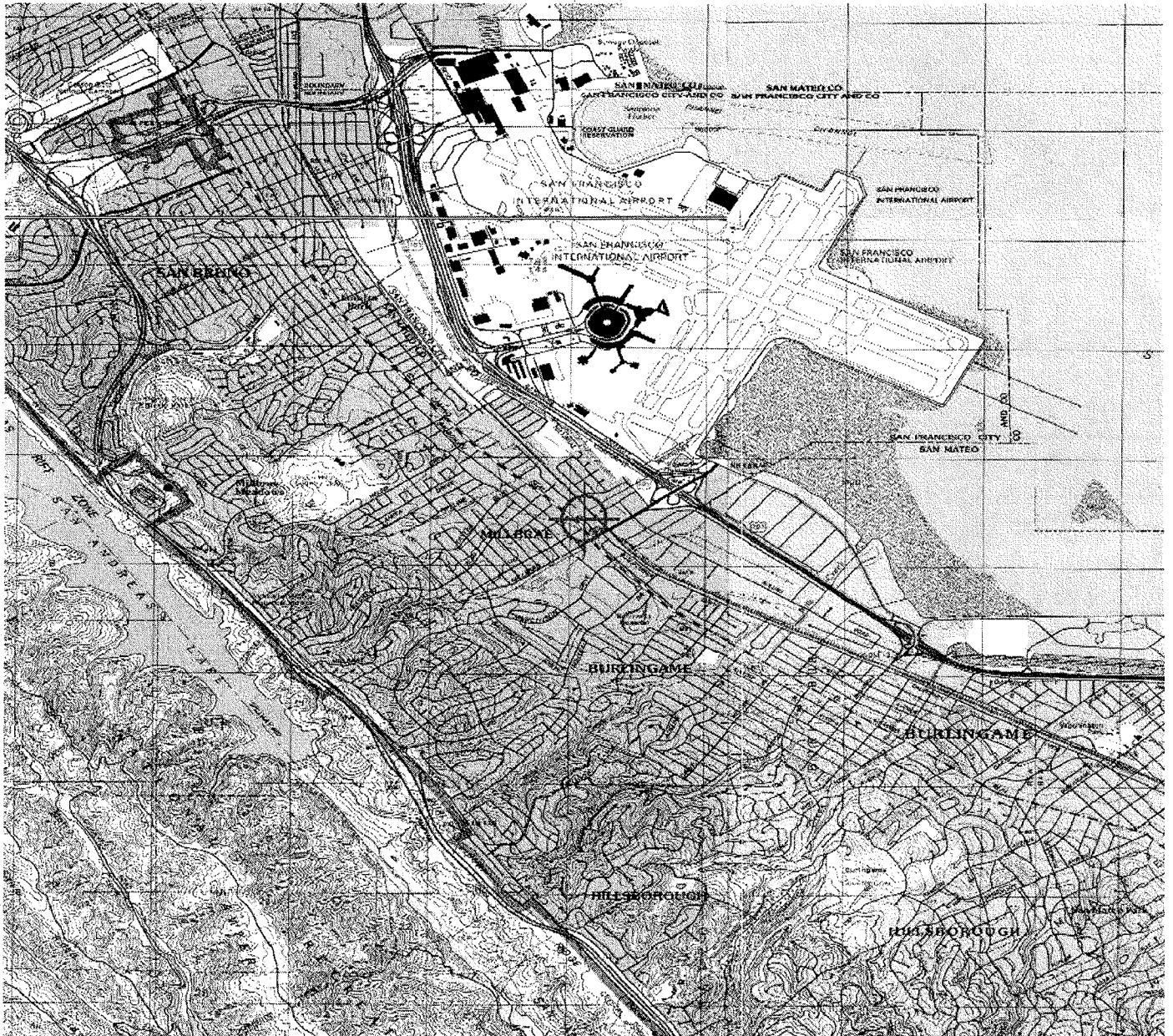
Preliminary FAA study indicates that the above mentioned structure would:

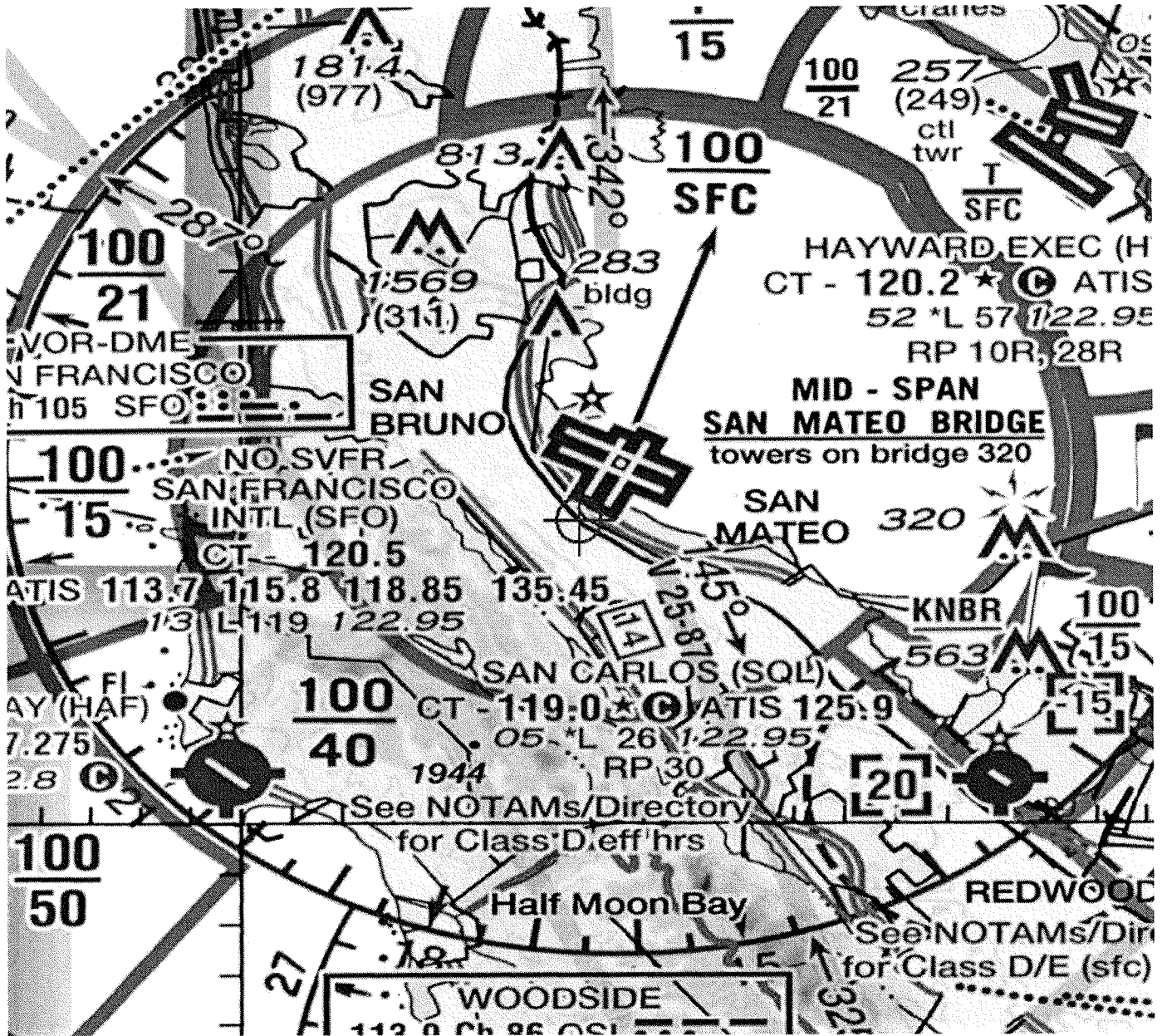
not exceed traffic pattern airspace

have no physical or electromagnetic effect on the operation of air navigation and communications facilities.

have no effect on any airspace and routes used by the military.

Please see exhibits submitted with this application







Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76193

Attachment A4-5
Aeronautical Study No.
2015-AWP-3129-OE

Issued Date: 07/30/2015

Sigrid R Waggener
Burke Williams & Sorensen LLP
101 Howard Street Suite 400
San Francisco, CA 94104

**** PUBLIC NOTICE ****

The Federal Aviation Administration is conducting an aeronautical study concerning the following:

Structure:	Building Building C North East Corner
Location:	Millbrae, CA
Latitude:	37-36-01.24N NAD 83
Longitude:	122-23-15.58W
Heights:	27 feet site elevation (SE) 132 feet above ground level (AGL) 159 feet above mean sea level (AMSL)

The structure above exceeds obstruction standards. To determine its effect upon the safe and efficient use of navigable airspace by aircraft and on the operation of air navigation facilities, the FAA is conducting an aeronautical study under the provisions of 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, part 77.

**** SEE REVERSE SIDE FOR ADDITIONAL INFORMATION ****

In the study, consideration will be given to all facts relevant to the effect of the structure on existing and planned airspace use, air navigation facilities, airports, aircraft operations, procedures and minimum flight altitudes, and the air traffic control system.

Interested persons are invited to participate in the aeronautical study by submitting comments to the above FAA address or through the electronic notification system. To be eligible for consideration, comments must be relevant to the effect the structure would have on aviation, must provide sufficient detail to permit a clear understanding, must contain the aeronautical study number printed in the upper right hand corner of this notice, and must be received on or before 09/05/2015.

This notice may be reproduced and circulated by any interested person. Airport managers are encouraged to post this notice.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-3129-OE.

Signature Control No: 245230583-259254581
Karen McDonald
Specialist

(CIR)

Attachment(s)
Part 77
Additional Information
Case Description
Map(s)

Proposal: To construct a(n) Building to a height of 132 feet above ground level, 159 feet above mean sea level.

Location: The structure will be located 1.25 nautical miles southwest of SFO Airport reference point.

Part 77 Obstruction Standard(s) Exceeded:

Section 77.17 (a) (3) by 73 feet - a height that increases a minimum instrument flight altitude within a terminal area (TERPS Criteria). The proposal would necessitate At 159 AMSL, SAN FRANCISCO INTL (SFO) CA. Obstacle penetrates RWY 19L Initial Climb Area (ICA) 73 feet Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES NOTE RWY 19L. Obstacle penetrates RWY 19R Initial Climb Area (ICA) 61 feet Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES NOTE RWY 19R,

Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating:

Section 77.19 (d) Approach Surface by 5 feet as applied to SFO.

Section 77.19 (e) Transitional Surface by 9 feet as applied to SFO.

Preliminary FAA study indicates that the above mentioned structure would:

have no physical or electromagnetic effect on the operation of air navigation and communications facilities.

have no effect on any airspace and routes used by the military.

Traffic Pattern Interaction # 1:

Site Type:

Airport

Traffic Pattern Name:

Approach

Penetration in feet:

4

Airport ID:

SFO

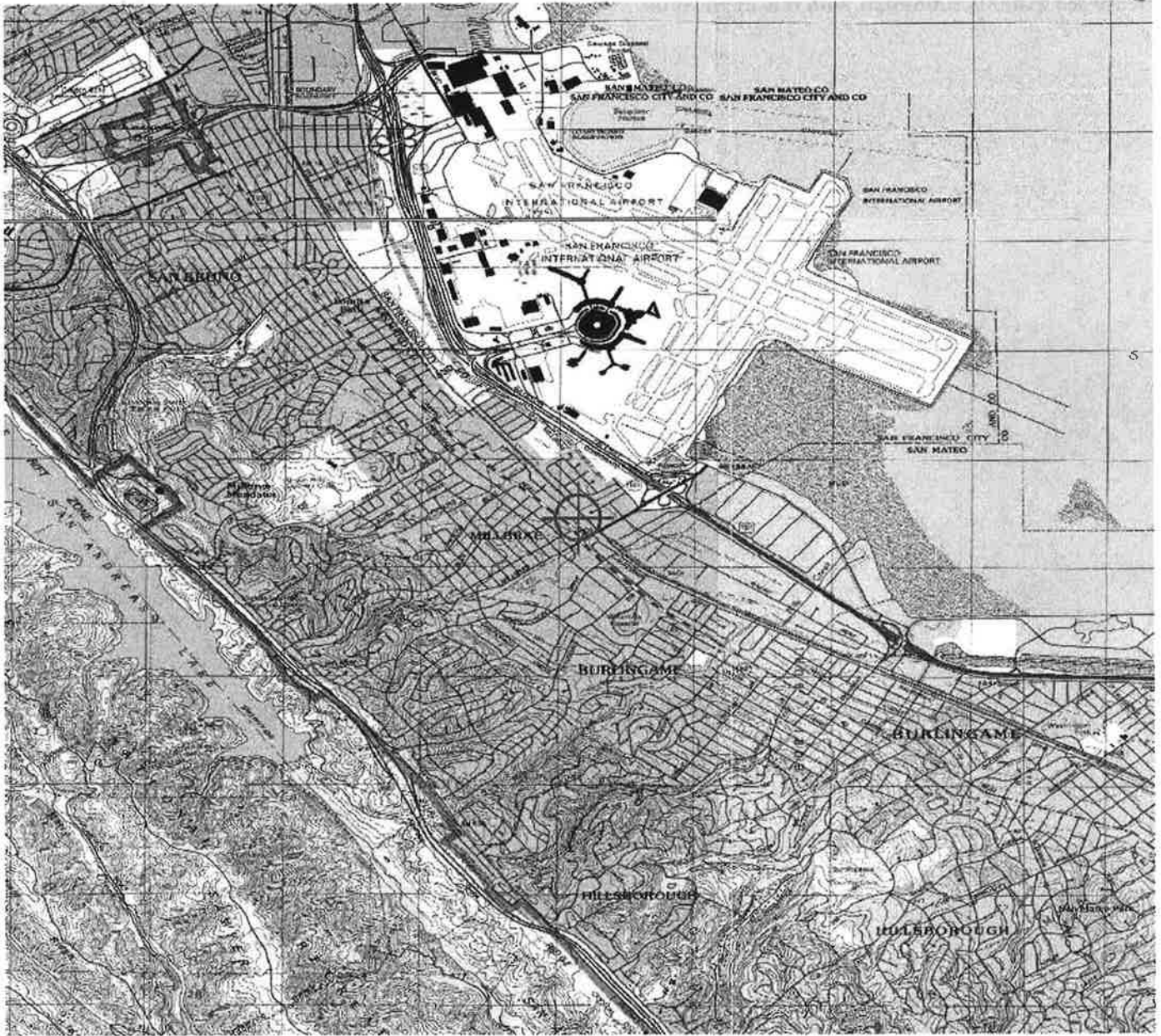
Runway ID:

01L/19R

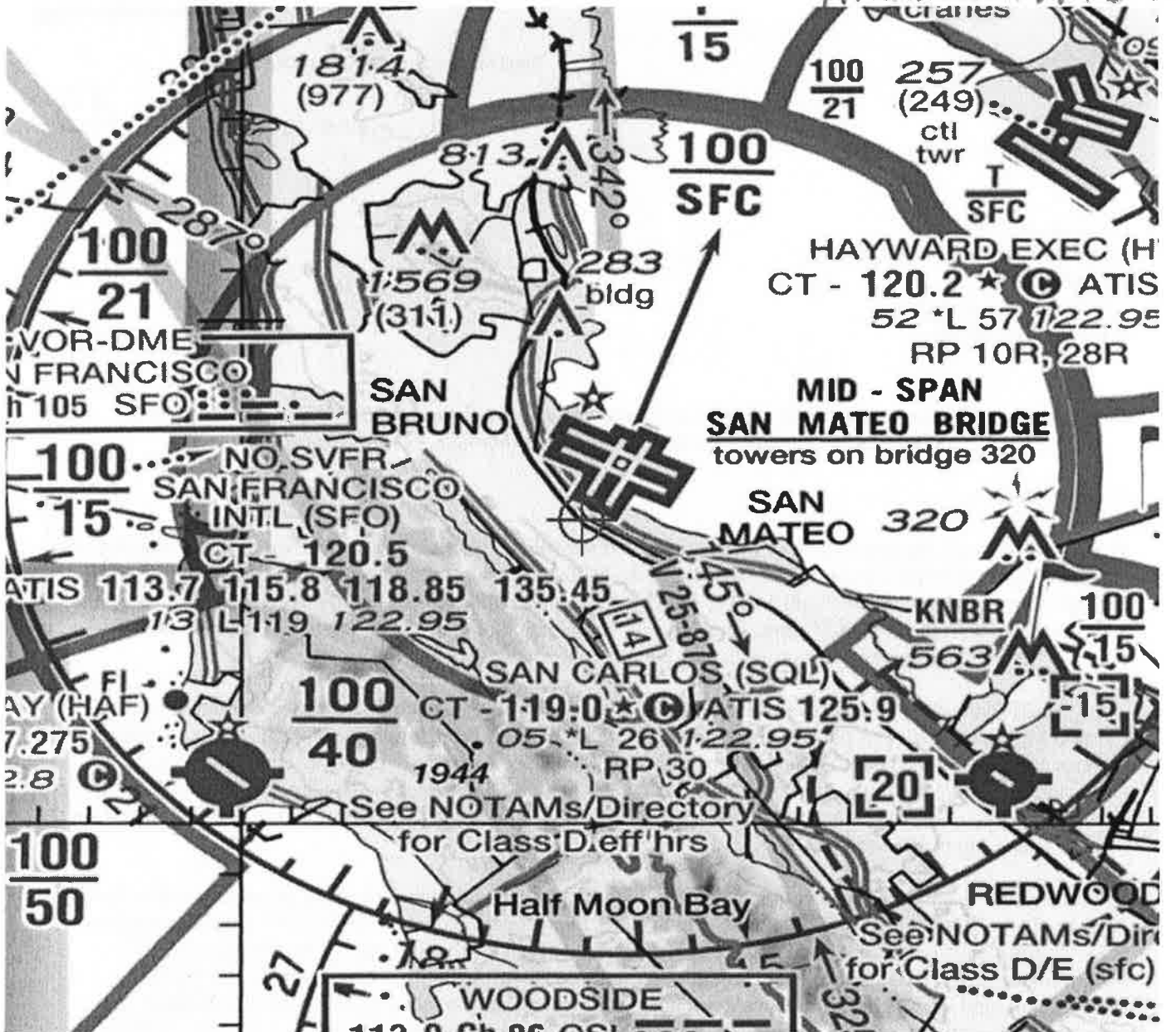
Runway End ID:

01L

Please see exhibits submitted with this application.



Attachment 44-5 (cont.)





San Francisco International Airport

Comment Letter A5

August 6, 2015

Christine di Iorio
Community Development Director
City of Millbrae
621 Magnolia Avenue
Millbrae, CA 94030

Subject: *Comment letter to the Draft Environmental Impact Report for the Millbrae Station Area Specific Plan Update and Transit-Oriented Development #1 and #2 projects*

Dear Ms. di Iorio,

Thank you for notifying San Francisco International Airport (SFO or the Airport) of the Notice of Availability of the Draft Environmental Impact Report (DEIR) for the Millbrae Station Area Specific Plan Update and Transit-Oriented Development (TOD)#1 and TOD#2 projects. We appreciate this opportunity to comment on the DEIR and coordinate with the City of Millbrae (the City) in its evaluation of land use compatibility issues that the Specific Plan Update and the TOD projects may pose.

The Specific Plan area is in an urbanized location in the City of Millbrae, encompassing the existing BART and Caltrain Millbrae station and future station infrastructure for the California High Speed Rail. The proposed projects analyzed by the DEIR include both the Specific Plan Update and associated General Plan and Zoning Ordinance amendments, and the separate proposed TOD#1 and TOD#2 projects. The build out under the Specific Plan as proposed under the Update would include offices, retail, and multi-family residential units in a mixed-use context, and a 100 to 125 room hotel.

A5-1

The proposed projects and the corresponding evaluation in the DEIR raise the following primary concerns for the Airport: (1) the height limits proposed under the Specific Plan Update and under the TOD#1 project exceed the height limits identified in the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP) as necessary in order to be consistent with the ALUCP, and (2) the DEIR evaluation of land use and hazard impacts does not in all cases reflect the inconsistency with the ALUCP. This letter will address these issues as they relate to the DEIR, but also express the Airport's general concern about height limits proposed that would be inconsistent with the ALUCP and create potential safety hazards to air operations at SFO. Further, to our knowledge, the Airport Land Use Commission (ALUC) has not had the opportunity to review the DEIR or to undertake a consistency review of the Specific Plan Update and the TOD projects proposed under the Specific Plan. Recognizing that the City of Millbrae should have this review before taking any discretionary action on the Specific Plan Update and the TOD#1 and TOD#2 projects, the Airport requests an extension of the DEIR public review comment period, as the next ALUC committee meeting is scheduled for September 25, 2015, and the City/County Association of Governments of San Mateo County (C/CAG) Board acting as the formal ALUC would not see this until October.

A5-2

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

EDWIN M. LEE
MAYOR

LARRY MAZZOLA
PRESIDENT

LINDA S. CRAYTON
VICE PRESIDENT

ELEANOR JOHNS

RICHARD J. GUGGENHIME

PETER A. STERN

JOHN L. MARTIN
AIRPORT DIRECTOR

Height Limits

The ALUCP provides that in order to be consistent with the ALUCP, "the maximum height of a new building must be the lower of (1) the height shown on the critical aeronautical surfaces map (ALUCP Exhibits IV-17 and IV-18), or (2) the maximum height determined not to be a 'hazard to air navigation' by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1." (Refer to ALUCP, Policy AP-3 at p. IV-59). The heights shown on the ALUCP critical aeronautical surfaces map are a combination of SFO Terminal Instruments Procedures (TERPS) surfaces and One-Engine Inoperative (OEI) obstacle identification surfaces. While the Federal Aviation Administration (FAA) will make a determination of whether the Specific Plan Update and the TOD projects thereunder are at heights that would pose a hazard to air navigation, if the critical aeronautical surfaces map highlighted within the ALUCP requires a lower building height, then that lower height would control for purposes of consistency with the ALUCP.

A5-3

The estimated height limits above ground level (AGL) that would be allowed throughout the Specific Plan area based on the ALUCP critical aeronautical surfaces map as shown in **Figure 1**, attached. While the Specific Plan Update indicates that heights must be compatible with the ALUCP, the actual height limits currently shown within the Specific Plan Update at the TOD#1 project site may not be compatible with the ALUCP. In addition, the TOD#1 project as described in the DEIR project description includes heights up to 136 feet AGL, which, as shown in Figure 1, attached, would not be compatible with the ALUCP.

DEIR Analysis

Land Use and Planning

There is an inconsistency in TOD#1 project's height limits between the DEIR and the Specific Plan. The DEIR states that the TOD#1 project proposes a maximum height of up to 136 feet subject to FAA and SFO approval, while the Specific Plan has the maximum heights in a range from 108 to 120 feet. The DEIR on page 4.9-18 identifies this as a **significant unavoidable land use impact (LU-TOD#1-2)** since the maximum height under the TOD #1 project exceeds the height limit under the Specific Plan Update, and because no mitigation to reduce the impact is available. However, on the following page it concludes that the proposed project (Specific Plan Update) is consistent with the ALUCP because the height of future development would be required to be consistent with Urban Design Policy PD2 (this policy would require building heights to comply with FAA standards and the ALUCP); therefore combined with land use compatibility and compliance with the FAA and ALUCP height approval process, impacts would be **less than significant**. The DEIR should clarify how the Specific Plan Update and the TOD#1 project thereunder, proposing height limits exceeding the maximum height limits of the ALUCP (and the Specific Plan in the case of TOD#1), can have a less than significant land use impact as discussed on page 4.9-19 of the DEIR, when TOD#1 is identified as a significant and unavoidable land use impact because it is inconsistent with the ALUCP.

A5-4

Hazards and Hazardous Materials

Within the Hazards and Hazardous Materials chapter on page 4.7-32, the DEIR states that the TOD#1 and TOD#2 projects would be required to be consistent with ALUCP Policy AP-3 and Millbrae Municipal Code Chapter 9.55, which require project applicants to be subject to requirements of federal and state law that effectively prohibit the construction of any structure determined by the FAA to be a hazard to air navigation. Therefore, compliance with ALUCP Policy AP-3 and Millbrae Municipal Code Chapter 9.55 would ensure the proposed building height would not create a hazard to air navigation and impacts would be less than significant; thus, no mitigation measures are required.

A5-5

This statement, however, does not describe TOD#1 as proposed in Chapter 3, Project Description. The DEIR should state that the environmental impact of the maximum building height of 136 feet for TOD#1 as currently described is significant and unavoidable, unless the building height of the proposed TOD#1 site were lowered to be consistent with ALUCP Policy AP-3 and Millbrae Municipal Code Chapter 9.55. In fact, the DEIR finds the TOD#1 project impact to be less than significant, even though it proposes heights that would exceed those on the ALCUP critical aeronautical surface map. While it appears that the significant determination is made on the basis that TOD#1 project height limits would comply with ALUCP Policy AP-3, the project as proposed would not comply. The Draft EIR analysis and significance conclusions must be based upon the project as proposed and included in the EIR project description.

A5-5
(cont.)

In accordance with California Public Utilities Code Section 21676, the Specific Plan Update must be submitted to the ALUC prior to adoption for a determination of consistency with the ALUCP; however, the ALUC has not yet had this opportunity. A local agency can override an Airport Land Use Commission determination that a Specific Plan is inconsistent with an adopted Airport Land Use Compatibility Plan, but it can only do so by a two-thirds vote of the governing body and only if the governing body makes specific findings that the action is consistent with the purposes stated in Public Utilities Code Section 21670¹. At least 45 days prior to the decision to overrule the ALUC, the local agency's governing body must provide the ALUC a copy of the proposed decision and findings, to be coordinated with SFO staff to ensure that the proposal will be compatible with future as well as existing airport operations.

Even should the ALUC find the Specific Plan Update to be consistent with the ALUCP and the City of Millbrae adopts the Update, any future approval of TOD#1 as it currently is proposed would still require an amendment of the Specific Plan, with the amendment required to be reviewed by the ALUC. Since the TOD#1 project is inconsistent with the ALUCP due to the height limits proposed under the project, any Specific Plan amendment with these height limits would be inconsistent with the ALUCP.

Traffic

SFO provided information to the City of Millbrae in a June 12, 2015 letter regarding the level of intended use of the Airport's property, adjacent to the proposed TOD#2 north of Millbrae Avenue. The 5.5 acre site, which the City refers to as Site 7, will have continued truck and other vehicle traffic as it is used for temporary construction staging and contractor parking for ongoing airport development projects. Therefore, the Airport appreciates continued coordination concerning the site as it relates to the Specific Plan and development of nearby properties.

A5-6

Noise

In evaluating the project site, the Draft EIR should consider the effects of noise on all proposed development. While the site is located outside of the Airport's 65-70db CNEL noise contour for noise associated with aircraft operations, it will be subject to higher noise levels when runway use and flight routes differ from typical patterns utilized in prevailing wind conditions. The site is located within the ALUCP Airport Influence Area A - Real Estate Disclosure Area, and Section 11010 of the Business and Professions Code requires people offering subdivided property for sale or lease to disclose the presence of an airport within two miles of the property through an official statement prior to move-in. Additionally, ambient noise from vehicular traffic along El Camino Real and Millbrae Avenue, and train activity along the Caltrain and BART corridors must be considered, and appropriate sound insulation is advised.

A5-7

¹ "To protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses." Section 21670(a)(2)

Lower Intensity Alternatives for the TOD #1 Project and the Specific Plan Update

CEQA Guidelines 15126.6(b) states that, "...the discussion of alternatives shall focus on alternatives to the project...capable of avoiding or substantially lessening any significant effects of the project..." The alternatives analysis in the DEIR does not present alternatives to the Specific Plan Update or the proposed TOD #1 project that would feasibly attain most of the basic objectives of the project but avoid or substantially lessen any of the significant effects of the project.

While the Lower Intensity Alternative for the TOD #1 project in the DEIR reduces the overall square footage of development by 30 percent, this alternative does not adequately address the significant and unavoidable land use impact identified for the proposed project (LU-TOD#1-2). It is unclear whether the building heights for this alternative would be consistent with ALUCP Policy AP-3 and Millbrae Municipal Code Chapter 9.55 because the Specific Plan Update proposes heights that are inconsistent with the ALUCP and this alternative does not include a specific maximum building height to compare with the proposed project. Therefore, one cannot determine with any certainty whether the Lower Intensity Alternative for TOD #1 avoids or substantially lessens the significant and unavoidable impact of the proposed project. A5-8

Similarly, the Lower Intensity Alternative for the Specific Plan Update does not present a project that avoids or lessens the allowable maximum building heights that are consistent with the ALUCP. Although the DEIR concludes that the land uses under this Lower Intensity Alternative are consistent with the ALUCP, this alternative does not include a specific maximum building height to compare with the proposed project. Since the maximum building height standards under the Specific Plan Update are not, as discussed above, consistent with the ALUCP, then this Lower Intensity Alternative should address that impact and identify a maximum building height that would be consistent with the ALUCP.

The Airport appreciates your consideration of these comments. If I can be of assistance as the City considers airport land use compatibility as they relate to this project or future projects, please do not hesitate to contact me at (650) 821-7867 or at john.bergener@flysfo.com. A5-9

Sincerely,



John Bergener
Planning Director
Bureau of Planning and Environmental Affairs

Attachment

cc: Philip Crimmins, Caltrans Division of Aeronautics
Sandy Wong, C/CAG Executive Director
Tom Magdalena, C/CAG ALUC Planner
Rich Newman, City of Millbrae Liaison to SFO

DIFFERENCE BETWEEN EXISTING GROUND ELEVATION AND LOWEST CRITICAL AERONAUTICAL SURFACE



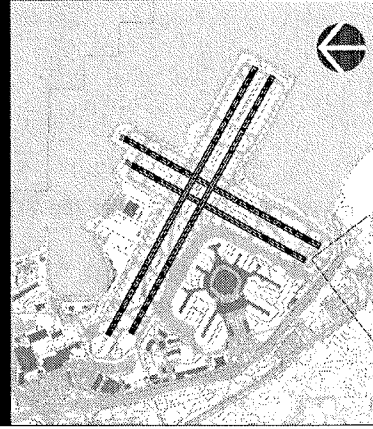
LEGEND

Difference Contours
 — Every 5 feet
 - - - Every 10 feet

Millbrae Station Area Specific Plan

— ■ ■ ■ Specific Plan Boundary
 □ TOD#1 Site
 □ TOD#2 Site

AREA OF DETAIL



SOURCES: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community; FAA DE/AAA; Millbrae Station Area Specific Plan Update draft; SFO Bureau of Planning and Environmental Affairs, July 2015.

FIGURE 1
 Comparison of Existing Ground Elevation and Critical Air Surface
 Airport Land Use Compatibility Analysis
 San Francisco International Airport

Comment Letter A6



**Housing Leadership Council
of San Mateo County**

139 Mitchell Avenue, Suite 108
South San Francisco, CA 94080
(650) 872-4444 / F: (650) 872-4411
www.hlcsmc.org

August 6, 2015

Deborah Nelson, Community Development Director
Marty VanDuy, Community Development Project Manager
Christine Di Iorio, Planner
621 Magnolia Avenue,
Millbrae, CA 94030

Re: City of Millbrae - MSASP DEIR Comment Letter

Thank you for the opportunity to provide comments in response to the MSASP Draft EIR. As you know, the Housing Leadership Council of San Mateo County (HLC) works to promote policies and plans that enable equitable growth in our communities and a viable quality of life. We see the MSASP and EIR as an important opportunity to not only promote new growth and development in Millbrae, but also to protect and improve critical aspects of a healthy community, such as benefits for existing resident and small businesses, creating local jobs, safe and walkable streets, and accessible transportation options.

A6-1

Please consider the following comments in response to the Draft EIR, released on June 30, 2015.

Section 4.11

In Section 4.11.3, the draft EIR finds that the buildout of the proposed Specific Plan Update could result in as many as 7,600 additional jobs. While the EIR provides a brief description about a jobs-to-housing mismatch, the EIR has not done an analysis of the likely wages of these new jobs or the affordability of new housing stock to accommodate these workers. Without an analysis of a jobs-to-housing match (also known as jobs-housing fit), it is impossible to determine whether the new workers will be able to afford to live in the housing units proposed under the Specific Plan Update. To address this issues, the plan should require all projects to conduct an assessment of the wage rates for all occupations so that ongoing analysis of the job-to-housing match can be monitored and evaluated over the life of the Plan.

A6-2

The Draft EIR also finds that development of the Specific Plan Update and TOD #1 and #2 will have "less than significant" or "no impact" related to the displacement of people. However, this analysis does not consider displacement as a result of rising home prices or rents due to new development. Any displacement of existing residents would have environmental impacts and significant social and economic effects. A recent report by University of California Berkeley's Center for Community Innovation highlights the project area as "at risk of gentrification or displacement."

A6-3

CEQA requires analysis of direct and indirect impacts, including impacts resulting from social and economic consequences of this project. The DEIR must therefore evaluate the physical, environmental, and health consequences associated with economic displacement. For example, among other steps, the DEIR should model displacement and identify likely trends in displacement, including areas likely to face pressure, number of households affected, the communities expected to absorb these households, and the local and quantity of resulting demand for additional housing needs. Similarly, the Specific Plan Update is likely to cause displacement of

A6-4

AG-4
(cont.)

residents through increased rents and evictions, which clearly have adverse effects, including on human health, that makes displacement a significant impact.

As you may also know, Millbrae is expected to receive a report regarding the feasibility of a development impact fee study, which will, among other things, justify and recommend an impact fee on all new residential and commercial development. We strongly urge the City to consider the adoption of a commercial and housing impact as quick as possible, either before the MSASP is approved or before the approval of individual development projects. Impact fees will be a critical source of funding for future affordable housing development to mitigate the creation of new service-level jobs as result of this and other new development.

AG-5

Also, as a result of the passage of SB 743 in 2013 the state legislature directed the California Office of Planning and Research to create guidelines that move traffic analysis from the previous Level of Service (LOS) standard to the more environmentally sensitive Vehicles Miles Traveled (VMT). The guidelines have not been fully adopted yet, but please consider conducting a parallel analysis using the new VMT standard to highlight the inherent benefits of transit-oriented development.

AG-6

I appreciate your consideration of these comments and look forward to continued discussions with staff and City Council through the MSASP update process.

AG-7

Sincerely,



Tracy Choi
Community Builder
Housing Leadership Council of San Mateo County

From: Preston, Guy@HSR [mailto:Guy.Preston@hsr.ca.gov]
Sent: Friday, August 07, 2015 11:11 AM
To: Christi Diiorio <CDiiorio@ci.millbrae.ca.us>
Cc: Tripousis, Ben@HSR <Ben.Tripousis@hsr.ca.gov>
Subject: Specific Plan Update, and TOD #1, and TOD #2 EIR
Importance: High

Christine:

Please see the attached letter from the California High Speed Rail Authority regarding the Draft Environmental Impact for the Millbrae Station Area Specific Plan Update and Transit-Oriented Development (TOD) #1 and #2 Projects.

| A7-1

Thank you,

Guy Preston, PE
Project Manager
California High-Speed Rail Authority
Northern Region
100 Paseo de San Antonio, #206
San Jose, CA 95113
408-406-6301 (Mobile)
408-277-1091 (Office)





CALIFORNIA High-Speed Rail Authority

Northern California Regional Office

August 6, 2015

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Ms. Christine di Iorio
Community Development Director
Millbrae Community Development Department
621 Magnolia Avenue
Millbrae, CA 94030

Dear Ms. di Iorio:

This letter presents our response to the Draft Environmental Impact Report (EIR) for the Millbrae Station Area Specific Plan (MSASP) Update and Transit-Oriented Development (TOD) #1 and #2 Projects for your consideration.

The California High-Speed Rail Authority (Authority) requests that the MSASP plan for a future High-Speed Rail (HSR) station in concert with the Phase I blended Caltrain/HSR system. Millbrae is one of three Bay Area HSR station cities included in the Phase I blended Caltrain/HSR system, along with the Transbay Terminal in San Francisco and Diridon Station in San Jose. The Phase I blended Caltrain/HSR system is an integrated rail system supporting future Caltrain and HSR operations serving the communities along the peninsula rail corridor.¹

The urban design for a future HSR station environment requires a holistic approach to integrate HSR facilities into an existing multimodal station environment. The goal of the Authority is to work in partnership with cities and stakeholders to collaborate on station design and station area planning. A holistic approach balances community and transportation system needs, considers trade-offs among multiple stakeholder groups, and aims for excellence in project design.

The MSASP can realize a vital opportunity by creating a shared vision for a regionally significant station that incorporates the Phase I blended Caltrain/HSR system at the Millbrae Station. The Authority is committing staffing resources to be engaged in this effort. This letter highlights the potential benefits as well urban design considerations that we believe are not currently recognized in the MSASP and presents comments on the Draft EIR analysis. Key EIR comments address the importance of incorporating HSR ridership data into the EIR analysis for projecting future ridership and parking demand at the Millbrae Station.

A7-Z

EDMUND G. BROWN JR.
GOVERNOR



¹ The 2012 High-Speed Rail early investment agreement with 9 agencies established a blended system along the Peninsula Corridor. The California High-Speed Rail Authority and the Federal Railroad Administration are investing \$600 million of Proposition 1A funds and \$106 million of Proposition 1A "connectivity" funds to enable early investment in the Caltrain Electrification infrastructure and Advanced Signal System projects. BART is receiving \$34 million of Prop 1A funds for fleet replacement to enhance connectivity to high-speed rail at Millbrae Station and other connecting stations.

Millbrae was identified as a preferred HSR station as early as January 2009 in the NOP for the San Francisco to San Jose corridor high-speed rail EIR/EIS.

Project Description

1. **Visions and Goals.** The MSASP's vision statement needs to expand the project goals to capture the unique benefits of this regional asset by including a HSR station at Millbrae that is envisioned by the Phase 1 Blended Caltrain/HSR system. The HSR vision is greater than a regional/local transit hub and community destination and realizes:
 - a. **New Inter-city Travel Choice.** A Millbrae HSR station will provide new inter-city and inter-regional access throughout California. The Millbrae HSR station will have a regional catchment area, serving the population and businesses of the San Francisco Peninsula. HSR travel choices will increase with the expansion of the system over time.
 - b. **Economic Opportunity.** HSR services will significantly increase Millbrae station's accessibility, visibility, identity, economic opportunities, and real estate values, and stimulate travel demand to and from the station. This significant increase in ridership is an opportunity for the City to attract employment and business investment.
 - c. **Efficient Station Access.** The vision prioritizes efficient regional access to minimize travel time and local access to support transit-oriented development.
 - d. **Point of Arrival to Explore California.** The Millbrae station is the transfer point for international and domestic travelers to HSR service via the San Francisco International Airport. The station area will be an attractive investment to serve this unique business and tourism market. The Millbrae station can become a traveler destination and support hotel, employment, shopping, entertainment and other high profile uses.
 - e. **Clean Mobility.** HSR is a new, energy efficient, environmentally beneficial travel option that supports sustainable economic and population growth.
2. **Development Setbacks.** The MSASP should consider development setbacks that preserve future space for a new HSR station and adequate capacity for station access. The proposed development projects on both sides of the station are sited very close to the rail corridor. The proposed site plans will constrain building a new HSR station in an already physically restricted environment.
 - a. **Area 1 Northwest Quadrant TOD #1.** To provide space for station access to the station, the Authority recommends maintaining the 1998 MSASP *Policy CIRC-2.1 Extend California Drive from Linden Lane north to El Camino Real at Victoria Avenue*. The 1998 MSASP required new development to be set back 129 feet from the Caltrain platform. An exact setback can be determined through a HSR station access study.
 - b. **Area 3 Northeast Quadrant TOD #2.** The MSASP should be revised to provide adequate space, visibility and access for an entrance to a HSR station. Area 3 locates a 7-story office building and mixed-use development very close to the intermodal station. There needs to be balance between TOD pedestrian access and station vehicular access. While close proximity of buildings supports walking to the station, it does not support including an HSR connection at the station. View to the station is completely blocked from Rollins Road. Drivers who want to drop-off passengers have no return loop to stay in the station area if they miss picking up a passenger. They have to leave the station area and take a circuitous, time consuming route to return to the station.
3. **Multimodal Access.** The MSASP should consider HSR station access routes and evaluate both sides of the station for adequate capacity and traffic operations. On the west side this includes the extension of California Avenue. On the east side this includes the shuttle stop and "kiss and ride" areas, the new roadway configuration, conversion of South Station Road to two-way traffic, and an alternative route for South Station Road.

A7-3

HSR service is highly sensitive to door-to-door travel time. Station access needs to be a priority for circulation planning. This complex topic requires a collaborative process. The Authority supports the plan's transportation demand management and multi-modal infrastructure strategies to reduce vehicle traffic congestion by shifting travel behavior from single occupant vehicles to higher capacity vehicles.

HSR station access routes need evaluation on both sides of the station for adequate capacity and traffic operations. On the west side this includes the extension of California Avenue. On the east side this includes the shuttle stop and "kiss and ride" areas, the new roadway configuration, conversion of South Station Road to two-way traffic, and an alternative route for South Station Road.

4. **Public Space.** Area 1 has a very narrow public space with poor visibility from El Camino Real and the station. Area 1 does not show the 1998 MSASP extension of the station concourse to a public gathering space facing El Camino Real. A new concourse for a HSR station would be larger and extend farther than envisioned in the 1998 MSASP. The new concourse would include a new station entrance, stairs, escalators and elevator access up to connect passengers to high-speed rail, Caltrain and BART trains.

A7-3
(cont.)

The MSASP for Area 3 proposes a small public space and a long, narrow roadway for the arrival of passengers. This city/station interface area needs evaluation to determine if there is adequate space for the interchange of passengers with shuttles and drop-off. How these two environments can complement the surrounding uses needs a more detailed evaluation regarding the travelers arrival and departure sequence to create a vibrant destination as part of the station entrance.

5. **Parking.** The 2040 HSR travel demand forecast should be incorporated into the MSASP's parking projections. The 2040 HSR travel forecast is a starting point to anticipate future blended system parking demand and supply strategies and its absence from the MSASP may underestimate parking demand at the station. The Authority encourages use of shared parking, market rate parking pricing and use of remote parking facilities. Remote parking will require shuttle drop-off and pick-up areas on both sides of the station. HSR parking strategies will require detailed study and collaboration with stakeholders.

HSR station access routes need evaluation on both sides of the station for adequate capacity and traffic operations. On the west side this includes the extension of California Avenue. On the east side this includes the shuttle stop and "kiss and ride" areas, the new roadway configuration, conversion of South Station Road to two-way traffic, and an alternative route for South Station Road.

6. **Value Capture.** The Authority supports value capture strategies for the increase in land value for properties resulting from access to the HSR system. The Authority supports the City in considering the range of funding sources and financing mechanisms in the MSASP to pay for the cost of public improvements and infrastructure in the plan area.

Environmental Analysis

1. **HSR Operations.** The Draft EIR does not include HSR as part of future operations at the Millbrae Station which may substantially underestimate the transit and rail ridership demand at the station.

A7-4

- a. The Draft EIR on Page 1-1 notes that that the "Draft EIR compares the buildout potential¹ of the Specific Plan Area and the development of the proposed TOD #1 and TOD #2 projects with the existing baseline condition..."

A7-5

Footnote 1 defines buildout potential as "the maximum theoretical amount of development that could occur within the 25-year horizon of the Specific Plan Update" yet the Draft EIR does not account for HSR operations at the station and accompanying ridership. HSR and improved Caltrain service may create more development capacity in the study area than considered in the Draft EIR.

- b. The Draft EIR on page 3-3 notes that the Specific Plan Update has been drafted to consider the HSR project and references the HSR 2014 Business Plan, however, information related to HSR operation is not included in the Draft EIR. While detailed plans for the Millbrae Station have not yet been developed, it can be anticipated that operation of HSR through the Millbrae Station will spatially alter the station configuration and introduce new ridership at the station. Projected HSR ridership numbers at the Millbrae and San Francisco stations were provided to the City of Millbrae on February 24, 2015 for use in developing the Specific Plan Update. Because the Draft EIR 2040 ridership and parking projections do not incorporate these data, transit ridership and parking needs at the station may be substantially underestimated. A7-6
- c. As shown in Table 4.13-28 the Draft EIR cumulative analysis limits the discussion of projected 2040 rail ridership to BART and Caltrain projections. Future parking, bus and shuttle demand is based on the ridership projections for these two rail entities. Given that HSR is projected to be operational along the corridor by 2040, HSR should be considered as part of the cumulative impact analysis. Omission of the HSR ridership projections may severely understate future demand for parking and transit services. A7-7
- d. The analysis for the TOD #1 Cumulative (2040) Transit Operations Conditions on page 4.13-100 notes "due to the increased attractiveness of rail in 2040 due to transit system improvements, a travel mode shift towards a higher share of rail trips is forecasted." The analysis excludes future HSR service and considers only BART, Caltrain, and local buses. If, in fact, rail transportation is more attractive in the future, the ridership impacts of HSR availability at Millbrae may be significant. Increased transit ridership will affect pedestrian circulation and parking demand, as well. A7-8
- e. The analysis for the TOD #2 Cumulative (2040) Transit Operations Conditions on page 4.13-133 notes "Caltrain capacity utilization . . . is expected to be operating at near capacity." This suggests incorporating HSR service into the transit analysis could have significant impacts on Caltrain ridership and the cumulative impacts could include pedestrian circulation and parking demand at Millbrae Station. A7-9
- 2. **Transit Circulation and Demand.** The Draft EIR land use and circulation plan does not support seamless transit connections or increased transit demand from HSR travelers. A7-10
 - a. The land use concept on page 3-16 promotes transit-oriented development, but it does not consider the needs of HSR travelers. While the document discusses BART and Caltrain service it does not identify future HSR service. The travel market for local/regional transit differs from the statewide HSR travel market and the needs of stateside travelers differ from those of local/regional travelers. The specific needs of HSR travelers should contribute to the development and design of transit-oriented retail, services and facilities at the Millbrae Station. A7-11
 - b. The transit circulation concepts illustrated in Figure 3-15 suggest travelers changing between rail and rubber-tire modes will have to walk longer distances to make their connections. Today SamTrans and other bus lines stop at the curb just feet away from the rail platforms. Figure 3-15 shows all bus stops moved up to 500 feet to the east, increasing the distance between trains and buses, and the time needed to transfer among modes. A7-12
 - c. While Specific Plan Policy P-CP 12 identified on page 4.13-39 encourages bus and shuttle transfer facilities near station entrances to support bus and shuttle priority access to BART, Caltrain, and future rail service, such as HSR, the cumulative analysis does not incorporate HSR ridership projections when projecting future bus and shuttle demand. The absence of HSR ridership projections may substantially underestimate future demand for bus and shuttle services at the station. A7-13

- d. The increase in bicycle parking demand does not recognize the regional service needs that will be provided at the station. As shown on Table 4.13-2, the Specific Plan assumes a 10% increase in bicycle parking demand at the Millbrae Station over the next 25 years. This seems low given that the station will be a regional transit hub serving the San Francisco to San Jose corridor and San Francisco International Airport. A7-14
- e. The reduction in bus bays does not support increased transit demand at the station. The proposed plan for eastside access described on page 4.13-71 would reduce the number of bus bays on the east side of the station from 11 to 7 bays. This reduction seems to be based on observed conditions and may hamper future efforts to expand transit services/ridership at the station. A7-15
- 3. **Station Planning and Access Analysis.** A comprehensive station planning and access analysis should be performed prior to implanting the TOD projects to capture the regional significance of the station and create an integrated seamless transit network serving regional and local travelers. A7-16
 - a. The Authority supports Policy Number C2.5: Coordinate with Major Transportation Agencies, which underscores the need for the City of Millbrae to continuously coordinate with the Authority, among others, to provide funding for appropriate planning, improvements and to mitigate impacts. A7-17

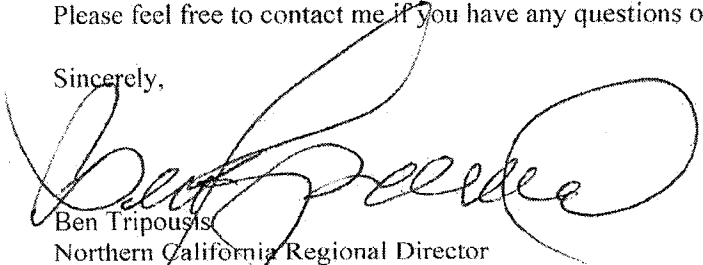
Conclusions

The Authority urges the City to include HSR in the Millbrae Station Area Specific Plan so as to recognize the regional significance of the station and the associated transit needs. A comprehensive station plan and access analysis should be completed prior to project implementation. The HSR is part of the Phase I blended Caltrain/HSR system service plan on the corridor and future ridership projections with HSR will affect operations at the station. The absence of this information in the Draft EIR may severely underestimate the 2040 transit and parking demands. We request revision of the Draft EIR 2040 analyses to incorporate HSR ridership projections. A7-18

We are committed to working closely with the City and as the project continues to advance, we look forward to an open and frequent dialogue with the City and the community. In doing so, we hope to construct a High Speed Rail system that benefits all Americans and can serve as a model for future projects.

Please feel free to contact me if you have any questions or concerns.

Sincerely,



Ben Tripousis
 Northern California Regional Director
 California High-Speed Rail Authority
 (408) 277-1085
 ben.tripousis@hsr.ca.gov



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
 300 Lakeside Drive, P.O. Box 12688
 Oakland, CA 94604-2688
 (510) 464-6000

Comment Letter A8

2015

Ms. Christine di Iorio
 Community Development Director
 City of Millbrae
 621 Magnolia Avenue
 Millbrae, CA 94030

Thomas M. Blalock, P.E.
 PRESIDENT

Tom Radulovich
 VICE PRESIDENT

Grace Crunican
 GENERAL MANAGER

August 7, 2015

RE: Comments on Draft Environmental Impact Report for Millbrae Station Area Specific Plan Update and Transit-oriented Development #1 and #2

DIRECTORS

Gail Murray
 1ST DISTRICT

Joel Keller
 2ND DISTRICT

Rebecca Saltzman
 3RD DISTRICT

Robert Raburn, Ph.D.
 4TH DISTRICT

John McPartland
 5TH DISTRICT

Thomas M. Blalock, P.E.
 6TH DISTRICT

Zakhary Mallett, MCP
 7TH DISTRICT

Nicholas Josefowitz
 8TH DISTRICT

Tom Radulovich
 9TH DISTRICT

Dear Ms. di Iorio,

We at the San Francisco Bay Area Rapid Transit District (BART) appreciate the opportunity to comment on the Draft Environmental Impact Report for the Millbrae Station Area Specific Plan Update and Transit-oriented Development #1 and #2 (the DEIR). As the primary provider of transit service at the Millbrae Station, and as the owner of the land proposed for development as TOD #2, we have a strong interest in seeing the Specific Plan area develop with rich and coordinated transit service, with multimodal access, and with a vibrant transit-oriented development on our property and around the BART Station. The vision of the Specific Plan area as a center of historic Millbrae, offering jobs, housing, shops, restaurants and community spaces, is closely tied to BART's interest for this important intermodal station.

A8-1

After review of the draft environmental document, we have the following comments.

Transportation and Circulation

COMMENT 1:

Implementation of the Specific Plan, including TOD #1 and TOD #2, will result in some impacts deemed "significant and unavoidable." However, as provided by CEQA Guidelines Section 15093, the City should find that those impacts are acceptable in order to achieve the project objectives and the environmental benefits of the Specific Plan improvements.

A8-2

Moreover, if some of the mitigation measures proposed as a result of the expected impacts were implemented, they would have negative impacts of their own. Specifically, Mitigation Measure TRANS-SP-1.1 works against a successful TOD at the BART station site by adding additional vehicular capacity to a nearby intersection and worsening pedestrian safety at an already-difficult intersection. MM TRANS-SP-1.1 provides:

A8-3

The City shall modify the El Camino Real/Millbrae Avenue intersection footprint. The modified intersection footprint would add one (1) northbound right turn pocket lane (for a total of two (2) turn lanes) and one (1) westbound right turn pocket lane

(for a total of two (2) turn lanes), each approximately 200 feet long. The City can accommodate these modifications to the intersection #4 within the current footprint through restriping. This can be accomplished by converting one westbound through lane to a right turn only lane and by restriping the northbound approach to make a left turn lane 10 feet wide, the through lanes 12 feet wide, and two (2) right turn lanes 11 feet wide.

This mitigation measure is provided first to address Impact TRANS-SP-1.1, but is also incorporated into the mitigation measures for several other Impacts including TRANS-SP-1.3, TRANS-SP-4a, TRANS-TOD#2-15.1, TRANS-TOD#2.15.2 and TRANS-TOD#2-15.3.

The DEIR concludes that MM TRANS-SP-1.1 is both legally infeasible and uncertain to succeed in reducing the impact to insignificance; therefore, each of the impacts it would address is determined to be significant and unavoidable. However, the Final EIR should recognize an additional basis for finding these impacts significant and unavoidable, due to adverse secondary environmental impacts that would result if MM TRANS-SP-1.1 were implemented. Adding capacity to this intersection would reduce pedestrian safety significantly. Sidewalks have been narrowed already at El Camino Real and Millbrae Avenue to allow for more vehicular throughput, and adding a right turn lane would make an unsafe and hostile pedestrian environment that much more threatening. As such, MM TRANS-SP-1.1 is inconsistent with the Project Objective to “[i]dentify recommendations for circulation and physical improvements... all of which prioritize pedestrian mobility, bicycle access, and transit access” (DEIR, page 3-40). Moreover, this mitigation measure, is, in fact, contradictory to the DEIR Project Description. The Project Description anticipates applying “urban design principles [that] include the following: ... facilitate connections, create public open spaces, activate streets and open spaces ...” (page 3-18). These are not compatible with an expanded El Camino Real/Millbrae Avenue intersection in the Specific Plan area. Also in the Project Description, “the proposed Specific Plan Update prioritizes pedestrian circulation along all streets, with new connections through development projects and enhancements at major intersections ... The Specific Plan Update includes pedestrian intersection enhancements at ... El Camino Real and Millbrae Avenue,” (page 3-31).

A8-3
(cont.)

We urge the city to follow the direction of the proposed Specific Plan Update, prioritize the safety of non-vehicular circulation at this important intersection, and create a safe, accessible connection between the station-area TOD and the rest of Millbrae. For these reasons, the City should find, as provided by CEQA, that overriding considerations justify proceeding with the proposed project, despite the infeasibility of MM TRANS-SP-1.1 and the resulting significant and unavoidable impacts.

COMMENT 2

BART concurs with the circulation and parking policies included in the Specific Plan Update and outlined on page 4.13-38 of the DEIR, with one significant exception and related revision. For the most part, P-CP 1 through P-CP 25 support our Board-adopted Access Management and Improvement Policy Framework and TOD Policy and advance our mutual goals. However, BART is strongly opposed to P-CP 16, “Expand the South Station Road as a two-way public street connecting from the station entrance to Adrian Road.”

A8-4

P-CP16 would require significant demolition and reconstruction of the BART station, degrade passenger safety, and eviscerate the planned TOD. Although the description of the location and scale of the proposed road is inconsistent between the DEIR document and the Draft Specific Plan (see below), the Draft Specific Plan describes future South Station Road as 64 feet wide, and extending from

approximately the southwest corner of the BART parking garage to the current intersection of Garden Lane and South Station Road, and then southward to Adrian Road (page 7-26). This would necessitate relocation of the escalator entrance to the station and relocation of columns supporting the station structure. The station entrance is ideally located where it is to serve current riders and future TOD users, and will not be relocated to accommodate a wider road. Any relocation will have adverse and potentially significant impacts on the circulation of transit riders and non-motorized travel, which impacts must be and are not assessed.

A8-4

Secondly, adding a roadway immediately in front of the station entrance would have a significant adverse impact on passenger safety that is not addressed in the DEIR: pedestrian flow would be interrupted for the benefit of cars. With BART ridership at this station having increased almost 50 percent over the last five years, changes which further degrade transit passenger flow and safety will have a significant adverse impact and must be appropriately mitigated. We cannot insert a barrier and create a new safety concern into the increasing flow of passengers through this space. If Policy P-CP 16 is retained, the DEIR should be revised and recirculated to address, and propose new mitigation for, a new or substantially more severe significant impact from implementing the policy; see CEQA Guidelines Section 15088.5.

A8-5

Third, the area near the station entrance is the heart of the planned TOD. This plaza area is planned for public open space, and is intended to serve Millbrae as a locale for farmers' markets, performances, and community events. Occupying this valuable area with a widened road does not support the Project Objectives for TOD in the Specific Plan area, or the goals expressed in the community meetings held to discuss the Specific Plan and proposed TODs. Specifically, the objectives include "[d]esign and construct a project that accommodates the needs of transit service providers to ensure safe and reliable transit access continues" and "[d]esign and construct a project that provides publicly accessible open spaces" (page 3-65) which are not consistent with widening South Station Road.

A8-6

Both the DEIR and the Draft Specific Plan are silent on how the proposed widened South Station Road would help achieve the Project Objectives or benefit the Specific Plan area or the community. In the absence of the not-yet-released Station Access Plan, we cannot examine any data on the necessity for, or benefits of this roadway.

A8-7

Finally, the DEIR and Draft Specific Plan are inconsistent in describing the location and scale of the proposed South Station Road expansion. Per the Draft Specific Plan, "new development shall convert South Station Road from one-way to two-way traffic *between Garden Lane and Adrian Road,*" (page 7.10). However, per the DEIR, Policy P-CP 16 specifies "Expand the South Station Road as a two-way street connecting *from the station entrance to Adrian Road,*" (page 4.13-39). This is a longer road, and cuts through the heart of the TOD's public plaza. Even more dramatically, the Draft Specific Plan also says, "South Station Road shall be extended to the north and to the east to *meet the service road south of the BART parking garage, and to connect to Rollins Road.* Connecting South Station Road to the service road requires a major infrastructure improvement, potentially including the relocation of some of the BART station structures," (page 7.26). Figure 7-8 illustrates "a typical proposed section of South Station Road" at 64 feet. Disturbingly, the Draft Specific Plan and its related DEIR appear to be contemplating three different roadway scenarios, one of which would require demolition of the main entrance and a significant portion of the station, and two of which would irreparably damage the proposed TOD.

A8-8

Given the foregoing, the Specific Plan Update must be revised to delete P-CP16, or the DEIR must be augmented, revised, and recirculated to assess and mitigate the unexamined impacts discussed herein.

A8-9

COMMENT 3

Related to the above, P-CP 12 should be modified to avoid confusion. As stated in the DEIR, P-CP 12 identifies a policy to: "Provide bus and shuttle transfer facilities near station entrances on both the east side and west side of the Millbrae Station to accommodate the peak projected vehicles to support bus and shuttle as a priority access mode to BART, Caltrain, and future rail service, such as High Speed Rail (HSR)." Taken out of context, this could suggest bus and shuttle access are the priority access modes to the station, and are to be prioritized as the access modes to be located closest to the station entrances. The P-CP 12 statement conflicts with BART's Access Hierarchy, in use since 2003 and attached here as Exhibit A, which prioritizes pedestrian access over bus and shuttle access.

A8-10

If Policy P-CP 12 is not revised, the DEIR should be revised and recirculated to address, and propose new mitigation for, a new or substantially more severe significant impact from implementing the policy; see CEQA Guidelines Section 15088.5. Pursuant to CEQA Guidelines Appendix G, conflicts with applicable policies such as policies established by a transit agency may constitute significant environmental impacts. The Guidelines provide that lead agencies should consider any "conflicts with adopted policies regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities." (CEQA Guidelines, Appendix G, Paragraph XVI(f)). P-CP 12 should be revised to eliminate conflicts with BART's Station Access Management and Improvement Policy Framework and BART's Access Hierarchy, which were developed to minimize negative performance or safety impacts on BART's station access and circulation. Per the Access Hierarchy, bus and shuttle transfer facilities may not be prioritized to the detriment of pedestrian access. The following more accurately reflects the relative value of buses and shuttles as station access modes: "Provide bus and shuttle transfer facilities reasonably near station entrances on both the east side and west side of the Millbrae Station to accommodate the peak projected vehicles to support bus and shuttle as a priority access mode to BART, Caltrain, and future rail service, such as High Speed Rail (HSR)." The language of "Eastside Access" on page 4.13-71 appropriately describes the shuttle functions and transfer locations.

A8-11

Corrections and additions for the DEIR

For the Final EIR, please consider the following modification, and make these corrections.

A8-12

- Modify Table 4.13-8, Millbrae BART Train Schedule, to include the number of BART trains per day in both directions. This information is included in Table 4.13-9, Millbrae Caltrain Train Schedule, and should also be provided for BART. Together, this information would accurately portray the density of rail service at the station.
- Correct page 4.13-22, paragraph 2. BART operates 45 (not 44) stations. And our daily ridership exceeds 430,000 on weekdays (not 375,000).

A8-13

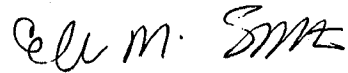
A8-14

Again, thank you for the opportunity to review the DEIR. We look forward to continuing our work with the City to bring a significant and public-serving development to Millbrae.

A8-15

Please do not hesitate to contact me for any reason.

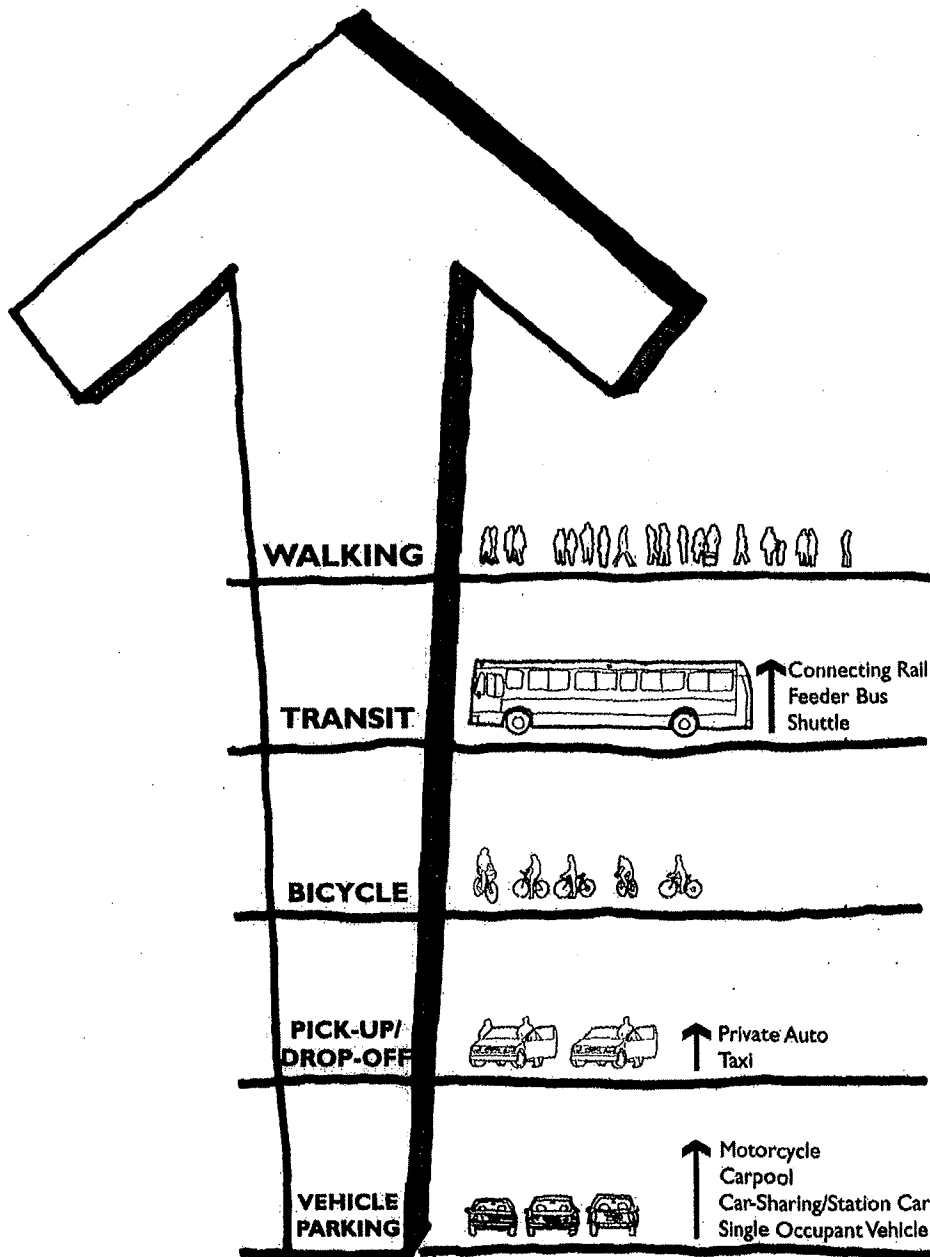
Ellen M. Smith



Manager, Strategic and Policy Planning
510.287.4758
esmith1@bart.gov

cc: Marcia Raines

EXHIBIT A
BART ACCESS HIERARCHY
in use since 2003



Comment Letter A9

From: Laura Thompson [mailto:LauraT@abag.ca.gov]

Sent: Monday, August 10, 2015 4:40 PM

To: Christi Diiorio <CDiiorio@ci.millbrae.ca.us>

Subject: San Francisco Bay Trail Comments: Millbrae Station Area Specific Plan & TOD #1 / TOD #2 DEIR

Hi Christine,

Attached are comments on this Draft EIR from the San Francisco Bay Trail Project. Please let me know if you have any questions.

A9-1

Thanks,
Laura

Laura Thompson
Bay Trail Project Manager
Association of Bay Area Governments
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laurat@abag.ca.gov
www.baytrail.org



August 10, 2015

Christine di Iorio
Community Development Director
City of Millbrae
621 Magnolia Avenue
Millbrae, CA 94030

Subject: Millbrae Station Area Specific Plan Update and Transit-Oriented Development #1 and #2 Draft Environmental Impact Report

Dear Ms. di Iorio:

On behalf of the San Francisco Bay Trail Project, I am submitting comments on the Millbrae Station Area Specific Plan Update and Transit-Oriented Development #1 and #2 Draft Environmental Impact Report. The San Francisco Bay Trail is a visionary plan for a shared-use bicycle and pedestrian path that will one day allow continuous travel around San Francisco Bay. Currently, 341 miles of trail have been completed. Eventually, the Bay Trail will extend over 500 miles to link the shoreline of nine counties, passing through 47 cities and crossing seven toll bridges.

A9-2

The vision, goals and policies outlined in the specific plan and the development proposals described in the DEIR present an exciting opportunity to maximize the potential of a major Bay Area transit station. The policies support improvements that will not only provide a safe and direct bicycle/pedestrian connection between the Bay Trail and the transit station, but will also complete an important section of the Bay Trail around the perimeter of the project area. The following comments focus on the Millbrae Station Area Specific Plan and the Bay Trail improvements proposed as part of TOD #1 and TOD #2.

Millbrae Station Area Specific Plan (MSASP)

The updated specific plan emphasizes the importance of multi-modal circulation in and around the transit station/development area and the need for bicycle/pedestrian facilities that are available to people of all ages and abilities. It offers guidance for future development and public improvements in the Plan Area and identifies the Bay Trail as an important facility in the plan project area. One of the primary goals of the updated specific plan is to:

A9-3

Strengthen the pedestrian and bicycle policies to support current and future needs.

The new development proposals TOD #1 and TOD #2 should be held to the following specific plan policy:

New development in the Plan Area is expected to provide pedestrian and bicycle connections through sites in order to facilitate connections between the station, the Plan Area, Downtown, and the city as a whole. Projects will need to set aside space to accommodate publicly accessible pedestrian and bicycle pathways.

Figures 4-3 and 4-4, Pedestrian and Bicycle Circulation Concepts, indicate the preferred Bay Trail route along the perimeter of the specific plan area, connecting the proposed bicycle/pedestrian bridge over Highway 101 to the Bayside Manor neighborhood -- all along a multi-use pathway separated from traffic. The path would run adjacent to Aviator Road, along the north side of the Highline Canal and following the long edge of Site 8 behind a wide landscaped buffer, connecting to existing trail at Hillcrest Boulevard. Figure 4-10 shows this concept in more detail.

This proposal is consistent with Bay Trail design guidelines and the goal of implementing a Class I trail fully separated from traffic. The Class I facility is of particular importance in this project area because of anticipated high volume of vehicles and transit shuttles. For the first time, Millbrae residents and visitors will have a safe and direct non-motorized option for traveling between residential/commercial areas, the transit hub and the city's bay shoreline.

While the specific plan policies in Chapter 7 related to bicycle facilities encourage Class I or Class II facilities, it is our strong preference to see that Class I facilities are constructed along all parts of the Bay Trail implemented within the specific plan project area. A Class III facility is not considered Bay Trail and would remain shown as an incomplete segment on all Bay Trail maps.

Streetscape Standards: Aviator Avenue, page 7.29

The facility proposal for the Bay Trail along Aviator is clear in the specific plan:

A separated bicycle/pedestrian path shall be provided on the east side of the street to connect from the planned bicycle/pedestrian bridge to a potential Bay Trail alignment through the Bayside Manor neighborhood.

Missing Streetscape Standards

The specific plan is missing two proposed trail connections that are within the plan boundaries: the Bay Trail alignment along the north side of Highline Canal and along the long edge of Site 8 at the north side of the plan area. These sections should be included to show a complete and continuous Class I Bay Trail facility along the entire edge of the plan boundaries. Not requiring TOD#1 and TOD #2 to construct these additional sections of trail would violate the specific plan policy listed at the top of this page.

A9-3
(cont.)

A9-4

TOD #1 and TOD #2

Figure 3-35 TOD#2 Pedestrian and Bicycle Plan

This figure shows the proposed Class I facility along the eastern side of Aviator Avenue, but it does not show a continuous Bay Trail along the Highline Canal and Site 8. The specific plan policies and images clearly require new development to provide these improvements, also shown in Figures 3-13 and 3-14.

A9-5

Page 4-13-135 TOD#2 Bicycle and Pedestrian Facilities

This EIR should go further to require TOD #2 to provide the entire Bay Trail alignment along the project area boundaries (except for the bicycle/pedestrian bridge over Highway 101). The development will encourage many more visitors to the area and it is critical that a continuous Bay Trail alignment be constructed as part of the development consistent with the specific plan policies.

A9-6

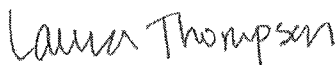
With the release of this Draft EIR and development plans, the City of Millbrae is missing an opportunity to see that a short but critical section of regional Bay Trail network be constructed as part of TOD #1 and TOD #2. Construction of these sections of trail along the perimeter of Site 8 and the Highline Canal is supported by the Millbrae Station Area Specific Plan vision, goals and policies as well as the City's General Plan policies and would greatly benefit the community by creating a safe and direct bicycle/pedestrian connection between the Bayside Manor neighborhood, the transit center/proposed development and the City's bay shoreline.

A9-7

Please contact me at 510-464-7935 or laurat@abag.ca.gov if you have questions about this letter or the Bay Trail in general.

A9-8

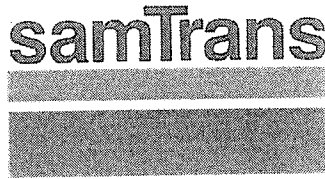
Sincerely,



Laura Thompson
Bay Trail Project Manager

SHIRLEY HARRIS, CHAIR
ZOE KERSTEEN-TUCKER, VICE CHAIR
JEFF GEE
PETER RATTO
CAROLE GROOM
ROSE GUILBAULT
CHARLES STONE
KARYL MATSUMOTO
ADRIENNE TISSIER

JIM HARTNETT
GENERAL MANAGER/CEO



August 10, 2015

Ms. Christine di Lorio
Community Development Director
Community Development Department
City of Millbrae
621 Magnolia Avenue
Millbrae, CA 94030

RE: Draft Environmental Impact Report for the Millbrae Station Area Specific Plan Update and Millbrae Transit-Oriented Development Projects

Dear Ms. di Lorio,

The San Mateo County Transit District (SamTrans) is pleased to provide the following comments on the Draft Environmental Impact Report (DEIR) for the Millbrae Station Area Specific Plan (MSASP) Update and Millbrae Transit-Oriented Developments (TOD) #1 and #2.

SamTrans strongly supports a well-planned transit-oriented development that enhances the function of the Millbrae Intermodal Transit Center and appreciates the opportunity to participate in this important planning effort. The Millbrae Intermodal Station is a critical component of the region's transportation network, with connections between Caltrain, Bay Area Rapid Transit (BART), SamTrans, and shuttles that combined improve mobility, reduce congestion, and drive economic development across the peninsula.

A10-1

We believe that the MSASP and TOD projects need to accommodate all modes of access as vital to the success of this multimodal center moving forward. Regional rail services like BART and Caltrain (and potential future High Speed Rail) rely heavily on transit, shuttle, pedestrian, and bicycle access to ensure customers have first- and last-mile connections. Without those connections, potential riders will opt not to use those rail services, unnecessarily constricting potential ridership.

As noted in the Notice of Availability (NOA) and the DEIR, the City of Millbrae is using a programmatic CEQA clearance approach where one CEQA document (Program EIR) will be used for both the MSASP and the TODs #1 and #2. While SamTrans understands the streamlining benefits of this approach as it relates to the MSASP, we find it insufficient in regards to the TOD components. Regardless, we are writing to provide our comments for the plans and projects in three different sections.

SAN MATEO COUNTY TRANSIT DISTRICT
1250 San Carlos Ave. – P.O. Box 3006
San Carlos, CA 94070-1306 (650)508-6200

MSASP PROGRAMMATIC DEIR

SamTrans views the potential development sites around the Millbrae Intermodal Station as an opportunity to improve pedestrian, bicycle, transit, and shuttle access to the station. Developing an overarching station area plan is a clear step towards improving access for these modes as well as building housing and other commercial/office uses in the area. With comprehensive planning, this will in turn address current demands related to population growth, transit ridership and socio-economic landscape.

A10-2

The MSASP embodies the type of compact, mixed-use, transit-supportive, and people-friendly development and improvements supported by SamTrans and its mobility initiatives.

As a sponsoring agency of the Grand Boulevard Initiative, SamTrans suggests several clarifications to the description of the Grand Boulevard Initiative in the MSASP. The Grand Boulevard Initiative scope encompasses ½ mile on each side El Camino Real. While supporting coordinated policy decisions is one component of the Grand Boulevard Initiative, the main goal is to support planning and implementation efforts that transform the El Camino Real Corridor into a place for residents to work, live, shop, and play and create links between communities that promote walking and transit and an improved and meaningful quality of life. This vision is embodied in the Grand Boulevard Initiative Guiding Principles, which were adopted by the City of Millbrae in 2008 (Grand Boulevard Planning District, Ordinance 726).

A10-3

To enhance the pedestrian environment on El Camino Real and provide meaningful connections to the transit network, it is important that the MSASP ensure complete pedestrian access at the envisioned pedestrian paseos connecting the Millbrae Intermodal Station with El Camino Real. Pedestrian crossing enhancements should be provided at the main paseo gateway to improve overall connectivity to the adjacent residential neighborhood and downtown, ensure safe access to the Caltrain, BART, and SamTrans transit services, and provide improved multi-modal connectivity with the southbound SamTrans bus service on El Camino Real.

A10-4

SamTrans highly recommends a comprehensive access study to determine type and adequacy of access that would support connectivity between the two TOD projects and easiness of station accessibility for riders.

A10-5

TOD #1 – PROJECT-LEVEL DEIR

While SamTrans appreciates the opportunity to review the concept plans for the potential development of TOD #1, we find the document lacks the same level of detail and description as is available for the MSASP as a whole or TOD #2. Additional work and increased level of coordination with the transit agencies must be done prior to any serious consideration of the plans proposed for TOD #1. If adequate level of planning detail is not provided prior to preparing the final EIR, we would formally request the City pursue a separate project-specific EIR for TOD #1. We are concerned that including it within this combined document may impede progress on TOD #2, which is demonstrably further along in the planning process.

A10-6

The Site Plan for TOD #1 does not include adequate detail for review of transit facilities and other modes of access. The lack of information about how and where buses or shuttles would access the station is an illustration of insufficient detail on TOD #1.

A10-6
(cont.)

Another element of concern is the use of property owned by SamTrans. The property underlying the proposed new public roadway "Railroad Avenue," as set forth in TOD #1 was purchased by SamTrans on behalf of BART for construction of the Millbrae BART Station, which was built as part of BART'S SFO Extension. As set forth in "Stipulated Settlement Agreement Re: City of Millbrae's Disclaimer of Interested" filed on July 28, 1998 in San Mateo Superior Court Case No. 405695, the property is to be conveyed to the City of Millbrae "subsequent to the execution of a development agreement by the City that includes development of Site 1 as contemplated in the Plan...". The "Plan" refers to the Millbrae Station Area Specific Plan, adopted on November 24, 1998.

A10-7

The proposed Site Plan for TOD #1 is not consistent with the above mentioned Plan, which included a widened and realigned California Drive Extension located in the general location of proposed Railroad Area, as it is shown in proposed TOD #1. Any request to convey this property that is not consistent with the terms of the Stipulated Settlement Agreement must be approved by the SamTrans Board of Directors, at their sole and complete discretion.

A10-8

SamTrans is willing to consider recommending that the board consider such a transfer, even if the TOD #1 final site plan is not entirely consistent with the Plan, provided that the site plan for TOD #1 is otherwise able to sufficiently accommodate current and future transportation and access needs at this vital transit hub.

Since BART also has an interest in the property acquired by SamTrans, we recommend close coordination and consultation with BART prior to building Railroad Avenue.

A10-9

TOD #2 – PROJECT-LEVEL DEIR

SamTrans strongly supports BART's vision with respect to increasing density and offering a variety of transit-related uses connecting to the station on the TOD #2. There is a significant link between density and rail ridership and this development represents an opportunity to create a strong connection between ridership and economic activity in the area.

Shuttle riders will rely on having shuttles as close to the rail station as possible. It is therefore imperative that the plan have sufficient area to accommodate all identified current and future shuttle needs. Additionally, the shuttles need to be close enough to station access points to enable shuttle riders to make timed connection with BART and/or Caltrain.

A10-10

SamTrans recommends that shuttles should serve the station via the EVA Access/Service Road and either turning around in the circle at the end of the road or being routed south across the site via South Station Road. No shuttles should be located east of Rollins Road. The area along Garden Lane east of Rollins Road should be for SamTrans fixed-route bus access and layover.

We believe this proposed project is substantially further along than TOD #1, but still has a number of issues that need to be addressed prior to certification of the EIR:

- The DEIR is inconsistent with respect to the site plan and circulation plan for TOD #2. Figure 3-15 is the same map used in the MSASP itself (Figure 4-5), but the circulation elements of DEIR Figure 3-28 do not match those two circulation plans. The figures should be revised.
- Figure 3-28 does not represent the Task Force discussions and agreements regarding shuttle and transit circulation and should be considered outdated. SamTrans does not view this Site Plan as an accurate representation of what the City and developer had agreed with respect to transit and shuttle access.

A10-11

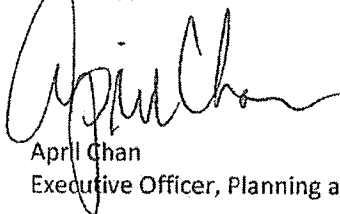
SamTrans also has some concerns regarding the methodology used for traffic forecasts associated with this project given the inconsistencies between different site plans and circulation patterns. We believe a holistic approach to pedestrian, transit, shuttle, and bicycle access to the site will serve as a "win-win" to effectively reduce private vehicle trips through the site.

A10-12

Lastly, SamTrans wants to convey our commitment to partner with the City, BART, and developers to craft a vision for tangible improvements to the Millbrae Intermodal Station and its adjacent development sites. We believe some clear, achievable steps can be taken to clarify the DEIR, improve access to the station, and lay the foundation for future development and transit service that will significantly benefit the Millbrae community in the area. We urge the City to continue to work closely with its stakeholders to address the handful of outstanding concerns to ensure the station continues to be a regionally significant transit hub.

A10-13

Sincerely,



April Chan
Executive Officer, Planning and Development

cc: J. Harnett
C. Harvey
M. Simon



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JPB-2050-LTO-MLBR-001

August 10, 2015

Ms. Christine Di Lorio
Community Development Director
Community Development Department
City of Millbrae
621 Magnolia Avenue
Millbrae, CA 94030

RE: Draft Environmental Impact Report for the Millbrae Station Area Specific Plan Update and Millbrae Transit-Oriented Development Projects

Dear Ms. Di Lorio:

On behalf of the Peninsula Corridor Joint Powers Board (JPB), Caltrain is submitting the following comments on the Draft Environmental Impact Report (DEIR) for the Millbrae Station Area Specific Plan (MSASP) Update and Millbrae Transit-Oriented Developments (TOD) #1 and #2.

The Millbrae Station is a regionally significant transit asset and is one of Caltrain's highest ridership stations providing intermodal connections between our system and BART, the San Francisco International Airport (SFO) and California's future High Speed Rail System. The MSASP area provides valuable opportunities to plan and develop TOD because of the substantial public investment in transit facilities at the station.

All-1

Caltrain supports the City of Millbrae's vision for high quality TOD in the Millbrae station area and we look to the MSASP and its constituent projects to maintain and enhance multimodal access to the station so that this facility can continue to realize its full ridership potential.

Over the last two years, Caltrain staff has participated on the MSASP Technical Advisory Committee and has raised deep concerns about how the MSASP as a whole and the two proposed TOD projects in particular may impact existing and future access to the station. Progress has been made in talking through these concerns, however, substantial access impacts and appropriate mitigations are not adequately addressed in the DEIR. This is an overriding concern at the programmatic level and more so at the project level related to TOD #1 and TOD #2.

All-2

PENINSULA CORRIDOR JOINT POWERS BOARD
1250 San Carlos Ave. - P.O. Box 3006
San Carlos, CA 94070-1306 650.508.6269

We recommend that access issues within the MSASP area be addressed through the development of a comprehensive station access plan. This will provide Caltrain with adequate information to ensure that proposed developments and land uses will not diminish the functionality of the Millbrae station. Access capacity at this important regional hub cannot be compromised - it needs to be sufficient and robust to support planned future transit services and development.

1
All-2
(cont.)

We would like to meet with the City of Millbrae and relevant stakeholders to discuss how to resolve our concerns as noted above. Resolution will be critical to timely implementation of TODs that enhance the Millbrae community as well as the station's existing and future transit functions. Thank you for your consideration of our comments. I can be reached at 650-622-7843 or leem@samtrans.com. We look forward to continuing our work with you on this important effort.

All-3

Sincerely,



Sebastian Petty on behalf of Marian Lee
Executive Officer, Caltrain Modernization Program

Ec: Jim Hartnett
Chuck Harvey
Jill Gibson
April Chan
Hilda Lafebre
Mark Simon

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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August 10, 2015

Christine di Iorio
Community Development Department
City of Millbrae
621 Magnolia Ave.
Millbrae, CA 94030

RE: Millbrae Station Area Specific Plan Update and Transit-Oriented Development (TOD) #1
and #2 projects

Dear Ms. di Iorio:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Millbrae Station Area Specific Plan Update and Transit Oriented Development (TOD) #1 and #2 projects. The project is both for the adoption and implementation of the Millbrae Station Area Specific Plan Update and associated general plan and zoning ordinance amendments as well as the approval and construction of Transit-Oriented Developments (TOD) #1 and #2.

The City/County Association of Governments of San Mateo County (C/CAG) is the designated Airport Land Use Commission for San Mateo County. Airport Land Use Commissions fulfill a state mandated function and have the responsibility to provide for the orderly development in the environs surrounding airports and to protect the viability and future operation of airports.

This project is located within the Airport Influence Area established for San Francisco International Airport as identified in the adopted Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Francisco International Airport. This project falls under the State of California Public Utilities Code 21676. This code requires that prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the airport land use commission pursuant to California Public Utilities Code Section 21675, the local agency shall first refer the proposed action to the commission. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified. The local agency may, after a public hearing, propose to overrule the commission by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes stated in Public Utilities Code Section 21670. At least 45 days prior to the decision to overrule the commission, the local agency governing body shall provide the commission and the division a copy of the proposed decision and findings.

A12-1

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

Ms. di Iorio
August 10, 2015
Page 2 of 2

Please contact me if you have any questions regarding the Airport Land Use Compatibility Plan consistency review process.

A12-2

Regards,



Tom Madalena
650-599-1460
tmadalena@smcgov.org

cc. John Bergener, San Francisco International Airport
Philip Crimmins, Caltrans Division of Aeronautics

Comment Letter A13

From: Jasneet Sharma [mailto:jsharma@smcgov.org]

Sent: Monday, August 10, 2015 4:36 PM

To: Christi Diiorio <CDiiorio@ci.millbrae.ca.us>; Soyeb Palya <SPalya@ci.millbrae.ca.us>

Subject: MSASP DEIR Comment Letter

Dear Ms. di Iorio, Community Development Director

Please see attached comment letter for the Millbrae Station Area Plan DEIR from ST Mayer, Director, Public Health Policy and Planning, San Mateo County Healthy System.

A13-1

Thank you

Jasneet

Jasneet Sharma

Senior Community Health Planner
Health Policy and Planning Program
San Mateo County Health System
225 37th Avenue, Room 300
San Mateo, CA 94403
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jsharma@smcgov.org

Get Healthy San Mateo County: www.GetHealthySMC.org
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August 10, 2015

Christine di Iorio, Community Development Director
Community Development Department
City of Millbrae
Via email: cdiorio@ci.millbrae.ca.us
MillbraeMSASPDEIR@ci.millbrae.ca.us

Re: Comment letter for Millbrae Station Area Specific Plan (MSASP) and Draft Environmental Impact Assessment Report (DEIR)

Dear Ms. di Iorio

We appreciate the opportunity to comment on the Millbrae Station Area Specific Plan and Millbrae Station Area Draft Environmental Impact Report (DEIR).

Get Healthy San Mateo County recognizes that while we focus on treating the flood of chronic diseases and other preventable health conditions in San Mateo County, we must also change the environments in which people live to prevent people from getting sick in the first place. Where we live impacts our health dramatically. We work collaboratively with Cities, community-based organizations and leaders across the County to promote policies to prevent diseases and ensure everyone has equitable opportunities to live a long and healthy life. To make this a reality, people must live in safe, affordable, walkable, bikeable, transit-rich communities.

The Millbrae Station Area Specific plan takes strong steps in this direction with strategies such as dense, mixed-use development, enhanced bicycle and pedestrian connectivity and transit supportive retail and office land uses in close proximity. This encourages walking, bicycling and transit use. The plan could be further strengthened by addressing the issues described below in the DEIR and Station Area Specific Plan.

Population and Housing

The proposed plan is projected to add as many as 1,750 new dwelling units to the plan area. This is of real significance and an exciting opportunity for Millbrae. Housing is the cornerstone of a healthy community. Those who live in healthy, affordable housing live longer, healthier lives due to improved health outcomes.¹

¹ "The Impacts of Affordable Housing on Health: A Research Summary",
Center for Housing Policy, May 2011.
http://www.nhc.org/media/files/Insights_HousingAndHealthBrief.pdf



A13-1

A13-3

The City of Millbrae Housing Element identifies the Millbrae Station Plan Area as a "Housing Opportunity Area". Housing Opportunity Areas as per the Millbrae Housing element are those that have the potential to 1) deliver sales or rental units at low or below market rate prices or rents and 2) meet special housing needs for local workers, single parents, seniors, small families or large families. *Housing Opportunity Areas are locations where the City has committed to make special efforts to provide affordable housing consistent with other General Plan policies.*

A13-3
(cont.)

We commend the City for showing leadership and commitment to addressing the current affordability crisis within their community – currently 71% of renters and 46% of owners in the City of Millbrae spend more than 30% of their income on housing.² However, the DEIR and plan has some shortcomings and we suggest the following ways in which the Plan could be strengthened to effectively address the needs of current and future Millbrae residents.

I. The DEIR Fails to Analyze the Impacts of Foreseeable Housing Costs and the potential indirect displacement of existing residents within the Plan Area caused by increased market rents as the area becomes more desirable.

The DEIR's (Section 4.11.13) assertion that the proposed plan would not displace substantial numbers of existing housing is incorrect. There are currently 308 residential units with approximately 816 residents in the Plan Area. As noted in the City's 2015 Housing Element, displacement can be caused directly as landlords upgrade housing, or indirectly as rents rise. An overwhelming body of evidence now indicates that improvements such as those suggested by the station area plan often trigger increases in housing costs, raising a significant risk that the plan could cause displacement of existing residents.

A13-4

The DEIR and the MSASP have not examined or included information about the

- socio-economic status of the existing residents living within the plan area or
- the current affordable housing stock within the plan area
- the vulnerability of residents in the Plan Area to involuntary displacement

Without this information, the DEIR cannot adequately determine the extent to which the changing market conditions around the Station Area will impact existing residents or lead to a shortage of residential units affordable to low-, very low- and extremely low-income households within the Plan area. Even if 15% of new units built are affordable to very-low and low-income households, it is still likely that economic pressures will put significant displacement pressure on existing lower-income residents of the Millbrae Station Area.

Recommendation: The DEIR should analyze the Socio-Economic Impacts caused by vulnerability of displacement of existing residents.

II. The DEIR does not analyze the environmental impacts caused by displacement of small businesses.

Small local businesses are an essential part of any community. In addition to offering essential goods and services, these businesses provide employment for local residents, an essential aspect of community health and well-being.^{3 4} Also, small business owners tend to live locally and therefore spend earnings locally, supporting a strong local economy.

A13-5

² Millbrae 2015-2022 Housing Element

³ Feinstein, J. (1993). The Relationship Between Socioeconomic Status and Health: A Review of the Literature. *Milbank Quarterly*, 71, 279-322.

As per the MSASP (pg 25), "Millbrae businesses primarily offer convenience and neighborhood-serving goods and are concentrated in sectors that serve shoppers' daily needs, such as restaurants, bakeries, grocery stores, salons, etc. Retail vacancy rates are very low in Millbrae and available spaces are unlikely to remain vacant for long."

"New household growth is likely to generate demand for between 67,734 and 357,491 square feet of new retail in Millbrae between 2010 and 2040" (pg 30). The low vacancy rates along with significant demand for new retail space will increase the desirability of the Plan Area and likely cause a further increase in the already high commercial rental prices. Rent increases can make it difficult for existing businesses to remain viable and profitable. In addition, new construction within the Plan Area and proposed street improvements along El Camino Real, can threaten viability of local businesses through disruption in level of sales and business during construction.

A13-5
(cont.)

Recommendations: The DEIR should:

1. Analyze and mitigate the direct construction impacts on *small businesses*
2. Analyze and mitigate the negative impacts of socio-economic displacement of small business.

III. The DEIR and Plan must identify and analyze mitigation measures that would lessen the impacts of the plan and protect existing residents and local businesses from potential displacement

A13-6

Once appropriate analysis has been conducted to identify the impacts of the plan on housing and commercial affordability and displacement, the DEIR should include measures for alleviating the identified environmental impacts.

- a. **The Plan lacks the specificity and implementation tools to ensure that affordable units for all income levels are effectively produced, or targeted to meet the City's Regional Housing Need Allocation.**

The commitment to ensuring 15% affordable units via an Inclusionary Zoning Policy within the plan area is a great step, however the MSASP currently lacks the specificity and implementation tools to ensure that affordable units for all income levels are effectively produced. Currently pg 4.30 of the MSASP states the following: "Designate the Plan Area as a Housing Opportunity Site consistent with the Housing Element and require at least 15 percent affordability for residential projects to the extent consistent with prevailing law". The policy language as currently included in the MSASP is not sufficient to ensure that 15% of all units produced will be affordable across the varying income levels.

A13-7

The City so far doesn't have a great track record of providing for the housing needs of its very low- and low-income populations – less than 1% of housing produced between 2007-2014 was very-low or low income housing while 90% of housing was above moderate income housing (See Table 1 for more details).

Table 1: 2007-2014 Millbrae RHNA⁵

Type of Housing	RHNA (2007- 2014)	Units built (2007-2014)
Very low income	103	1
Low income	74	2
Moderate income	87	18
Above moderate	188	407
Total	428	452

A13-8

⁴ Yen H & Syme L. (1999). The Social Environment and Health: A Discussion of the Epidemiologic Literature. Annual Review of Public Health, 20, 287-308.

⁵ City of Millbrae Housing Element, 2015-2023

It is highly likely that in the absence of specific target requirements for the production or protection of extremely low, very low and low income housing units within the MSASP, the city may fail to meet its 2015-2022 RHNA obligations (See Table 2). Inclusion of specific targets would be in line with the City's 2015-2022 Housing Element policy (HIP-18) to "encourage housing development, including a below-market allocation that maximizes production of very low income units" in Housing Opportunity Areas i.e. the Millbrae Station Area.

Table 2: 2014-2022 Millbrae RHNA

Type of Housing	Millbrae RHNA (2015- 2023) ⁶	% of total
Extremely low income	96	14.4%
Very low income	97	14.5%
Low income	101	15.2%
Moderate income	112	16.8%
Above moderate	257	38.7%
Total	633	100%

A13-8
(cont.)

Recommendations: The Draft Plan should be amended to

1. Address and mitigate the potential for displacement and implement strategies to support development without displacement. These strategies include the **protection** of existing residents, **preservation** of housing at all affordability levels, **production** of new housing units at a diversity of affordability levels, **participation** of community members and leaders in housing decisions including identifying challenges and solutions related to displacement potential and **placement** of housing in places near transit and amenities that present opportunities to support residents health in a comprehensive holistic way.
 - a. Policies to **protect** residents from displacement in non-deed restricted housing through Rent Stabilization and Just Cause Evictions policies
 - b. Policies to support **preservation** include No Net Loss Policy for Affordable Housing and Right to Return policy for displaced residents.
 - c. Potential policies for **production** of new affordable housing units are as follows:
 - Establish affordable housing unit targets by income level for the Plan Area to meet income level targets as set out in the 2015-2023 RHNA (See Table 2 for details).
 - Consider creating tiers for the current inclusionary zoning policies, requiring fewer affordable units if a developer chooses to produce units at deeper levels of affordability i.e. housing for extremely low, very low and low incomes.
 - Since it is currently illegal to require inclusionary units for rental units, the city should adopt an affordable housing and commercial linkage impact fee on new residential and non-residential development in the plan area (as discussed in City of Millbrae's Housing Element, HIP 29 and HIP 33). Fees should be calculated at or above the cost of providing 15% of units on site and below the rate presented in the forthcoming San Mateo County nexus studies.⁷
 - Apply City of Millbrae's Housing Element policy (HIP-32) to promote production of "Affordable Housing Development on City-Owned and Other Agency-Owned Land" to the Millbrae Station Area, where BART-owned land offers the opportunity to collocate lower-income households who depend on transit proximate to excellent transit facilities. In particular, the city should consider AB 2135 as it applies to the disposal or lease of public land by a local agency for the provision of not less than 25% of the total number of housing units for persons of low or moderate income at affordable housing costs or rent.

A13-9

A13-10

A13-11

A13-12

A13-13

A13-14

A13-15

⁶ City of Millbrae Housing Element, 2015-2023

⁷ file:///C:/Users/jsharma/Desktop/Public%20Draft%20Model%20Commercial%20Nexus%205_12_15.pdf and file:///C:/Users/jsharma/Desktop/Public%20Draft%20Model%20Residential%20Report_5_12_15.pdf

2. Include an effective small business retention program or set of strategies in the final plan and the DEIR to protect small businesses. These include
 - a. Financial and Business Coaching, Façade Improvement Assistance, Assistance Negotiating Long-Term, Affordable Leases, Assistance Preparing for Code Compliance

A13-16

TRANSPORTATION

Our health is directly impacted by the environment in which we live. Environments that support and promote modes of transport other than driving, i.e walking, biking and public transit, can achieve a number of positive health and community impacts, including: 1) preventing chronic diseases by increasing everyday physical activity, 2) reducing vehicle-related injuries and deaths, 3) facilitating independence and access for disadvantaged groups and 4) reducing respiratory illnesses through improving environmental quality by reducing air pollution and greenhouse gas emissions.

The Millbrae BART and Caltrain Stations serve as a primary transit linkage in the Peninsula, carrying thousands of passengers a day. However, the area is currently neither accessible nor safe for cyclists and pedestrians. As seen in the *Millbrae Grand Boulevard Hot Spot Analysis Map* attached at the end of this letter, the El Camino Real and Millbrae Avenue intersection which is at the heart of the plan area is a hotspot for bicycle and pedestrian collisions. Additionally, a number of collisions have occurred midblock on El Camino Real, which is likely a result of pedestrians attempting to cross El Camino to access the transit station. La Cruz Avenue, which is just outside the Plan Area boundary, is ranked as the 5th most dangerous intersection in the county.⁸

A13-17

The plan includes number of elements and improvements to create a safe environment for people using a variety of travel modes through bike routes, improved sidewalks and crossings, pedestrian refuge islands, pedestrian scale lighting, intermodal connectivity, Transit Demand Management Programs, etc. However, additional mechanisms to implement 'Complete Streets' policies and design elements are needed to ensure safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Recommendations: The Draft Plan should be amended to

1. Conduct and include a traffic analysis to determine the feasibility of:
 - a. Reducing ECR from 6 to 4 lanes with turn pockets, and dedicating the additional ROW (Currently 120 feet) to protected (Class IV) bike lanes, and/or BRT facilities.
While few studies have evaluated the results of 6 to 4 lane reductions, there are a wide range of studies that have examined 4 to 3 lane road diets, finding a 29% reduction in crashes.⁹
2. Include bus signal prioritization, especially for intersections with long delays. See the SamTrans "El Camino Real BRT Phasing Plan Existing Conditions Report" for more information.¹⁰
3. Reduce the number of travel lanes, width of travel lanes and crossing distance on El Camino Real (ECR) to slow vehicular traffic speeds that pose a safety concern for pedestrians attempting to cross El Camino.

A13-18

A13-19

A13-20

⁸ Preliminary results from the San Mateo County Collision Report

⁹ Federal Highway Administration, Highway Safety Information System (HSIS). *Summary Report: Evaluation of Lane Reduction "Road Diet" Measures on Crashes.* <http://www.fhwa.dot.gov/publications/research/safety/10053/10053.pdf>

¹⁰ <http://www.samtrans.com/Assets/Existing+Conditions.pdf>

- a. Long crossing distances and multi-lane roadways dramatically increase crash risk.¹¹ Additionally it is likely that pedestrians will continue to cross mid-block from the west side of El Camino to the transit station despite the lack of safe and dedicated infrastructure. Reducing crossing distance with bulb-outs, and utilizing traffic calming measures to slow traffic along El Camino along the transit station area (Millbrae Ave to La Cruz Ave where the collisions concentrate) can help prevent bicycle and pedestrian collisions. A13-21
4. Provide a safe method for crossing midblock from the west side of El Camino directly to the transit station, ideally through an overcrossing as proposed in the 1998 Millbrae Station Area Plan. A13-22
5. Utilize more robust multi-modal level of service (LOS) standards, or other metrics to more effectively evaluate and prioritize changes to the transportation network in the Plan Area and across the City.
 - a. The City currently uses traditional automotive level of service criteria to evaluate projects and its impact on the transportation network. As already noted in the MSASP DEIR, California is in the midst of revising CEQA guidelines to evaluate projects on the basis of greenhouse gas reduction and multimodal access (as called for by SB 743) rather than the automotive level of service. Many cities have already taken leadership by adopting multimodal level of service standards (MMLOS), or otherwise designating places like the Millbrae Station Area for standards that prioritize transit and active transportation and encourage safety. The Millbrae Station Area planning process represents a key opportunity for the City to consider adopting these updated standards. A13-23

Thank you again for the opportunity to comment on the Millbrae Station Area Specific Plan and DEIR. We'd like to foster a strong relationship with the City and support you in your efforts to build healthy, equitable communities across Millbrae. We would welcome the opportunity to provide more detail or support to the city in evaluating and developing a suite of housing and business preservation and complete streets policies that are right for Millbrae. A13-24

We have expertise in mapping, research and data analysis, as well as policy development and implementation related to building healthy, equitable communities. We have a number of team members that are trained planners, some of which have worked as local planners for years. We can also offer communication support, on issues of displacement in particular that can be difficult to communicate.

Please contact Jasneet Sharma, Senior Community Health Planner at jsharma@smcgov.org or 650.573.2208 for questions or additional information.

Sincerely,



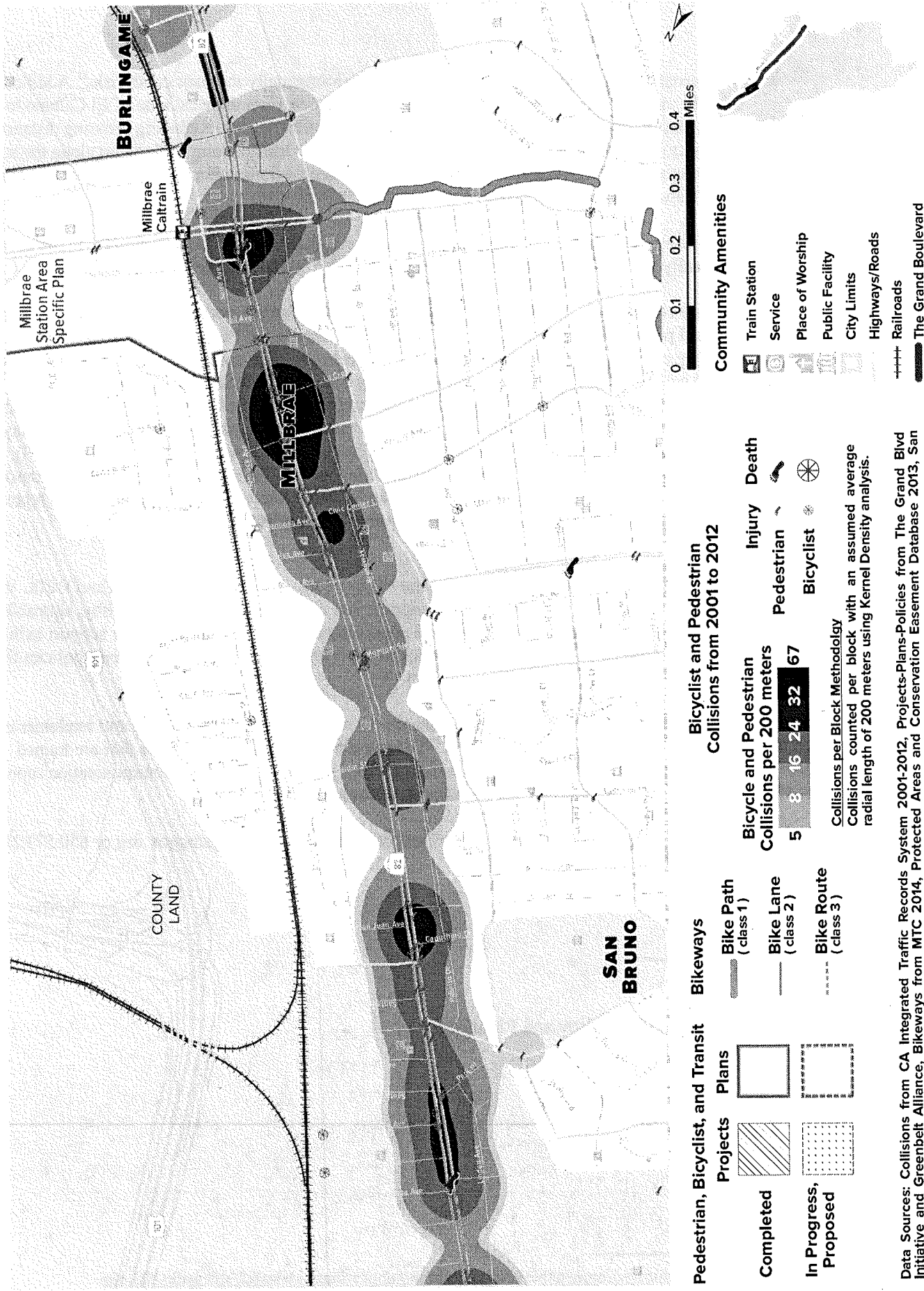
Sara T. L. Mayer
Director of Public Health, Policy and Planning

¹¹ http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalk2/sidewalks208.cfm

MILLBRAE GRAND BOULEVARD

HOT SPOT ANALYSIS: PEDESTRIAN AND BICYCLIST COLLISIONS 2001-2012

Attachment A13-1



Data Sources: Collisions from CA Integrated Traffic Records System 2001-2012, Projects-Plans-Policies from The Grand Blvd Initiative and Greenbelt Alliance, Bikeways from MTC 2014, Protected Areas and Conservation Easement Database 2013, San Mateo County Service Locations, Points of Interest from MapCruzin.

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

111 GRAND AVENUE
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
PHONE (510) 286-6053
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TTY 711
www.dot.ca.gov



*Serious Drought.
Help save water!*

Comment Letter A14

August 6, 2015

SMVar025
SCH# 2014092061

Ms. Christine di Iorio
City of Millbrae
Community Development Department
621 Magnolia Avenue
Millbrae, CA 94030

Dear Ms. di Iorio:

Millbrae Station Area Specific Plan Update – Draft Environmental Impact Report

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development for alignment with sustainability, livability, economy, and safety and health values. Our comments seek to promote the State's smart mobility goals that support a vibrant economy and build active communities rather than sprawl. They are based on the Draft Environmental Impact Report (DEIR).

A14-1

Trip Generation

Table 4.13-15 Specific Plan Trip Generation (Person-Trips), page 4.13: The table shows AM generated vehicle trips of 1,956 vehicles per hour (vph) resulting from the Specific Plan update. The table does not show PM generated vehicle trips. The project likely generates significant PM vehicle traffic due to the large scale of residential, office and retail land uses. We recommend the document include PM generated vehicle traffic and ensure the AM (PM) inbound and outbound generated traffic be assigned to all gateway intersections in the project area.

A14-2

Cultural Resources

We are in agreement with the mitigation measures outlined in the Cultural Resources section of the DEIR. The project location has only been 35% surveyed by professional archaeologist and the area is sensitive for unknown buried archaeological sites. Avoidance is the preferred mitigation for archaeological sites under the California Environmental Quality Act (CEQA). Archaeological monitory is not appropriate mitigation prior to evaluation of a resource. CEQA Guidelines 15126.4(b)(3) provides a discussion for archaeological mitigation.

A14-3

Ms. Christine di Iorio/City of Millbrae
August 6, 2015
Page 2

Should ground –disturbing activities take place as part of this or future projects within the state right-of-way (ROW) and there is an inadvertent burial discovery, in compliance with CEQA, PRC 5024.5 and 5097 and the Caltrans Standard Environmental Reference, Chapter 2 (<http://ser.dot.ca.gov>), all construction within 50 feet of the find shall cease. The Caltrans Office of Cultural Resource Studies, District 4, shall be immediately contacted at (510) 286-6336. A staff archaeologist will evaluate the find within one business day after contact.

A14-3
(cont.)

Encroachment Permit

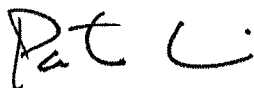
Work that encroaches onto the state ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating the state ROW must be submitted to: Mr. David Salladay, Office of Permits, 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/>.

A14-4

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.

A14-5

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

June 30, 2015, Millbrae, California

1 DAVID CRABBE: My name is David Crabbe. I
2 represent the Sierra Club Sustainable Land Use
3 Committee.

4 We have just begun to review this massive
5 document that you have -- very complicated. And it
6 seems to be a lot of good things in the visions and the
7 goals of the project -- of the thing, but the truth was
8 in the details just how this all comes together.

9 And we respectfully ask that the comment period
10 be extended to 75 to 90 days to give the public a real
11 opportunity to get into the nuts and bolts of this
12 document. Thank you.

13 MAYOR GOTTSCHALK: Anyone else on the Specific
14 Plan Update?

15 I'm told these are on the EIR.

16 BETH ANDERSON: I wanted to say something about
17 the Specific Plan.

18 MAYOR GOTTSCHALK: Please do. Beth Anderson.

19 BETH ANDERSON: Beth Anderson, 1208 Frontera
20 Way, Millbrae. I think the plan overall looks very
21 good. I'm interested to see the implementations of it.

22 I have one question, and that is about parking.
23 You have taken away some BART parking, which we really
24 badly need. And I, for one, don't live within walking
25 distance to BART. So SamTrans does not provide us any

B1-1

B1-2

1 transportation, so how are we going to get from our
2 homes to take BART if there is no parking and no
3 transit? That's my question.

4 MAYOR GOTTSCHALK: Thank you.

5 Josie Territo.

6 JOSIE TERRITO: Hi. I'm Josie Territo, and I
7 live at 640 Taylor Boulevard.

8 My question partly is parking as well. I don't
9 know how many of you that are not Millbrae residents
10 consistently drive up and down Millbrae Avenue
11 specifically from the freeway up to El Camino Real. We
12 are already impacted with traffic. We cannot take any
13 more traffic. We cannot take an entrance into some
14 galleria that's housing multiple businesses without
15 impacting our families here.

16 My other comment is you kind of glossed over
17 the noise. Those people that live behind there all own
18 homes. They all have children. When you dig up the
19 area, what are you going to do for them to protect them
20 from any kind of asbestos or anything else that's in the
21 ground? And the noise level has got to be unbearable.

22 My other comment, and I am almost embarrassed
23 to say this, but with the restaurant Tai Wu was such a
24 fiasco with the Planning Department, I am reluctant to
25 even say I would want this project in Millbrae, because

B1-2
(cont.)

B1-3

B1-4

B1-5

1 I feel that it was a real poorly -- a very poor project
2 done by the Planning Department. Too many problems, too
3 many issues. Thank you.

4 MAYOR GOTTSCHALK: Bill Williams.

5 BILL WILLIAMS: Good evening. My name is Bill
6 Williams. I live in Burlingame and commute through the
7 Millbrae station every day. Right now I drive most of
8 the time. I have tried biking, right now it's just not
9 safe to bike. I've tried walking. It's just too far.
10 I've tried riding the bus. There is no bus that goes
11 there.

12 My comment would be that the 70 percent car
13 parking or car access to this area is sort of a
14 self-fulfilling prophecy unless we place a strong
15 emphasis on increasing transit service, making bike
16 lines that are safe to ride in, hopefully protected bike
17 lanes in accordance with the latest national road design
18 standards, and ensure that bike lanes and sidewalks are
19 comprehensive and connect not only the Station Area but
20 to neighboring communities. Thank you.

21 MAYOR GOTTSCHALK: Elizabeth Rider.

22 ELIZABETH RIDER: Thank you. Elizabeth Rider.
23 I speak for my mother also, Barbara Rogers, 219 Beverly
24 Avenue.

25 The Millbrae Station Traffic Plan Report has a

81-5
(cont.)

81-4

81-7

1 signalized intersection capacity analysis that was done
2 by Matthew Crane, March 24th, 2014. It's dated.
3 There's been quite a lot of development since then. The
4 traffic analysis needs to be redone before the board
5 even considers anything.

6 Also in that traffic analysis, grades A through
7 F, Millbrae Avenue and El Camino intersection gets a
8 letter G, which isn't even on the schedule. F is
9 operation with delays unacceptable to most drivers
10 occurring due to oversaturation, poor progression, or
11 very long cycle lengths. So already the intersection
12 gets a letter G, like "goat," and something needs to be
13 done about that and addressed prior to any more
14 development being done in town. And please redo your
15 traffic analysis. Thank you.

16 CITY ATTORNEY CONNERAN: Mr. Mayor, if I might,
17 just to avoid confusion, while I did want to give people
18 the opportunity to comment on the Specific Plan, it
19 seems like people are discussing the EIR. I think what
20 we should do is unless a comment is specifically on the
21 plan and not the environmental impact or how those were
22 measured, I think we should move on to the public
23 hearing. So I don't know who else is left, but -- if
24 that's your intent.

25 MAYOR GOTTSCHALK: Can you stay on the Specific

81-7
(cont.)

1 Plan?

2 GALE GRINSELL: I have no idea where it fits.

3 I just know there is --

4 MAYOR GOTTSCHALK: Let's risk one more speaker
5 from the public, Ms. Gale Grinsell, and then we'll move
6 on.

7 GALE GRINSELL: Gale Grinsell, 1310 Millbrae
8 Avenue.

9 Will I have another chance to ask other
10 questions when we get to the other segment? Or do I put
11 all my questions now?

12 MAYOR GOTTSCHALK: I'm sure we'll have
13 additional speaking and questions opportunities.

14 GALE GRINSELL: Okay. Great. My -- the
15 concerns I'd like you to address are, number one, water,
16 and, number two, today I saw on Millbrae Patch that we
17 are -- I forget what they call it. But there isn't
18 enough electricity, so they have asked us to -- what do
19 they call it? -- flex alert.

20 Now, with all of this new development, how are
21 you planning to get us water and more electricity?
22 Thank you.

23 MAYOR GOTTSCHALK: Thank you.

24 Now I'm going to -- is Mr. Muzzi here or a
25 representative?

81-8

1 CITY ATTORNEY CONNERAN: I think we want to do
2 the public -- we need to formally open the public
3 hearing, and if people have comments on the EIR, we
4 should. I'm not sure that was clear.

5 MAYOR GOTTSCHALK: Okay. So now you want to
6 have public comments on the EIR now?

7 CITY ATTORNEY CONNERAN: Right.

8 MAYOR GOTTSCHALK: Okay. Those wishing to
9 speak with regard to the EIR, please identify
10 yourselves. I'm sure it's somewhat difficult for people
11 to distinguish which document --

12 CITY ATTORNEY CONNERAN: We'll count their
13 comments. It's fine.

14 MAYOR GOTTSCHALK: Very good.

15 CITY ATTORNEY CONNERAN: Just to make sure
16 people didn't --

17 MAYOR GOTTSCHALK: I've got a speaker, Mr. John
18 Keefer. If he'll come forward.

19 JOHN KEEFER: John Keefer. I'm with the
20 Millbrae Park and Recreation Commission.

21 My question is if we're talking about EIR and
22 we're talking about the quality, we're taking things
23 away, obviously, when we put things in. One of the
24 things I would like to see is greenbelts added. And
25 you're talking about aesthetics, you're talking about

1 quality of life, and people have voiced other concerns
2 about traffic and impact.

3 But what are we adding to the City of Millbrae
4 in terms of recreation? I think we need more areas. We
5 are a very constrained city compared to other cities. I
6 would like to see any developments that come into the
7 City be part of the community and join in and share and
8 help out our community. I think too often we see these
9 developments come in and all they do is they take things
10 away. I want to see developments come in, and I want to
11 see them add to the quality of the life of our kids and
12 our adults. Thank you.

13 MAYOR GOTTSCHALK: Perky Ramroth, please.

14 PERKY RAMROTH: Hello. I'm Perky Ramroth. I
15 live at 1191 Millbrae Avenue, and I am the grandmother
16 of three children in our school district.

17 I haven't heard any mention of how many
18 children will be added to our community with the
19 construction of these hundreds and hundreds and hundreds
20 of more units. We already have two or three very large
21 condo and apartment complexes that are completed, which
22 probably added many more children to our district. My
23 understanding is that the school district is at or
24 near -- nearly at capacity, and that they aren't taking
25 transfers from other communities.

B1-9
(cont.)

B1-10

1 I'd like to hear from a representative of the
2 school district and the City to understand where the new
3 school will be built to accommodate the hundreds,
4 perhaps hundreds more children that will be added to our
5 community. Thank you.

6 MAYOR GOTTSCHALK: Any further speakers?

7 GALE GRINSELL: Thanks. For the record, Gale
8 Grinsell, 1310 Millbrae Avenue.

9 So you can probably guess that I want to talk
10 to you about traffic. This is a huge development
11 between 101 and 280. The only road that is a direct
12 connecting road is Millbrae Avenue, which is a two-lane
13 curvy road, very dangerous, 25-mile-an-hour speed limit.
14 In some places it is 25 miles an hour. People have
15 asked for more stop signs on that street, and we have
16 been told that because of --- because of the need for
17 fire trucks, ambulances, this being the direct route
18 between these two freeways, it's a very important
19 transit artery, and they can -- there are no more stop
20 signs.

21 So I think that -- I'm trying to imagine people
22 trying to ride their bicycle down Millbrae Avenue. In
23 the morning, it is so busy you would not believe. It's
24 hard for people to get out of their driveways. So I
25 think that you need to give extra consideration to

B-10
(cont.)

B-11

B1-11
(cont)

1 traffic particularly along that corridor. Because you
2 know that many of the people coming to this development
3 will be coming on 280, and how are they going to get
4 down there? Millbrae Avenue. Thank you.

5 MAYOR GOTTSCHALK: I'll entertain a motion to
6 close the public hearing.

7 COUNCILMEMBER LEE: I have a procedural
8 question. So if you close the public hearing, you are
9 closing it forever? So that's one of my whole questions
10 about the public hearing. Normally when you have a
11 public hearing, you expect some action at the end. So
12 is this really a public hearing, because we're not
13 really --

14 CITY ATTORNEY CONNERAN: It is really a public
15 hearing, and the action will be at the end. The end
16 will be after the 45- or 48-day comment period ends and
17 we collect all the comments, including those received
18 tonight. Those are formally responded to in the Final
19 EIR, and then the action is taken if the Council
20 certifies the EIR. So it's different from most meetings
21 in that you don't take any action tonight. You are
22 simply -- this is simply a public forum to receive
23 comments on the environmental document.

24 COUNCILMEMBER LEE: Okay. So there is no
25 closing of the public hearing?

1 CITY ATTORNEY CONNERAN: Well, we're closing
2 the public -- because tonight's public hearing we are
3 closing. There is not going to be another public
4 hearing. If people want to submit comments on the
5 document, they can submit written comments or comments
6 through e-mail. This is just an opportunity for a
7 public session for people to come hear the presentations
8 and if they wish to get up and speak and provide oral
9 comments. So there is, I guess, at least three
10 different ways to submit comments, tonight is just one
11 of them.

12 But we do need to close the public hearing,
13 because otherwise it creates an uncertainty in terms of,
14 you know, when verbal comments can count. We need to
15 have that closed.

16 COUNCILMEMBER LEE: And, Mr. Mayor, do we have
17 a chance to still talk about it, the Council and the
18 Planning Commission? Do we still have time to ask
19 questions on the EIR or the Specific Plan?

20 MAYOR GOTTSCHALK: I don't see why not, and
21 we'll also have further opportunity for the public to
22 make comments later in the evening.

23 So, again, a motion, please.

24 Mr. Lee. Seconded by -- second? Vice Mayor.
25 Those in favor?

1 to two minutes. And I have got one all ready to go.

2 CITY ATTORNEY CONNERAN: Mr. Mayor, if I might,
3 I just wanted to again clarify we're required by the
4 Brown Act to have public comment after each item on the
5 agenda, so we are fulfilling that obligation. We did
6 open and close the public hearing on the EIR. I just
7 want to emphasize if people want to make a comment and
8 have it formally responded to in the Final EIR, at this
9 point they should fill out one of the forms and submit
10 that in written form. But certainly people are more
11 than free to comment on what they have heard.

12 MAYOR GOTTSCHALK: Thank you.

13 Mr. Satara.

14 SURESH SATARA: My name is Suresh Satara. I'm
15 an architect. We're working on one of the smaller sites
16 on the west side abutting El Camino.

17 I guess since we're so adjacent to the
18 property, next to CalTrain and the BART station, we're
19 looking at reducing parking. I'd rather than give the
20 parking to the BART sites, if we can. And doing some
21 sort of micro-units of some sort, because we're a
22 transit-oriented site more so than anything else.

23 And I was thinking that maybe the reduction of
24 parking, more transit-oriented apartments or maybe
25 Zip-car type shuttle service and so on might be more

B-12

81-12
(cont.)

1 appropriate for this site because of its adjacency to
2 CalTrain. That's all I have to say.

3 MAYOR GOTTSCHALK: Thank you. Other speakers?
4 Ms. Papin?

5 GINA PAPIN: Thank you, Mr. Mayor and Council
6 and Project.

7 I am here to talk more about, I think, TOD --
8 TOD #2. As a vision here, I'm not seeing actually more
9 of a flow through the transit aspects of this, how it
10 connects with BART, with CalTrain. And also I know that
11 SFO has a plan to extend their people mover into this
12 area station. So I'm not seeing that. I am concerned
13 about that.

81-13

14 I really see this TOD #2 as a much bigger
15 project and a more integral project, a project that
16 works together throughout. If you look at some other
17 big transit areas, we're not really doing enough here.
18 I don't see this really as an area for people as far as
19 apartments go and office space. I think the City would
20 actually benefit more from a highly retail area. I
21 think the report was done by the City earlier as to the
22 aspects and the benefit to the City for high-end retail
23 in this area, and I'm just not seeing that in the
24 current proposal.

25 And I know that Republic has really worked hard

1 to develop their project, I just think that this City
2 needs a more vibrant project as we move forward. This
3 is really the entry for the entire Bay Area. We have
4 shuttles going in and out of there now. We have BART
5 trains. We have CalTrain. We hope to have, as SFO has
6 expressed to us, a connection directly to SFO.
7 High-speed rail, everything.

8 This is our opportunity to really make this
9 more than a landmark, a destination for years and years
10 to come. I think we can really, if Millbrae expresses
11 their vision of this project, they can make it happen.
12 We have talked about really bringing in anchor stores,
13 like an Apple Store. Grand Central Station has an Apple
14 Store. The Louvre museum. All these different places.
15 We need something that's going to strongly bring people
16 into this community, and then also connecting them
17 easily to all the transit.

18 I saw that from the TOD #1 that it's going to
19 connect through escalators and bring people right easily
20 through their development. That was really great to
21 see. It should all be that way. Both the TOD #1 and 2
22 should flow right into the station so that you are not
23 having cars running in and out, you are not having
24 people struggling to get from point A to point B.

25 This has been a problem throughout all the Bay

B1-13
(cont.)

1 Area in that transit is not connected in an easily
2 flowing fashion for people if they are getting off the
3 BART train or if they are getting on CalTrains and how
4 they get over to the airport. It needs to be more of an
5 effort that blends the entire system easily for
6 commuters, and I just don't see that, and it's my
7 concern with the currently proposed TOD #2 here.

8 I think we can do a lot greater things, and I
9 hope to submit that in the future. Thank you.

10 MAYOR GOTTSCHALK: Thank you.

11 Any other speakers?

12 GALE GRINSELL: I'm sorry, but --

13 MAYOR GOTTSCHALK: Three bites at the apple,
14 Ms. Grinsell?

15 GALE GRINSELL: Maybe four if I hear more.

16 MAYOR GOTTSCHALK: Very briefly, please.

17 GALE GRINSELL: Gale Grinsell, 1310 Millbrae
18 Avenue.

19 My questions are very specific. How many
20 parking places are being lost at the BART station? A
21 number.

22 How many parking places are you setting aside
23 in these new thousands of parking spaces for residents,
24 for people who will be working at these sites?

25 And how many parking spaces are new that

BH-13
(cont)

BH-14

1 will -- we have never had before?

2 Because I think all of these parking
3 projections, it seems to me they are way off. You are
4 taking a lot away. You are going to be bringing in
5 people staying at a hotel. They are going to need
6 places to park.

7 So if somebody wants to go down to this area to
8 get lunch, go to a pumpkin festival, where the heck are
9 they supposed to park? Because if you have got 321
10 units, there's at least 321 cars. Most everybody is
11 going to have a car, because you cannot get everywhere
12 on public transportation. That's all a pipe dream. Or
13 a bicycle. It's just ridiculous. So I think the
14 parking numbers need to be specified. Thank you.

15 MAYOR GOTTSCHALK: Well, I want to thank the
16 staff, the consultants, the applicants, everyone. And
17 there is quite a team who has been involved for months
18 in bringing us where we are today in these very, very
19 important projects.

20 Also, I want to thank everyone who is here with
21 us this evening. Be assured that your comments and
22 questions will be thoroughly reviewed and incorporated
23 in the final product before the Council approves
24 anything.

25 And so with that, I will adjourn the Planning

BH4
(cont.)

1 Commission, recess the City Council for a closed-session
2 hearing in the Council conference room. Thank you all.

3 COUNCILMEMBER LEE: Mr. Mayor, I thought we got
4 an opportunity to speak on the EIR, because I do have
5 some comments. If that's okay?

6 MAYOR GOTTSCHALK: Mr. Lee, as long as it's
7 brief.

8 COUNCILMEMBER LEE: Well, okay. Anyway, I was
9 hoping to hear what everybody else had to say.

10 But I have a question about the EIR. On the
11 Grant Boulevard plan, there's some -- there are some
12 issues about safety on El Camino. And some of the
13 proposal is to -- is to narrow El Camino and add bus
14 rapid transit, which is a dedicated lane for buses, and
15 hopefully Class 1 or Class 2 bicycle lanes. So I'm
16 wondering if the EIR will take that into consideration.

17 And also, I'm also concerned about the backup
18 that happens daily at the west -- at the Wilson Plaza
19 where the In-N-Out Burger place is. Right now there is
20 a lot of backup going in and backup going out. It's
21 particularly people trying to get onto southbound 101.
22 And so I was looking for that in the EIR. Maybe you can
23 point me there sometime. I want to make sure it's in
24 there.

25 And, again, I thank you for the opportunity,

BH5

81-15
(cont.)

1 Mr. Mayor, and your work.

2 MAYOR GOTTSCHALK: Once again, adjourned.

3 Thank you very much.

4 (Time noted: 7:41 p.m.)

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CERTIFIED SHORTHAND REPORTER'S CERTIFICATE

The foregoing public hearing was held before me, KELLI A. RINAUDO, Certified Shorthand Reporter, License No. 6411 RMR, CRR, CCRR, and CLR, for the State of California.

All oral remarks were taken by me in machine shorthand at the time and place therein named, and thereafter under my direction transcribed into longhand.

I further certify that I am not of counsel or attorney for either or any parties involved or appearing at said hearing, nor in any way interested in the outcome, and that I am not related to any party thereto.

Executed July 14, 2015.



KELLI A. RINAUDO
Monarch Court Reporting
Certified Shorthand Reporter
CSR 6411, RMR, CRR, CCRR, CLR



CITY OF MILLBRAE
MILLBRAE STATION AREA SPECIFIC PLAN UPDATE AND
TRANSIT-ORIENTED DEVELOPMENT #1 AND #2
DRAFT EIR PUBLIC MEETING: 6:00 PM, TUESDAY, JUNE 30, 2015

COMMENT CARD

Please fill out this card with any comments you have related to the adequacy of the Draft EIR.

Name	Ed Chan
Phone/Email	650-269-8448 / edchan18@gmail.com
Address	

I am inquiring about 230 EL CAMINO REAL. It is right outside of this project zone and I want to know if this property will be affected in anyway. I am planning to operate a retail space and want to make sure there are no issue doing so. Thank you.

B1-16

You may submit your comment card at the meeting tonight, or submit by the end of the comment period at 5:00 pm on Monday, August 10, 2015
Mail to: Community Development Department
Attention: Millbrae MSASP DEIR, 621 Magnolia Avenue, Millbrae, CA 94030
Email: MillbraeMSASPDEIR@ci.millbrae.ca.us

B2-1

Ms. Nancy Shaw
2 Bertocchi Ln.
Millbrae, CA 94030-1139
* SUPPORT OUR TROOPS *

July 2, 2015

Dear Mr. Taylor,

I am writing this letter to comment on the massive Millbrae Station Area Developmental Project.

The operative word is "MASSIVE"! How can a small city like Millbrae absorb this kind of instant growth? The increasing properties from the Sears Station Properties and the SFO residents' franchise development will certainly fray the city's infrastructure!

How will we be able to serve 2000 more residents and their families? Certainly traffic congestion will follow, as well as a dearth of parking spaces for 2000 more employees!

Millbrae can use a more flexible tax base - more hours, more businesses, more hotels and more restaurants but not on the "MASSIVE" scale.

Down town Millbrae needs to be rejuvenated.



120-1998

B2-1
(cont.)

The Chamber of Commerce needs to work on sprucing up Broadway and trying to get a large variety of specialty shops and good restaurants to attract people to our city!

I have lived in Millbrae for over 45 years and I can proceed with the smallness of the city. I can walk every where and see people I know

Will the new MASSIVE develop meet provide MORE open space, MORE parks, MORE recreational activities for its residents? The Millbrae Community

Center cannot handle an influx of residents. Will there be a center to the center? - More Parks, more

Trails, more tennis courts, more fields for kids to play? Will our school

system be able to handle a major growth of students?

There was a lot of controversy when In A out wanted to move to Millbrae. That whole experience

B2-2

B2-3

B2-4

B2-4
(cont.)

Center across from Post
was really good for Millbrae.
In n. Out brings lots of
business to Millbrae. The gas
Station there is well used, too.
The other part of enterjormes
are well attended. stores
putting the car wash there would
the area for a while. Some day
it is difficult to drive by the area
on Rolling Road or drive into

The Shopping area. SO many
Parking spaces were there. Parkers
we certainly could use a new
car wash did not there.

is at a premium now!
And many of the new
developments will be
proceeding this small
corner - The Gateway
to Millbrae.

B2-5



130-1998

B2-6

I could not attend
The public meeting on
June 30 but I did
want to disclose my
concern. I know
I cannot stop progress
or stop development but
Massive is not the way
to go.

Thank you.

Sincerely,

Nancy Grace



Ms. Nancy Shaw
2 Bertochi Ln.
Millbrae, CA 94030-1139

★ SUPPORT OUR TROOPS ★

Comment Letter B3



Loma Prieta Chapter serving San Mateo, Santa Clara & San Benito Counties

July 13, 2015

Millbrae City Manager and
Honorable Members of the City Council
City of Millbrae
Via e-mail: mraines@ci.millbrae.ca.us

Re: Millbrae Station Area Specific Plan – Request for extension of Draft EIR comment period to 60 days

Dear Ms Raines and Members of the Millbrae City Council,

Sierra Club Loma Prieta Chapter appreciates the importance of the Millbrae Station Area as the regional transportation hub for the entire peninsula and a gateway to the San Francisco Bay Area. Our Chapter is an active advocate for Smart Growth in Priority Development Areas and the Sustainable Communities Strategy to address the goals set out in **AB32 and SB 375** as well as provide for a good jobs/housing fit for our cities. Therefore we look forward to staying involved in the Millbrae Station Area Specific Plan and providing comments to the Draft EIR.

The Draft EIR comment period is set to close on August 10th 2015. **We are hereby requesting that the comment period be extended to 60 days.** We believe this is a reasonable request because:

- This comment period is during summer when many people are on vacations with their families.
- The revised Millbrae Station Area Specific Plan was released at the same time as the Draft EIR (DEIR); therefore the changes to the plan need to be reviewed along with the EIR.
- The DEIR is unusually complex and very long. This is because it is highly unusual for a programmatic EIR to be done simultaneously with detailed development proposals that are to be included in the plan. In this case there is not one but two developer proposals included in the MSASP EIR.
- The two development proposals are large and complex. These deserve a thorough review as they provide detailed particulars that need to be evaluated in reference to the Station Area Plan Policy Guidelines.

B3-1

We also believe that there is insufficient notification to the public for the public community workshops to solicit public input for the significantly revised MSASP and the DEIR.

- **The workshops are not a regular council meeting and generally such public participation events are noticed weeks and months in advance, as well as in the press, to ensure that the public is adequately informed.**

B3-2

The Station AREA precise Plan is going to bring big changes to the City of Millbrae and its residents, as well as to the region. We learned, at the City Council meeting on June 30th 2015, that there would be the first of two Community Workshops on July 16th 2015. As of this morning (13th July), we have yet to see any information about such a meeting on the City website or on the MSASP web pages.

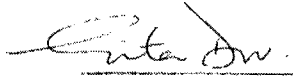
B3-3

We have looked at the City calendar and the MSASP web page for a calendar of events for the MSASP, for the first and second workshops and find no information about the public workshops. With 4 days left, a meeting on the 16th will not have received sufficient public notification to reach a wide audience.

We look forward to continued involvement in Millbrae Station Area Specific Plan and are requesting a written response to our request for Extension of time for the DEIR comment period. Thank you.

B3-4

Respectfully submitted:



Gita Dev, Co-Chair
Sustainable Land Use Committee
Sierra Club, Loma Prieta Chapter


Cc Marcia Raines, Millbrae City Manager, mraines@ci.millbrae.ca.us
Michael J Ferreira, Chair, Conservation Committee, Sierra Club, Loma Prieta Chapter
Gladwyn D'Souza, Sustainable Land-Use Committee, Co-Chair
John Cordes, Executive Director, Sierra Club Loma Prieta Chapter

 Pirzadeh

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JUL 15 2015
City of Millbrae
Community Development Department

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MEMORANDUM

To: Ellen Smith, BART
From: Pete Pirzadeh 
Date: July 14, 2015
Subject: Millbrae Station Development

Distribution: Kelly Erardi, RUP
Konstantin Voronin, RUP

Pursuant to your request we have reviewed the Rollins Road Microsimulation Analysis conducted by Fehr & Peers, dated May 26, 2015 and offer the following comments:

- The analysis is an operational level analysis utilizing traffic projections for Year 2040. This type of operational analysis works best for existing and near term horizon years due to the large variations that could occur in longer horizon years.
- The analysis assumes two at grade pedestrian crossings along Rollins Road. The proposed project includes only one pedestrian crossing at on the northerly side of Rollins Road/Garden Lane intersection.
- The analysis includes an alternative (5) which connects the Multimodal Station Road to South Station Road. This roadway connection is identified as the preferred alternative. However, this alternative does not improve the projected level of service (LOS) at the intersection of Rollins Road and Millbrae Avenue, which is the most critical intersection providing access to the site. In fact, the during the AM peak period the operation of this intersection is projected to worsen from LOS E to LOS F.
- The analysis states that placing shuttles on Garden lane would create a pedestrian discomfort and safety issue due to the pedestrian crossing at Rollins Road. However, the recommended connection of Multimodal Station Road to South Station Road would require all pedestrians travelling between the Station and the (BART) garage to cross the path of the shuttles and other vehicles that would be using this roadway. Unlike the proposed controlled pedestrian crossing at Rollins Road and Garden Lane, the ped crossing at the proposed roadway connection would be uncontrolled.
- Bifurcating the Station Plaza from the main station garage with the recommended road would disrupt the village and station connectivity with a key element of this Transit Oriented Development plan.
- The feasibility of implementing the proposed road connection and associated impacts to the BART station has not been discussed in the study.
- The report states that placing the shuttles on Garden lane would discourage riders from using them. This does not seem to be a reasonable concern since these shuttles are Company formed and provide a service to their employees vs. individual riders.

B4-1

Soyeb Palya

Comment Letter B5

From: jeffrey@jeffreytong.com
Sent: Thursday, July 16, 2015 11:58 PM
To: Soyeb Palya
Subject: Comments to Millbrae Station Area Draft EIR

Gentlemen

The Millbrae Station Area Plan EIR does not incorporate a well-thought out inter-city bicycle transportation route, nor does it even discuss inter-city bicycle route options. It ignores the vision of the Grand Boulevard Initiative vision of making El Camino Real a multi-modal transportation route. As it stands, the proposal for El Camino Real remains 100% automobile focused. Painting a symbol of a bicycle (called a sharrow) onto the pavement of a highway does not make it a bicycle lane. There is no consideration for protected bike lanes separated with a raised median (called cycle tracks) for El Camino Real. It neglects the plight of the poor, who largely do not own cars, and/or those who hold undesirable grave yard working hours. When they need to arrive at work before mass transit begins daily operations, they have ZERO (0) options unless they buy a car - prohibitively expensive due to purchase price, license, insurance, and maintenance costs.

Persuant to Figure 4.13-4, despite claims that El Camino Real (ECR) is too dangerous for bicyclists, it is foolish to justify denying protected bicycle lanes on ECR on the assumption no one will ride their bicycle on ECR, because people ARE bicycling on it - the bravest of souls!

Members of San Bruno's Bicycle & Pedestrian Advisory Committee took test rides to and from Millbrae using three different bike routes between Millbrae and San Bruno: (1) El Camino Real, (2) Linden/Magnolla, and (3) San Anselmo/Aviador. Linden and Aviador (#2 and #3) are circuitous, hilly, in poor condition, and are easy for bicyclists to get lost even in the best of weather and light conditions. Imagine after dark, or rainy conditions. This is particularly problematic for long-distance bicyclists who are merely traveling through San Bruno and Millbrae.

We concluded that bicycle commuters either traveling northward from Millbrae BART/Caltrain Station to San Bruno, or southward from San Bruno to Millbrae BART/Caltrain Station, must choose El Camino Real - there is simply no viable alternative.

El Camino Real is the best route to install cycle tracks between the City of San Bruno and Millbrae BART/Caltrain Station, because a cycle track on ECR will connect with Millbrae BART/Caltrain Station and seamlessly merge southward onto California Drive towards Burlingame and beyond. Traveling in the opposite direction from Burlingame, bicyclists traveling north on California Drive will currently merge into El Camino Real at Millbrae BART/Caltrain Station.

Jeffrey Tong, Member
San Bruno Bike & Ped Advisory Committee

B5-1

Community Meeting 7/16/15 Questions and Comments

Andrew Boon, East Palo Alto Resident

Comment: Where will the Bus Station be relocated and what will it look like after the construction of proposed building?

B6-1

Gina Pappan, Millbrae Resident.

Comment: What is the impact on the overcrowded School? What impact will the new development have on our Water System? We need to think bigger and expand our vision, make it look like a Grand Central Station. By law this is a High Speed Rail Stop. Will there be High Speed Rail passing thru here?

B6-2

Jasneet Sharma, San Mateo County Health System.

Comment: Accommodate aging population since Millbrae has an average age of 55-60. What's being done for Bike and Pedestrian safety? She stated cars are being prioritized here and not pedestrians. No one is talking about safe environment and Green Streets.

B6-3

Gita Dove, Sustainable Land use Committee of the Sierra Club.

Comment: In PDA, if you look, there is more preference given to cars and not to pedestrian or bicycles. Solutions are not being provided here.

B6-4

Dena Leveen, Friends of Cal trains.

Comment: City should look into the transportation pattern near the BART Station Area. City should offer Shuttle pick up throughout the City to reduce vehicles in the BART Station Area.

B6-5

Gale Grinsell, Millbrae Resident.

Comment: How will this project make life better for the City? Housing unit is not advisable in the area since the City is already congested. This is more developers based and not in the interest of the residents of Millbrae. Please think more about the residents and not about the Developers profit.

B6-6

Jeffery Tong, Resident of San Bruno and with the San Bruno Bike and Pedestrian Committee.

Comment: Aviator and ECR and Linden. If you put buildings on these streets, this area will look like a tunnel and people will get lost. Have Bicycle Track built between the automobile lanes to reduce vehicles. Take out the Center Island and replace it with Bicycle Tracks.

B6-7

Emma Slaeiz, Project Manager in Silicon Valley for the Bike Coalition.

Comment: Add a protected bike lane on ECR due to high speed vehicle driving by. I recommend having class 3 buffer bike lanes, Class 2 protected bike lanes and Class 1 simple bike lanes.

B6-8

David Crab, Sierra Club.

Comment: Are the DEIR and DMSASP posted on the website? How does the approval process works for DMSASP and DEIR? Are TOD1 and TOD2 separate? Will they be approved at the same time? When is the upcoming community meeting scheduled? Every details from the projects to approval phase is murky. Inform the public about what will happen 1 month from now have a schedule, have an outlook.

B6-9

Tracy Choy, Resident of SSF.

Comment: Legislation AB2135 states dispose of public land that there should be priority given to public low income housing. I really wish there is more affordable public housing offered at this project to accommodate low income families. And is the City working with that Legislation in terms of affordable housing? Is this project for the resident or Millbrae? Or is it for everyone? We need a balance of both but priority should be given to those who work and live in the City of Millbrae.

B6-10

Soyeb Palya

Comment Letter B7

From: Christi Diiorio
Sent: Friday, July 24, 2015 3:41 PM
To: 'stephanie davis'; Soyeb Palya
Subject: FW: DEIR

EIR comments

Christine di Iorio, Director
Community Development Department
City of Millbrae
621 Magnolia Avenue
Millbrae, CA 94030
650-259-2416
650-697-2657 Fax
cdiiorio@ci.millbrae.ca.us

From: Dan Quigg [mailto:cqndq@comcast.net]
Sent: Friday, July 24, 2015 3:33 PM
To: Christi Diiorio <CDiiorio@ci.millbrae.ca.us>
Cc: Marcia L. Raines <MRaines@ci.millbrae.ca.us>
Subject: DEIR

Hello

The week went by so quickly that I did not call you to schedule an appointment

87-1

As I briefly mentioned, I am concerned about the parking situation both for Bart riders and for Millbrae Residents. Although I hear that this type of development will generate more transit users because Millbrae intermodal station we will continue to attract automobiles to our stations.

87-2

Another concern is that since this development will generate transit users it will also generate Bicycle riders; therefore; we need to ensure safety for the bicycle riders.

87-3

Years ago the City had thought of creating a partnership with the Fairfield Hotel development to create parking for the residents however this did not occur. Perhaps it is time to re-evaluate the Parking situation in Millbrae---Several years ago the citizens of Millbrae voted to evaluate the need of a parking structure in the downtown

87-4

With the addition of numerous units and offices I feel the DEIR did not address a clear and safe path from both projects to the downtown/schools/existing services

87-5

Catherine Quigg
Planning commissioner

Soyeb Palya

Comment Letter B8

From: Jackie To <jackieto@gmail.com>
Sent: Thursday, July 30, 2015 3:15 PM
To: Soyeb Palya
Subject: Concerns

Hi,

I am a resident of Millbrae since 2006. I want to express the concerns regarding the following:

B8-1

1) New Bart Parking Lot Redevelopment - Wouldn't this add substantial traffic to Millbrae Ave? The traffic is already quite bad now.

B8-2

2) Cal-train waiting area on California Avenue - There doesn't seem to be adequate car waiting spaces for the cal-train side on California Avenue. There is a long queue of cars waiting to pick up people from the train station.

B8-3

3) The pediatrician crossing near Hillcrest to get to Tai Wu. The xing pedestrian crossing seem very dangerous. - I think there should be more cops there patrolling to make sure people slow and stop to allow pedestrians to cross.

B8-4

4) Play structure at Millbrae Meadows Park - I have heard rumors that the two play structures in Millbrae Meadows Park and the Bill Mitchell Park were swapped. Is that true? If it is, is there any way to swap them back? If not, are there plans to add to the play structure at the Millbrae Meadows Park. The structure seems sub-par compared to other millbrae neighborhood parks and definitely sub-par to the Burlingame ones. If this is done properly, we can encouraged more neighbors to go to the park. At the current status of the structure, not many people will go play there. The Meadows area is missing a walkable and enjoyable park in the neighborhood.

B8-5

Thanks,

Jackie

Soyeb Palya

Comment Letter B9

From: Mike Voytovich <mikevoyt@gmail.com>
Sent: Thursday, July 30, 2015 10:35 AM
To: Soyeb Palya
Subject: Fwd: input regarding Millbrae Station Area Specific Plan

Hi,

I am writing to urge you to consider the recommendations of the Sierra Club in regards to pedestrian access and reduced parking:

<http://sf.streetsblog.org/wp-content/uploads/sites/3/2015/07/Sierra-Club-Millbrae-Letter-10-16-14.pdf>

I have lived in Millbrae for over 6 years and I am a daily commuter via Caltrain. I alternate between riding my bike and walking to Caltrain; and, it is an extremely pedestrian and bike unfriendly area.

In fact, coming from Millbrae Highlands, I have to cross El Camino at Hillcrest Ave and ride *against* *traffic* and/or on the *sidewalk* because there are no convenient bike routes to and from Caltrain from downtown. I see many other commuters doing this as well.

I would urge you to consider making the route between downtown Millbrae and the station as bike and pedestrian friendly as possible, as we have finally have an opportunity to improve the situation moving forward and will not likely have this opportunity again.

Regards,
Mike Voytovich
351 Laurel Ave
Millbrae, CA
94030

B9-1

B9-2

Soyeb Palya

Commet Letter BIO

From: Jessica Hudson <jessica.n.hudson@gmail.com>
Sent: Friday, July 31, 2015 7:17 PM
To: Soyeb Palya
Subject: Planned Developments

Hello,

My name is Jessica Hudson and I live at 179 Broadway. I would like to urge the City of Millbrae to implement the Sierra Club recommendations for this project. Millbrae will benefit greatly from improved bike and pedestrian access. Our community is already very car-centric and we need to work to move away from that when we can.

Thank you for your consideration.

Jessica Hudson

BIO-1



August 3, 2015

96 N. Third Street, Suite 375
Post Office Box 1927
San Jose, CA 95109

Tel 408.287.7259
Fax 408.213.7559

Christine di Iorio, Community Development Director
Community Development Department
City of Millbrae
Via email: cdiorio@ci.millbrae.ca.us

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SVBC is a 501(c)(3)
non-profit organization
EIN 77-0938859

<http://bikesiliconvalley.org>

Re: Millbrae Station Area Specific Plan and Draft Environmental Impact Report

Dear Ms. di Iorio,

I am writing as the President and Executive Director of Silicon Valley Bicycle Coalition (SVBC), a non-profit of over 2,600 members with the mission to create a healthy community, environment, and economy through bicycling for people who live, work, or play in San Mateo and Santa Clara Counties. We would like to provide comments on the Millbrae Station Area Specific Plan (MSASP) and Draft Environmental Impact Report (DEIR), which includes two transit-oriented developments.

B11-1

The DEIR should make specific strides to focus less on traffic congestion and its proxy level of service (LOS) as the focus of CEQA transportation analysis given the passage of State Senate Bill 743. The environmental analysis must be primarily evaluative to its promotion of "the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." The initial report cited a reduction of Vehicle Miles Traveled (VMT) as a replacement metric to evaluate transportation impacts and this should be considered.

B11-2

The MSASP should set transportation goals that support statewide carbon reduction goals, namely those in AB 32, the Global Warming Solutions Act of 2006, which set greenhouse gas emissions reductions targets for 2020 and SB 375, the Sustainable Communities and Climate Protection Act of 2008. This can be accomplished through strategies to reduce VMT and single-occupancy vehicle trips while increasing active transportation options through bicycling, walking, and public transit. The Millbrae station is particularly appropriate for these types of strategies. The MSASP forecasts that bike and pedestrian trips in 2040 will remain at current levels of 3%. We urge Millbrae to set much higher goals for this transit hub, at least 20%, and ensure that infrastructure and encouragement programs are in place to reach these goals. This will also help reduce car traffic and congestion for the city.

B11-3

To that end, the MSASP and DEIR should update the bicycle standards to include class IV protected bikeways, which were created in California by AB 1193 in September 2014. Protected bikeways are cycle tracks or separated bikeways, and exact specifications will be published by January 1, 2016.

B11-4

Many cities in California have already implemented these types of bikeways, which research shows are the types of facilities that make people feel the safest (whether biking, driving, or walking) and encourage more people to bike. In particular, for many of the streets where the MSASP recommends Class I or Class II bike facilities, we feel these should be upgraded to buffered or protected bike lanes. Our recommendations for each of the connecting streets outlined in the Plan can be found in the following table:

	PLAN	SVBC Recommendation
El Camino Real	Bike route (Class III)	Protected bike lane (Class IV)
Millbrae Ave.	Bike route (Class III) 6' Bike lane (Class II)	5' bike lane with 2-3' buffer (Class II)
101 ped/bike bridge	10-14' wide	At least 12' wide
Rollins Rd.	6' Bike lane (Class II)	5' bike lane with 2-3' buffer (Class II)
Murchison Dr.	Bike route (Class III)	5' bike lane with 2-3' buffer (Class II)
California Dr.	5-6' Bike lane (Class II)	Protected bike lane (Class IV)
Victoria Ave.	6' Bike lane on one side, Bike route on the other side (Class II and III)	Bike lanes on both sides
Chadbourne Ave.	None	5' bike lane with 2-3' buffer (Class II)

B11-4
(cont.)

We are thrilled to see a potential new Class I multiuse trail connecting the north side of the station, the new bike and pedestrian bridge over Highway 101, and the Bay Trail. This is a major gap that needs to be addressed and will benefit the whole city of Millbrae through recreation opportunities.

There are several great features in the MSASP and DEIR that will make biking to and from the station and the retail and residential buildings easier and more convenient. We applaud and support the inclusion of robust wayfinding signage at decision points, major intersections, and along routes, with distance markers; stair channels to wheel bikes up and down stairs; bike commuter amenities (showers, lockers, repair stands); and intersection markings for bicyclists. The MSASP also recommends considering expanding Bay Area Bike Share to Millbrae. That is only one option and we urge the city to look at other bike share options as well.

B11-5

To anticipate and encourage more bicycling in and out of the Millbrae station area, we are also recommending that the bike parking guidelines increase the amount of bike parking required.

B11-6

See table:

	PLAN	SVBC Recommendation
Residential: long-term/Class 1	0.5/bedroom	1/bedroom
Residential: short-term/Class 2	0.05/bedroom	0.1/bedroom
Office: long-term/Class 1	1/10,000 sq ft	1/5,000 sq ft
Office: short-term/Class 2	1/20,000 sq ft	1/10,000 sq ft
Retail: long-term/Class 1	1/12,000 sq ft	1/6,000 sq ft
Retail: short-term/Class 2	1/2,000-5,000 sq ft	Good

B11-6
(cont.)

We are very excited to see the updates to this popular transit hub. There are a lot of great improvements for bikes already in the MSASP. We urge you to consider our recommendations to make it even more friendly to people who bike. Thank you for your consideration.

B11-7

Sincerely,



Shiloh Ballard
President and Executive Director

CC: Millbrae City Council

Soyeb Palya

From: Christi Diiorio
Sent: Thursday, August 06, 2015 12:11 PM
To: Soyeb Palya
Subject: FW: Specific Plan Update, and TOD #1, and TOD #2 EIR

Christine di Iorio, Director

Community Development Department
City of Millbrae
621 Magnolia Avenue
Millbrae, CA 94030
650-259-2416
650-697-2657 Fax
cdiiorio@ci.millbrae.ca.us

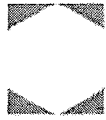
From: Paul O'Leary [mailto:paul_oleary@yahoo.com]
Sent: Tuesday, August 04, 2015 12:48 PM
To: Christi Diiorio <CDiiorio@ci.millbrae.ca.us>
Subject: Specific Plan Update, and TOD #1, and TOD #2 EIR

How about adding a Movie Theater? Look what a movie theaters have done to Redwood City and San Mateo over the last 15 years. Phenomenal.

There isn't a lot of large open space left for Theaters in Millbrae near Bart/Caltrain.

Paul

B12-1



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: August 6, 2015
To: Mr. Sal Ariganello
From: Gary Black
Subject: Millbrae Station Area, Transit Analysis

Hexagon Transportation Consultants, Inc. has reviewed the existing and proposed bus and pedestrian access to your development site. Analysis was conducted by comparing the existing transit services to the proposed improvements specified in the Millbrae Station Area Specific Plan (MSASP), Transit-Oriented Development (TOD) Plan, and Draft Environmental Impact Report (EIR). The MSASP outlines improvements to the area surrounding the Millbrae Station. The development area is located within the MSASP and TOD #1 boundary (See Figure 1).

B13-1

The following sections discuss the current transit services and highlight improvements discussed in the MSASP, TOD, and Draft EIR that impact the development area.

Existing Transit Services

Bus Services

Bus stops in the site vicinity are located at El Camino Real/Linden Avenue for northbound routes, El Camino Real/Victoria Avenue for southbound routes, and El Camino Real/Murchison Drive for both northbound and southbound routes (See Figure 2). The current plan area is served by SamTrans routes ECR and 397.

Route ECR. Route ECR is a north-south bus line that provides regional transit service between Daly City and Palo Alto via El Camino Real. The ECR bus line operates with 15 minute headways on weekdays and 30 minute headways on weekends.

Route 397. Route 397 is a north-south bus line that operates with 60 minute headways in the early morning from 12:30 AM to 6:30 AM, and travels between the Palo Alto Transit Center and Downtown San Francisco.

B13-2

Shuttle Services

Shuttle stops in the site vicinity use the Millbrae Station western bus loop, which consists of two shuttle bays in the parking lot east of California Drive, south of Linden Avenue. Currently three shuttle services use the western bus loop.

Broadway-Millbrae. Broadway-Millbrae is a CalTrain shuttle that operates during the AM and PM commute hours with 20 minute headways. This service is offered in place of the suspension of weekday train service to the Broadway station.

North Burlingame. The North Burlingame shuttle runs between the Millbrae Station, Mills-Peninsula Health Services, Sisters of Mercy, and the residents of the Easton-Burlinghome neighborhood during the weekday commute hours. The North Burlingame shuttle operates during the AM and PM commute hours with 20-30 minute headways.



Mercy High School Shuttle. Mercy High School Shuttle provides services for Mercy High School students starting at 7:00 AM. The Mercy High School shuttle operates without a strict time schedule. However, in order to get the students to school by 7:55 AM, the last shuttle leaves around 7:40 AM.

B13-2
(cont.)

Combined these shuttle services comprise about 8 buses in each direction during the peak hour. The Broadway-Millbrae shuttle will be eliminated when the Broadway Caltrain station reopens, which would reduce the number of shuttle runs to about 5 in each direction during the peak hour.

Millbrae Station Area Specific Plan

The Millbrae Station Area Specific Plan (MSASP) along with the Transit-Oriented Development (TOD) Plan and Draft Environmental Impact Report (EIR) propose several improvements that could impact the project area. Improvements proposed by the MSASP, TOD, and Draft EIR, and their influences on the project area are discussed below.

B13-3

Roadway Network

The MSASP proposes reconfiguring California Drive to be extended north to run alongside the Millbrae Station. With this change, north of Millbrae Avenue, California Avenue will be extended to diverge east slightly and run along the west side of the station and then will curve left to meet Victoria Avenue.

B13-4

The MSASP suggests narrowing Serra Avenue to allow more right of way on California Drive. The plan states that removing the parking lane on the east side of Serra Avenue could move the property line up to seven feet west. Preliminary designs show California Drive to be 36 feet wide, which includes bike lanes, plus another 10 feet where there are bus bays. The MSASP plan recommends that three bus bays be provided along California Drive.

Transit Circulation

The MSASP proposes that southbound buses be rerouted off of El Camino Real to use the reconfigured California Drive, but northbound routes continue to stop along El Camino Real. The use of El Camino Real reduces the access time for the buses and speeds bus operations. The plan acknowledges that although these bus routes are encouraged, the ultimate decision to reroute the bus lines will be made by SamTrans.

B13-5

Pedestrian Circulation

The MSASP identifies several potential locations to construct pedestrian paseos. The plan mandates that a pedestrian paseo be constructed between the west side station entrance and El Camino Real to connect pedestrian traffic to the bus stops on El Camino Real. This paseo will provide a pedestrian walkway directly onto the Millbrae Station platform, which is one level above the California Drive extension street level.

B13-6

Conclusions

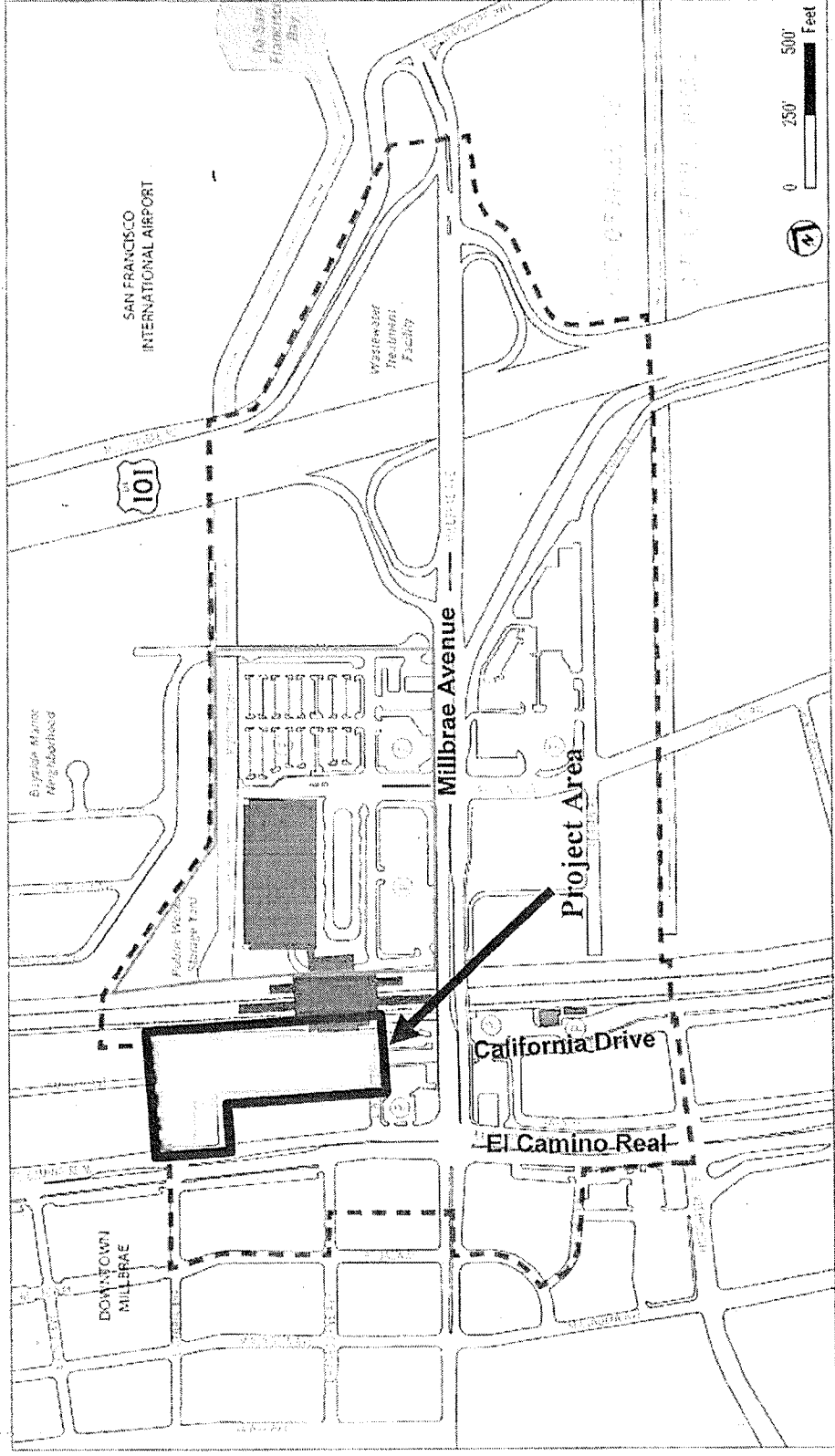
Hexagon has reviewed the Millbrae Station Area Specific Plan (MSASP), Transit-Oriented Development (TOD) Plan, and Draft Environmental Impact Report (EIR). Our key findings and recommendations are summarized below.

B13-7

- Northbound bus services will stay on El Camino Real, and pedestrians will use the paseo to access the station, which is on the same level.

B13-8

Millbrae Station Area – Transit Analysis



Source: PlaceWorks, 2015.






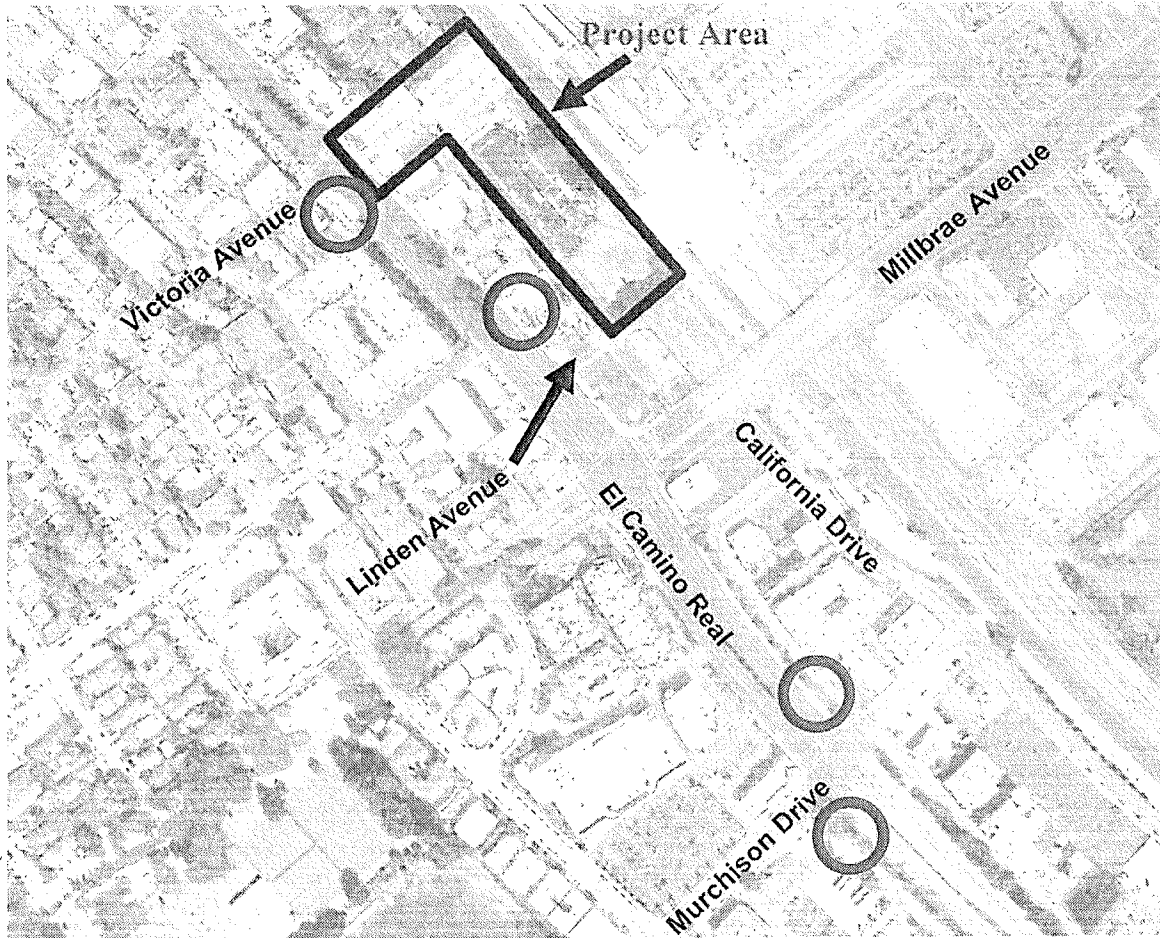
-  Specific Plan Area Boundary
-  Millbrae BART/Caltrain Station & Parking Structure
-  Railroad
-  TOD #1 Boundary
-  TOD #2 Boundary

Figure 1
Project Area within MSASP and TOD #1 Boundary

- Northbound shuttle services could use the new frontage road. However, using El Camino Real would offer the advantage of a faster travel time and reasonable pedestrian access. | B13-9
- Southbound bus and shuttle services will be rerouted to the new California Drive so that bus riders do not have to cross El Camino Real. | B13-10
- A southbound bus stop is needed on California Drive. The total proposed roadway width of 46 feet (36 feet plus a bus bay) is plenty to accommodate traffic, bikes, and buses. | B13-11
- A northbound bus stop would provide flexibility to allow northbound buses to use California Drive. To minimize roadway width, the northbound stop should not be located opposite the southbound stop. | B13-12
- One bus stop in each direction on California is sufficient. There is no need for three bus bays. | B13-13

We appreciate the opportunity to submit this memorandum. Please do not hesitate to contact us if additional information is needed. | B13-14



 Existing Bus Stop

Figure 2
Existing Bus Stops

From: Douglas Radtke <dougradtke@gmail.com>
Sent: Friday, August 07, 2015 1:19 PM
To: Soyeb Palya
Subject: Feedback on Millbrae Specific Area Plan

I have the following feedback for the current draft of the Millbrae Plan:

1) The plans for the purple recycled water piping needs to be worked out specifically and incorporated in the plan. Significant capital improvement funds are going to wastewater mains. I see no reason without proper coordination that the city could not coordinate efforts to place some purple pipes coming from the water treatment plant down Millbrae Ave. We are in the middle of a significant drought, and the inclusion of these pipes and further expansion to greater Millbrae is going to pay off in dividends in the future.

B14-1

2) The plans for the fiber optic lines needs to be considered a high priority. Rollins Roads formerly is a lot of warehouses - which actually makes perfect sense for high speed data centers and IT infrastructure to be placed there. This is the type of development Millbrae needs even though we have the "short end" of Rollins. Data centers require huge capital investments which bring about a ton of sales tax revenue and personal property tax revenue (as well as jobs).

B14-2

Fiber optic lines open up the possibilities of having municipal broadband. The city of Sandy, Oregon had a private company put in municipal broadband at no tax cost for the city. With carefully foresight and planning - I do not see why this broadband could not be harnessed for the good of Millbrae. If the fiber optic line expansion down El Camino is too complex - a system of wireless repeaters could be deployed throughout the city as well. Companies like Google Fiber are actively courting cities for these projects. It is imperative the city get on top of the process and get their place in line to build these public-private partnerships for the good of ALL residents.

3) The plan for the hotel is absolutely absurd. Nobody in Millbrae wants a hotel. None of the people who attended the Plan Millbrae workshops in 2014 wanted a hotel. The hotel should be zoned for housing, period. We are in the middle of a housing and rent crisis. San Mateo County is close to producing 2 jobs for every 1 unit of housing at the pace. San Mateo itself is building massive office space for Solar City and Go Pro. Where are all these people going to live?

B14-3

4) There is no inclusionary housing in the current plan. Consideration should be given towards developing units for those who work in Millbrae.

My wife had worked at two restaurants here in Millbrae and firsthand sees the hardship the people in the service industry go through. Nearly all of her coworkers are commuting from the East Bay, sleeping in their cars during break inbetween lunch and dinner shift.

B14-4

These are hardworking people who contribute to your lunch and dinner here in Millbrae who deserve an opportunity to reduce their commute by HOURS and simultaneously reduce their carbon footprint.

5) The plan's goal should be MAXIMUM housing to the maximum heights enforced by the FAA at 100 feet due to the proximity to the airport. You have a major transit hub here in Millbrae and the majority of jobs being in San Francisco already on the BART line and more being produced in Redwood City and San Mateo along the CalTrain line.

B14-5

Millbrae simply does not have the landmass to incorporate any significant office or corporate presence besides some incidental use. It doesn't fit with the characteristic of our community to go overboard on that either.

814-6

We should look to the Serra Properties plan as a better guide for the objective of the Millbrae Plan.

Please consider my comments in your deliberations as I have participated at the majority of the public sessions

Regards,
Doug Radtke

Soyeb Palya

Comment Letter B15

From: Holly Borghello <fullomalarky@comcast.net>
Sent: Friday, August 07, 2015 3:10 PM
To: Soyeb Palya
Subject: Millbrae Station Area

Not that this will be taken seriously but I was told I could write in and state my opinion and suggestions.

My suggestion is to leave things alone and build nothing!

My opinion is Millbrae has become a hot bed of traffic, too many people with all the building going on and the downtown looks like hell. I moved in a bedroom community that was small, quaint and friendly. Now 30 years later it is crowded, ugly and not friendly. There are stores that have no one shopping in yet they are existing? What is that about? Millbrae has turned into a bit of a laughing stock amongst the other cities along the corridor. You get a snicker when you say Millbrae.

B15-1

Millbrae is no longer the Millbrae that any of my neighbors and friends remember or liked.

Holly Borghello

Comment Letter B16

From: johneroche@netscape.net <johneroche@netscape.net>

Sent: Monday, August 10, 2015 4:39 PM

To: Robert Gottschalk; aolivia@ci.millbrae.ca.us; Reuben Holober; Marge Colapietro; Wayne Lee

Subject: MSASP

Dear Council Members.

I wanted to add my comments to the proposed development around the BART station or MSASP. I have heard a lot of talk with regard to expanding our tax base as a reason build. However, we have in the last 10 years added the condos on the corner of Millbrae and El Camino. More were added at the corner of Victoria and El Camino, another complex on the site where Wendy's once occupied and last the development at the north end of town.

Prior to all of this development we were told that the expanded tax base as the answer to fiscal problems. Prior to this development we were told that the building of the Bart station was going to bring in more revenue and was needed to expand the tax base. You may be expanding the tax base but it is absorbed into infrastructure improvements, police fire and other city services expansion made necessary by the developments.

These items were also billed as in keeping with transit First policies which as of today have not materialized. Transit First is a work around for developers not providing parking for this development does the same. What we have received is what all the critics of these plans said - meaning more traffic, more crowding at our schools and more city services as a result. Show me where the city will get a net increase in revenues of a substantial amount and I would support this effort, however. it is a false premise.

We will get more traffic in the already ridiculously gridlocked area that includes El Camino Real all the way to the Bayshore and back. Other groups have painted a picture of bike lanes and gallerias and all sorts of wonderful things. Unfortunately this is nonsense. Are all the advocates of this plan including developers willing to put up a bond or sorts when this plan fails just like all of the other developments and reimburse the people of Millbrae. You are destroying a way of life. I did not move to Millbrae to have it become another overbuilt suburb. There is a reason these developments do not get built in Hillsboro or Atherton. They do not want their lifestyle and towns degraded. The difference the citizens of those towns have the money to fight it. We rely on our city council.

How can you in good conscience degrade the way of life of your friends and neighbors. The only beneficiaries are the developers. We are not San Francisco and we will never be san Francisco despite the rhetoric. Btw if you have been to SF lately you cannot tell me that all of the development has been positive for the city. It has become an overcrowded, bumper to bumper mess. I never thought I would refer to SF as ugly and not a place to go.

Just look across the street from Bart and you see a few stores and the only people in the parking lots are Uber and Lyft drivers. I quit going to In and Out and the other stores because of the overcrowding. This is a bad plan for which no one will take responsibility once it is built and comes up short of its promises.

Do not buy the argument that this is what people want - it is what they are given. Do not buy the argument that they will scale back a ridiculously overbuilt project so you agree to their original plan. This has been used on every project in Millbrae. People always say "well it's not as big as their original plan." This is a scare tactic. One former council member went so far as to say the project should be bigger, the size of Grand Central Station - the scare tactic at its worst-idiocy at best.

B16-1

Last, you owe it to the citizens of Millbrae not developers or Transit First advocacy groups from outside of Millbrae or to Bart. You owe it to us. If nothing else put it on the ballot. Else you are creating an environment that will continue to degrade the environment of Millbrae.

B16-1
(cont.)

Sincerely,

John Roche

Comment Letter B17

From: M V [mailto:chitov@msn.com]
Sent: Monday, August 10, 2015 10:47 PM
To: Christi Diiorio <CDiiorio@ci.millbrae.ca.us>
Cc: Marcia L. Raines <MRaines@ci.millbrae.ca.us>; Robert Gottschalk <RGottschalk@ci.millbrae.ca.us>
Subject: Fwd: Millbrae Station Area Comments

Begin forwarded message:

From: "MV" <chitov@msn.com>
Date: August 10, 2015 at 1:31:26 PM PDT
To: <MillbraeMSASPDEIR@ci.millbrae.ca.us>
Subject: RE: Millbrae Station Area Comments

The plan also says Railroad Avenue will be designed for bicycle lanes but that's not possible given that the road will only be 24' wide. There is no room for bicycle lanes.

B17-1

There may be room if RR Avenue were made one-way but kept two-way for bicycle users.

From: MV [mailto:chitov@msn.com]
Sent: Monday, August 10, 2015 1:18 PM
To: 'MillbraeMSASPDEIR@ci.millbrae.ca.us'
Subject: Millbrae Station Area Comments

The Study and EIR is sorely lacking documentation of how critical a bicycle route California Drive is to the study site. At one of the meetings that I attended, there was mention of California Dr and how challenging it was for bikes and pedestrians yet no plans were discussed in any of the documents, much less conceptualized.

California Dr is a key regional bike connection as part of the San Mateo County North-South bicycle route. Locally it is used currently by bike-transit patrons to connect to Caltrain or BART. And yet the only "bicycle infrastructure" in place are painted bicycle sharrows that are sadly in the door zone. They were placed when there were lesser guidance on best practices of where they should be placed. And painting sharrows as the only bike treatment are not appropriate for streets like California Dr which has a 35 MPH speed limit. It is not safe now or for the future consider that as the permanent treatment.

B17-2

Fortunately streets like California Dr are not uncommon up and down the Peninsula with several streets flanking the Caltrain right-of-way. There are a number of Cities that have found a way to incorporate bike lanes on such streets. One such City is San Mateo and how it improved conditions for bicyclists on Pacific Boulevard, between Antioch and 42nd Avenue. Like California Dr, Pacific is 40' wide from curb to curb and has a 35 MPH speed limit. What San Mateo did is remove parking on the track side which enabled bicycle lanes to be painted in both direction – see here. This has resulted in narrowing the traffic lanes which benefited the fronting residences by giving them Traffic Calming benefits and buffers from high speed traffic. More recently San Mateo actually removed parking on both sides of Pacific Blvd between 42nd Ave and the city border with Belmont and painted very safe and usable buffered bike lane – see here. You can see how they did that per the attached. They striped 10' traffic lanes, 3' buffers and 7' wide bicycle lanes. As you can see, we don't have to reinvent the wheel here as it has been done successfully here.

Without bicycle improvements like this, then you can expect that people will continue to drive to the site. By doing bike lanes like these, you'd be encouraging the needed mode-shift away from driving and into other modes to mitigate traffic impacts. You would also not need as many parking spaces as a result.

Finally, it should be said that the improvements suggested above can and should be implemented now and should not have to wait for the development of the parcels. There are a number of bicycle riders already who are challenged and put in harm's way by the current hostile design. Despite that, people do bike here even at great risk. We would be smart to make it safer for those riders now and take advantage and encourage more riding to the station today. Otherwise, it would be a self-fulfilling prophecy that traffic and parking will be a definite problem going forward. We have the opportunity to do things right and better now.

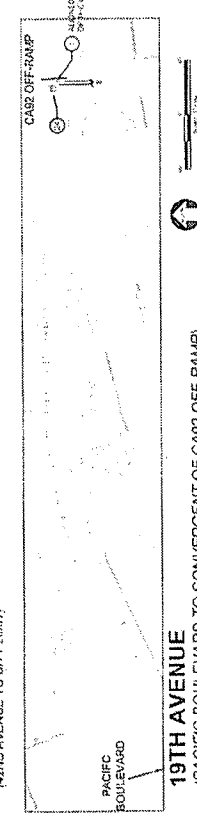
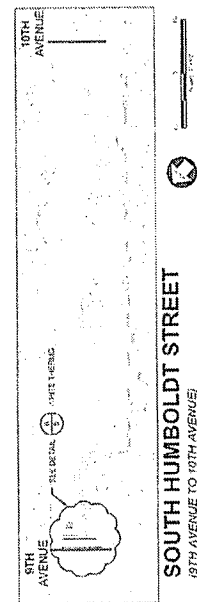
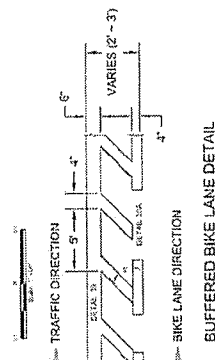
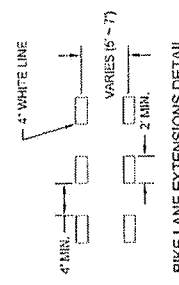
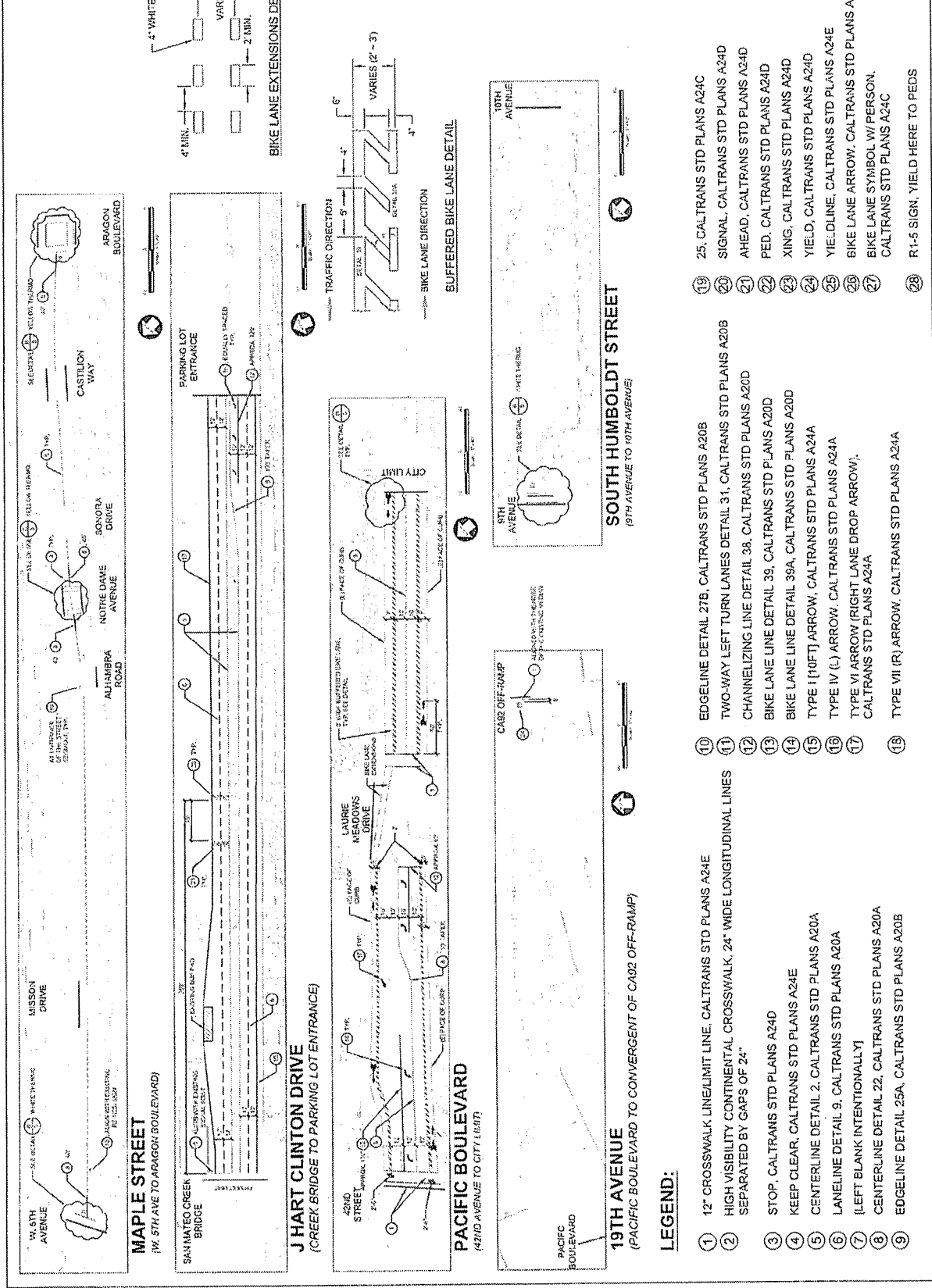
B17-2
(cont.)

Thanks,

Manito

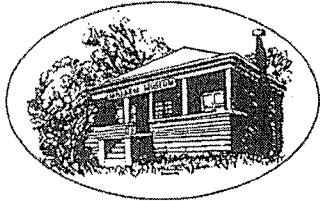
PROJECT NO. 151004-1000-1014	DATE	BY	DESCRIPTION
14	02	001	
SHEET 4 OF 7			

2014 SLURRY SEAL PROJECT
PAVEMENT STRIPING PLANS
MAPLE STREET, J HART CLINTON DRIVE, PACIFIC BOULEVARD
19 TH AVENUE, & S HUMBOLDT STREET



- LEGEND:**
- ① 12" CROSSWALK LINE/LIMIT LINE, CALTRANS STD PLANS A24E
 - ② HIGH VISIBILITY CONTINENTAL CROSSWALK, 24" WIDE LONGITUDINAL LINES SEPARATED BY GAPS OF 24"
 - ③ STOP, CALTRANS STD PLANS A24D
 - ④ KEEP CLEAR, CALTRANS STD PLANS A24E
 - ⑤ CENTERLINE DETAIL 2, CALTRANS STD PLANS A20A
 - ⑥ LANELINE DETAIL 9, CALTRANS STD PLANS A20A (LEFT BLANK INTENTIONALLY)
 - ⑦ CENTERLINE DETAIL 22, CALTRANS STD PLANS A20A
 - ⑧ EDGELINE DETAIL 25A, CALTRANS STD PLANS A20B
 - ⑨ EDGELINE DETAIL 27B, CALTRANS STD PLANS A20B
 - ⑩ TWO-WAY LEFT TURN LANES DETAIL 31, CALTRANS STD PLANS A20B
 - ⑪ CHANNELIZING LINE DETAIL 38, CALTRANS STD PLANS A20D
 - ⑫ BIKE LANE LINE DETAIL 39, CALTRANS STD PLANS A20D
 - ⑬ BIKE LANE LINE DETAIL 38A, CALTRANS STD PLANS A24A
 - ⑭ TYPE I (10FT) ARROW, CALTRANS STD PLANS A24A
 - ⑮ TYPE IV (L) ARROW, CALTRANS STD PLANS A24A
 - ⑯ TYPE VI ARROW (RIGHT LANE DROP ARROW), CALTRANS STD PLANS A24A
 - ⑰ TYPE VII (R) ARROW, CALTRANS STD PLANS A24A
 - ⑱ 25, CALTRANS STD PLANS A24C
 - ⑲ SIGNAL, CALTRANS STD PLANS A24D
 - ⑲ AHEAD, CALTRANS STD PLANS A24D
 - ⑲ PED, CALTRANS STD PLANS A24D
 - ⑲ XING, CALTRANS STD PLANS A24D
 - ⑲ YIELD, CALTRANS STD PLANS A24D
 - ⑲ YIELD LINE, CALTRANS STD PLANS A24E
 - ⑲ BIKE LANE ARROW, CALTRANS STD PLANS A24E
 - ⑲ BIKE LANE SYMBOL W/ PERSON, CALTRANS STD PLANS A24C
 - ⑲ R1-5 SIGN, YIELD HERE TO PEDS

PROJECT NO. 151004-1000-1014	DATE	BY	DESCRIPTION
14	02	001	
SHEET 4 OF 7			



MILLBRAE HISTORICAL SOCIETY
Post Office Box 511 • Millbrae, California 94030

A NON-PROFIT CORPORATION

Comment Letter B18

RECEIVED

AUG 10 2015

CITY OF MILLBRAE
ADMIN DEPT.

Honorable Mayor and
Members of the Millbrae City Council
621 Magnolia Ave.
Millbrae, CA 94030

August 6, 2015

Re: Comments to the Draft Environmental Impact Report of
Millbrae's Station Area Specific Plan.

To whom it may concern:

Please be advised that our Train Museum has plans to lay track and operate a short tourist train within a small portion of the 'station-area specific' plan. This rail line would parallel the existing Caltrain tracks, and would be within the current Caltrain parking lot. It would also extend south, beyond the parking lot into Burlingame. This plan was approved by the Millbrae Historical Society Board of Trustees in 2003, and was submitted to the appropriate authorities at that time. Currently, the biggest issue delaying our construction of the line is the Caltrain plans to electrify the corridor. The area we would use is needed temporarily during construction of the electrification infrastructure.

B18-1

Thank you for your concern with this matter.

John Muniz
President

Vernon W. Bruce
Train Museum Director

Comment Letter B19

From: Vince Muzzi [mailto:vince@vmuzzi.com]
Sent: Monday, August 10, 2015 4:13 PM
To: Soyeb Palya <SPalya@ci.millbrae.ca.us>; Christi Diiorio <CDiiorio@ci.millbrae.ca.us>
Cc: Jennifer Renk <JRenk@sheppardmullin.com>; Sigrid Waggener <Sigrid.Waggener@sedgwicklaw.com>;
Salvatore Ariganello <Sal@ccmwest.com>; Don Clark <dclark@cathexes.com>; Jeremy Packer
<JPacker@cathexes.com>; Marc Pfenninger <mpfenninger@studios.com>; Peter Van Dine
<pvandine@studios.com>
Subject: Millbrae Serra Station, LLC Comments on Millbrae Station Area Plan DEIR

All:

As instructed, attached is Millbrae Serra Station's 5 pages of comments on the Draft EIR for the Millbrae Station Area Plan. You will also be receiving some additional comments from some of our other consultants. We understand that certain parties have asked that today's submission date be postponed. We have not asked for any postponement, but wanted to avoid pre-submitting if a postponement was to be made by the City. Not having heard any report of postponement, as of the time of this email, we are submitting our comments today.

B19-1

Please advise me if there should be any problem with your receiving this email and the attachment ASAP. I am in Italy and 9 time zones ahead trying to get this to you by 4:15 PM PDT on 8/10/2015.

You can call me on my cell, as a local call for you, simply by calling (650) 333-1358. Your call will be forwarded to my cell. An email from PlaceWorks or the City of Millbrae confirming timely receipt of the attached comments would be greatly appreciated.

Thanks,

Vince

--

Vincent A. Muzzi, Esq.
1818 Gilbreth Road, Suite 123
Burlingame, CA 94010
(650) 692-5406 Office
(650) 697-4177 Fax
vince@vmuzzi.com

August 10, 2015
 Millbrae Serra Station Area Comments on
 DEIR for the Millbrae Station Area Specific Plan and TOD #1

Section 2, Page 22:	Remove reference to "Weeks and Grimmer" from CULT TOD #1-1.	B19-2
Section 2, Page 23:	<p>Height issue for TOD #1: We ask that the DEIR THROUGH OUT not pre-condition the City's existing authority to over-ride the Airport Compatibility Zone criteria, but instead provide that the Airport Compatibility Zone criteria will be applied subject to the City Council's right to override for a TOD, if the Council finds that the TOD project's building(s) heights and criteria have been applied for to the FAA and have been reviewed and approved by the FAA.</p> <p>Note: If as has been reported to us by the FAA there are only 00.6% of all flights per year over Site One for take-offs during the year, we are talking about a total of less than 13 recorded fly overs in any 12 month period. (See Section 4, Page 23 where it states SFO reports there are annually 4,206 total flights to and from SFO or 2,103 take-offs) of which 00.6% fly over Site One which we calculate at less than 13 flights per year.</p>	B19-3
Section 2, Page 27:	If the City intends to pursue any traffic mitigations, how is developers' fair share to be addressed?	B19-4
Section 3, Page 3:	Don't you need to mention CalTrain electrification?	B19-5
Section 3, Page 13:	Section 3.2.1.4 continued at the top of the page at the end of the second paragraph, add: "The City Council can override Airport Compatibility Zone criteria for a TOD in favor of FAA studied building specific height limit approvals."	B19-6
Section 3, Figure 10:	Change "*Heights must comply with San Francisco International Airport Land Use Compatibility Plan." To: "*Heights that comply with San Francisco International Airport Land Use Compatibility Plan." This describes what is shown on figure, but leaves open the right of the City Council to override for TOD in favor of FAA studied, building specific, height limit approvals.	B19-7
Section 3, Page 20:	<p>1. Add Uses: Museum ("P"), Theater ("C") Co-Generation ("P") and Paid Public Parking ("P").</p> <p>2. Modify Notes and Footnotes a, c and d regarding Airport Compatibility Zone criteria to be "subject to permitted City Council override for TOD in favor of FAA studied, building specific, height limit approvals."</p>	B19-8 B19-9
Section 3, Page 21:	Table 3.2 Modify Note and footnotes a, c and d regarding Airport Compatibility Zone criteria to be "subject to permitted City Council override for TOD in favor of FAA studied, building specific, height limit approvals."	B19-10

August 10, 2015
Millbrae Serra Station Area Comments on
DEIR for the Millbrae Station Area Specific Plan and TOD #1

Section 3, Page 22: Modify the last sentence on this page to allow the City Council to override the San Francisco International Airport Land Use Compatibility Plan for TOD in favor of FAA studied, building specific, height limit approvals.

B19-11

Section 3, Page 24: Table 3.3:

1. Modify Notes and Footnotes "a" regarding Airport Compatibility Zone criteria to be "subject to permitted City Council override for TOD in favor of FAA studied, building specific, height limit approvals."

B19-12

2. Modify: Height (Max.a/Min.b) to Height (Max.a/Min.)b to make clear footnote "b. Exception allowed for a signature building that is part of a larger development." applies to both maximum and minimum height. Otherwise, outside parentheses, it appears to apply only to minimum height.

B19-13

3. Modify Setback under TOD rear setback to "0 feet" from sidewalk on new extension of new California Drive street frontage since City has increased width of both that street and sidewalk for SamTrans.

B19-14

4. TOD Maximum FAR and Residential Development Density: footnote "d. Floor Area Ration (FAR): The ratio of the gross floor area of all buildings on a lot to the area of the lot." Revised to read: "d. Floor Area Ration (FAR): The ratio of the gross floor area of all buildings on a lot to the area of the lot including any area dedicated in a TOD to street right-of-way." Parking is not of FAR."

B19-15

5. TOD increase maximum permitted floor plate to 50,000 square feet is what technology companies are demanding.

B19-16

6. Modify footnote "i" to make it clear that Building Floor Plate limitation does not apply to any TOD parking garage's floor-plate(s).

B19-17

Section 3, Page 26: Why are we setting arbitrary setback steps for the TOD#1 in the EIR? What reason is there for any step back for the TOD building(s) facing on the new extension of California Drive opposite the BART Station? Given the proposed reduction of the TOD#1 site to accommodate the widening of the California Drive extension, at least that face of the TOD should not require any predefined articulation. Building articulation can be best addressed for any aesthetic issues in planning commission and/or council design review.

B19-18

Section 3, Page 28: "Setbacks Near Single Family Designations" requiring a 45 degree angle needs to be clarified. The word "designation" is ambiguous and should be changed to "zoned." It also needs to be clarified that it does not apply to any zoned or permitted single family structures within the Station Area Plan. (Note: There is an existing single family, rented home at 133 Serra Avenue which will continue to be a permitted use under the Station Area overlay. We do not know its zoning status.)

B19-19

August 10, 2015
 Millbrae Serra Station Area Comments on
 DEIR for the Millbrae Station Area Specific Plan and TOD #1

Section 3, Page 28:	Public Open Space should include the enclosed galleria which is planned to be open to the public during normal business hours to be decided at the time of	B19-20
Section 3, Page 43:	<ol style="list-style-type: none"> 1. Conditional Use Permits "CUP's" should be added to list of approvals. 2. Other agency approvals should be listed: (consistent with list on Section 3, Page 61 and Section 3, Page 83.) However, it needs to be stated the City Council can override the San Francisco International Airport Land Use Compatibility Plan in favor of FAA studied, building specific, height limit approvals. 	B19-21 B19-22
Section 3, Figure 18:	The TOD #1 outline shown on the drawing is incorrect in that it fails to include 190 El Camino Real within TOD #1.	B19-23
Section 3, Page 45:	In section 3.3.1.3 at the end of "TOD#1 Land Use Concept and Planning Zone,". However, it needs to be stated that City Council can override the San Francisco International Airport Land Use Compatibility Plan in favor of FAA studied, building specific, height limit approvals.	B19-24
Section 3, Page 54	Retail is limited from 8 AM to 5 PM. This is not consistent with TOD and needs to be expanded to at least comply with BART and CalTrain hours, if not longer..	B19-25
Section 3, Page 57:	<ol style="list-style-type: none"> 1. Bike storage is excessive in the full build-out of only site 1, 5 & 6 would require long term bike parking for over 1,000 bicycles! We would suggest that the number be related to the number of required parking such as 10% of the number of parking spaces required. 2. We would propose that long-term bike parking be made flexible as to how it is accommodated and to be counted and permitted to be included within units or other designated areas in residential and office units themselves. 	B19-26 B19-27
Section 3, Page 60:	Utilities discussion omits sewer service.	B19-28
Section 3, Page 61:	The list needs to be made consistent with Section 3, page 43 and Section 3, page 83.	B19-29
Section 3, Page 66:	At the end of section 3.4.4.1 "Building Design and Height" with reference to TOD #1 it needs to be stated that City Council can override the San Francisco International Airport Land Use Compatibility Plan in favor of FAA studied, building specific, height limit approvals.	B19-30
Section 4.4, Page 11:	Remove reference to "Weeks and Grimmer" from CULT TOD #1-1.	B19-31
Section 4.8, Page 22:	Sea level rise discussion is missing an impact conclusion.	B19-32
Section 4.9, Page 16:	How is LUS.1 Commercial and Industrial Needs not applicable to TOD #1?	B19-33
Section 4.9, Page 18:	FAR typo: shown as 4.75, please correct to show 5.75.	B19-34

August 10, 2015
Millbrae Serra Station Area Comments on
DEIR for the Millbrae Station Area Specific Plan and TOD #1

- Section 4.10, Page 26: Last paragraph should say, "Standard of Significance 6" (not "5") and "aviation facilities" should be replaced by "private airstrips." | B19-35
- Section 4.10, Page 31: 1. Second to last sentence under "Summary" needs an ending. | B19-36
2. Under TOD #1 Project, first sentence should state the "interior residential uses" would be required to stay under 45dBA. | B19-37
- Section 4.10, Page 40: At top of page, TOD #1 should be #2 and MM should be 1-2.2. | B19-38
- Section 4.10, Page 72: In the second sentence use "would" not "could." | B19-39
- Section 4.12, Page 23: Was a Developer Fee Study approved? If so, this section could be updated. | B19-40
- Section 4.13, Page 28: 1. SamTrans: The southbound SamTrans Bus stop would be more practically located on California Drive under or just north of the Millbrae Avenue overpass as we have shown in our drawings for TOD #1. The road width can be achieved in those areas without eroding any of the TOD #1 building area or over extending any overhead bridging of the new California Drive extension to the BART station platform. What are you going to do with the Hexagon study? | B19-41
2. Shuttle stops: The west side bus loop has 3 shuttles: Mercy High School, Broadway-Millbrae CalTrain and North Burlingame Alliance shuttle. They service the CalTrain station as well as BART. I would be most convenient to locate those closer to the train station. Why would you put the bus pullouts for 4 large shuttles at the new California extension? What are you going to do with the Hexagon study? | B19-42
- Section 4.13, Page 42: The parenthetical convention used throughout the Traffic section is confusing and unnecessary (e.g. Existing (2014) Plus Project (Specific Plan Update condition). It should just match the Analysis Scenarios in Section 4 pages 13-16. | B19-43
- Section 5.2, Page 5: Table 5.2.2 shows in the "No Project" alternative 500 hotel rooms instead of 500 Residential (Units). | B19-44
1. At Section 5.2, pages 11-12 it states that the No Project alternative does not have any Airport Related Hazards. However, one of the policies in the Airport's list is that no gathering areas for more than 300 persons should be permitted. A 500 room hotel would certainly require gathering areas, conference rooms, ball rooms that would accommodate 300 or more persons to be economically viable. | B19-45
2. The No Project alternative would leave the existing Millbrae Serra Convalescent Hospital to continue its existing operations in conflict with the Airport's policy against such use in this location. | B19-46

August 10, 2015
Millbrae Serra Station Area Comments on
DEIR for the Millbrae Station Area Specific Plan and TOD #1

Again, we urge that the EIR let the City Council determine what Airport policies it will and will not accept for the Station Area provided they are fact based on FAA guidelines, study and specific approved building and use applications that have been or are approved by the FAA.

B19-47

Comment Letter B20

From: Adina Levin [mailto:aldeivnian@gmail.com]
Sent: Monday, August 10, 2015 3:22 PM
To: Christi Diiorio <CDiiorio@ci.millbrae.ca.us>
Subject: Millbrae Station Area Specific Plan and Draft Environmental Impact Report

Attention: Christine di Iorio
Community Development Director Community Development Department City of Millbrae

Honorable Mayor and City Council, Planning Commission and Ms. di Iorio,

Friends of Caltrain is a 501c3 non-profit with over 5000 participants on the Peninsula corridor from San Francisco through San Jose, supporting an integrated transit system with stable funding and transit-supportive policies.

To further the goal sustainable transportation and transit-supportive land use, I would like to provide comments on the Millbrae Station Area Specific Plan (MSASP) and Draft Environmental Impact Report (DEIR), which includes two transit-oriented developments.

B20-1

The proposed update to the MSASP presents a unique opportunity to transform the Millbrae station area into a vibrant, mixed-use, transit-oriented, and economically resilient neighborhood. It is classified as a Priority Development Area in the One Bay Area Plan as a critical part of the sets greenhouse gas reduction goals through the Bay Area Air Quality Management District [BAAQMD] using transportation and housing strategies

The DEIR should include a strong focus on Vehicle Miles Traveled as a core measure to evaluate the environmental impact of transportation in the Plan Area in line with the objective of State Senate Bill 743. The environmental analysis must be primarily evaluative to its promotion of "the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses."

B20-2

The MSASP should set transportation goals that support statewide carbon reduction goals as established in AB 32, the Global Warming Solutions Act of 2006, which set greenhouse gas emissions reductions targets for 2020 and SB 375, the Sustainable Communities and Climate Protection Act of 2008.

As one of the most transit-rich locations in the region, the Millbrae station is particularly appropriate for strategies to reduce VMT and single-occupancy vehicle trips while increasing active transportation options through public transit, bicycling, and walking.

Currently the draft plan forecasts a driving mode share of 69% for an area with robust rail and bus transit. This mode share is much higher than other areas with less robust transit connections including Mountain View North Bayshore (where Council set a goal of 45% drivealone mode share based on robust planning and Menlo Park near Facebook (where the draft General Plan circulation goals call for under 50% drivealone). Technology companies in Downtown Palo Alto near Caltrain report mode share of less than 40% drivealone.

B20-3

The Plan should propose and the EIR should study a stronger goal of 45% drivealone mode share, and the City should bring in advisors with professional expertise to assess an appropriate, achievable, and ambitious goal that would help address the local traffic concerns and advance climate goals.

In particular, the MSASP forecasts that bike and pedestrian trips in 2040 will remain at current levels of 3%. We urge Millbrae to set much higher goals for this transit hub, at least 20%, and ensure that infrastructure and encouragement programs are in place to reach these goals. This will also help reduce car traffic and congestion for the city. To further this goal, the MSASP and DEIR should update the bicycle standards to include class IV protected bikeways, which were created in California by AB 1193 in September 2014. Protected bikeways are cycle tracks or separated bikeways, and exact specifications will be published by January 1, 2016.

B20-3
(cont.)

In order to achieve the VMT/mode share goals, a best practice as followed by other cities in the area is to assign each development a trip goal with monitoring and public reporting, so as to achieve the overall goal across the set of developments in the plan area.

In order to achieve effective vehicle trip reduction for multi-tenant developments (with residential buildings and with smaller tenants who cannot each afford a TDM program, their own shuttles, etc), Millbrae may wish to consider a Transportation Management Association, such as is being used by other cities - Mountain View, Sunnyvale, San Mateo- that has the capacity and authority to execute a Transportation Demand Management Plan effectively for both new and existing businesses and housing developments. Developer fees could fund the TMA which would design and operate programs for multiple tenants.

Another strongly effective policy in transit-rich areas is to "right-size" parking so as to support reasonable expected use by drivers but not overly encourage vehicle trips. According to the draft plan, TOD #2 (Republic) provides slightly more than one parking space per two office workers, and slightly more than one space per bedroom plus guest parking. However, the dedicated retail parking includes 4 spaces per thousand square feet, and does not have any obvious sharing among uses that have different peak hours. Plus, there are over 609 surface parking spaces, above and beyond the parking dedicated for office, retail, and residential use. 317 of those parking spaces would be for BART parking, with nearly 300 additional surface parking spaces. These additional parking spaces seem at cross purposes with the goals of a transit-oriented development to encourage multi-modal access, and at odds with a set of policies in the plan to encourage shared parking, and priced parking, to encourage efficient use of parking space.

B20-4

The DEIR describes the additional surface parking in a positive manner as as a positive "less than significant impact. This language is in keeping with older CEQA guidelines, where "inadequate parking" was considered an environmental impact. However, "sufficient parking" is no longer considered an impact under CEQA, so this consideration is no longer appropriate for CEQA analysis.

In order to efficiently use parking and balance incentives to reduce vehicle trips, we recommend that parking be entirely unbundled so that users pay to park throughout the MSASP area. Unbundled parking pertains both to residential developments, where residents can purchase parking based on their household's needs, and for commercial developments. Unbundling parking in commercial developments and allowing the parking to be a separate line item in the lease allows employers use parking cash-out - employees who choose not to take a parking space because they commute via other modes can receive a cash benefit up to the value of the parking spot lease. The use of carshare spaces and carshare membership can help residents and workers to have access to cars as needed.

Community members have reasonable concerns about preventing spillover parking into the neighborhoods. In order to prevent this impact, we recommend expanding Residential Parking Permit zones to cover neighborhood streets near the development. The RPP program would issue permits at low cost or no charge to residents, with permits available for guests. Residents of nearby new housing within the plan area would be ineligible for street permits. To prevent spillover parking from commercial use, the City can decide whether to provide no parking at all, short-term parking, and/or a limited number of parking permits for visitors and workers.

B20-4
(cont.)

In addition, in order to reduce the risk of spillover parking from transit users, Millbrae should partner with Caltrain, BART and SamTrans to conduct a station access study, in keeping with the goals of the transit agencies to reduce transit access by driving, improving pedestrian and bicycle access, and improving first/last mile connections to the station.

In order to further the VMT reduction goals the plan should consider substantial improvements to pedestrian and bicycle circulation especially along major gateway streets like El Camino Real and Millbrae Avenue. Proposed mitigation to the above-listed significant unavoidable impacts revolve almost exclusively around lane additions and widening of existing roads to facilitate motorized travel. Currently, improvements to bicycle circulation, these are all almost all confined to the small interior streets and a connection to the planned Bay Trail.

This approach to transportation design conflicts with multiple objectives in the Draft EIR (P. 3-40) that promote the development of Complete Streets within the entire specific plan area. As noted in the Draft EIR, El Camino Real and Millbrae Avenue provide the most direct north- south and east-west connecting routes respectively, to the BART/Caltrain Station and to the specific plan area in general. A review of traffic facilities by the Center for Investigative Reporting found that El Camino Real is the deadliest street in the San Francisco Bay Area and the section in Millbrae leads in the number of fatalities. The proposed addition of lanes to El-Camino Real/Millbrae Avenue intersection will further increase the risk of collisions especially involving pedestrians and bicyclists in this area. This is contradictory to the Complete Streets goals of the Plan.

B20-5

Concerns have been raised that El Camino Real has too much vehicle use to consider for bicycle and pedestrian improvements. However, research shows that El Camino Real in Millbrae has less vehicle traffic than ECR in other cities in the region that have adopted policies or are considering policies to implement bicycle and pedestrian improvements for El Camino Real.

El Camino Intersection	City	Average Daily Trips
San Bruno Ave	San Bruno	34,000
Millbrae Ave	Millbrae	22,400
Ravenswood	Menlo Park	31,000
3rd Ave	San Mateo	29,500
Castro	Mountain View	41,500

If improvements for active transportation is deemed to require more analysis and decision-making engagement than is feasible as part of the Millbrae Station Area Specific Plan, then we recommend that the City Council commission a study of the El Camino Real and Millbrae Corridors to determine appropriate improvements for bicycle and pedestrian access and safety, potentially in partnership with neighboring cities Burlingame and San Bruno. Study would benefit from considering the impacts/benefits on the local economy from improved pedestrian and bicycle access.

Potential improvements to consider include, but are not limited to, the following major elements:

1. Narrowing of El Camino Real into a 2-lane roadway in each direction
2. Addition of a Class IV protected bicycle lane in each direction of El Camino Real
3. Addition of a Class II bicycle lane in each direction of Millbrae Avenue
4. Improve pedestrian crosswalks with bulbouts to reduce the number of lanes crossed and a safe haven at the middle of the street
5. Improved sidewalks along El Camino to take an increased volume of pedestrian traffic in greater comfort and safety along a mixed use corridor with improved transit.

B20-5
(cont.)

Given its location at a major transit hub, we strongly support the city's goals for mixed use development in the station area. We hope that these comments can be constructive toward the goals of reducing transportation impacts and helping the development in the area to foster improvement to Millbrae's economy, the quality of life of Millbrae residents, and the environment.

B20-6

Thank you for your consideration

Sincerely

Adina Levin
Director, Friends of Caltrain
<http://greencaltrain.com>
650-646-4344



SIERRA CLUB

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Via Email: cdiiorio@ci.millbrae.ca.us

August 10, 2015

RE: Comments on Draft EIR for Proposed MSASP Update

Honorable Mayor and City Council, Planning Commission and Ms. di Iorio,

The proposed update to the MSASP presents a unique opportunity to transform the Millbrae station area into a vibrant, mixed-use, transit-oriented, and economically resilient neighborhood. It is classified as a Priority Development Area in the One Bay Area Plan as a critical part of the Bay Area wide solution to meet AB 32, California's Global Warming Act of 2006 and SB 375 that sets greenhouse gas reduction goals through the Bay Area Air Quality Management District [BAAQMD] using transportation and housing strategies.

B21-1

For this reason, the Sierra Club offers the following comments on the draft EIR issued for the proposed MSASP Update. We hope that our comments will persuade the City of Millbrae to reevaluate the draft EIR for its adequacy, as well as the proposed MSASP Update for its conformance to the above laws and relevance in today's social, environmental and economic climate.

Air Quality

The Draft EIR informs that the proposed buildout of the Specific Plan Area, TOD #1, and TOD #2 would individually and collectively result in significant unavoidable impact to air quality in Millbrae. Specifically, the proposed actions would individually and collectively increase operational phase emissions beyond significance thresholds established by the BAAQMD for VOCs [volatile organic compounds] and NOx [nitrogen oxides], as well as exceed the projected growth increase for Millbrae and thus exceed BAAQMD's regional significance thresholds for air pollutants.

B21-2

First, we must point out that it has been clearly established that motor vehicles are the primary source of NOX and VOC emissions, and these emissions increase in direct proportionality to VMT [vehicle miles traveled]. Therefore, a 95% increase in total daily VMT, even when accompanied by a 75% reduction in VMT per capita (as stated in the Draft EIR) does not mitigate but rather magnifies the threat posed by air pollution to the health of current and future Millbrae residents and the Bay Area.

B21-3

Secondly, with regards to significant emissions of PM2.5 we urge the City to consider the fact that SFBAAB [San Francisco Bay Area Air Basin] which includes San Mateo County, is currently a designated nonattainment area for ozone and PM2.5. As a result, additional unmitigated emission of PM2.5 resulting from the proposed buildout of the specific plan area and TOD #1 and TOD #2 respectively, would further deteriorate local and regional air quality and increase health risk to sensitive receptors in the area.

B21-4

Currently, in Millbrae, cardiovascular events, chronic lower respiratory disease and lung cancer, are among the top 5 leading causes of death for residents; and scientific studies by reputable organizations including the American Heart Association, World Health Organization, and The International Agency for Research on Cancer, have established a causal relationship between these diseases, and both short and long term exposure to air pollution.

B21-5

To protect the health of Millbrae residents, who are already significantly burdened by poor air quality, it is clearly imperative that the City incorporate into the EIR, a more robust transportation demand management plan, if it is serious about a mitigation strategy for air pollution. This transportation demand management plan must prioritize and achieve transit, pedestrian and bicycle travel, safety, and connectivity, above cars, using clearly stated and measurable goals for shifting the mode share, and a pro-active program for meeting these goals. These are all currently missing in the proposed MSASP update and associated EIR¹.

B21-6

Greenhouse Gas Emissions¹

SB 375, the Sustainable Communities and Climate Protection Act of 2008 was intended to reduce GHG emissions by aligning regional long-range transportation plans, investments and housing allocations, with local land use planning to reduce VMT and vehicle trips. The Metropolitan Transportation Commission [MTC] has a target 15% per capita GHG (15 MMTCO_{2e}) emissions reduction for light duty trucks and passenger vehicles from 2005 levels by 2035.

B21-7

According to the Draft EIR, the per capita efficiency target for the proposed specific plan area update, TOD #1, and TOD #2, are all below the 4.6 MTCO_{2e} BAAQMD threshold. However, buildout emissions for each, exceed the 1,100 MTCO_{2e} bright-line threshold of the BAAQMD. The Draft EIR further categorizes the greenhouse gas impacts of the proposed specific plan update and TOD #1 and TOD #2, as less than significant without mitigation. The fact that projected GHG emissions in the plan, would only comply with BAAQMD per-capita GHG emissions threshold, and not with the BAAQMD bright-line emission (total emission) threshold, is grounds for a mitigation strategy. The EIR needs evaluate what alternatives can be enabled in the MSASP update to curb greenhouse gas emissions and meet targets of the Climate Action Plan.

B21-8

¹ This may warrant instituting a Transportation Management Association, such as is being used by other cities - Mountain View, Sunnyvale, Emeryville, San Mateo- that has the capacity and authority to execute a Transportation Demand Management Plan effectively for both new and existing businesses and housing developments.

Transportation and Circulation

Under CEQA, a proposed project would have a significant impact on transportation and circulation if it would:

1. "Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrians and bicycle paths, and mass transit.
2. "Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections..."

B21-9

The draft EIR highlights that the proposed buildout of the specific plan area would:

- Add considerable volume of traffic to intersection #4 El Camino Real/Millbrae Avenue
- Contribute a considerable level of traffic to intersection #5 El Camino Real/Murchison Drive
- Contribute considerable levels of traffic to intersection #7 California Drive/Murchison Drive
- Contribute considerable levels of traffic to intersection #8 Rollins Road/Millbrae Avenue.

Proposed mitigation to the above-listed significant unavoidable impacts revolve almost exclusively around lane additions and widening of existing roads to facilitate motorized travel. While there are a few proposed improvements to bicycle circulation, these are all confined to the small interior streets and a connection to the planned Bay Trail.

B21-10

This approach to transportation design conflicts, distinctly, with at least four objectives in the Draft EIR (P. 3-40) that promote the development of Complete Streets within the entire specific plan area. It is vitally important that equal access and safety is available to pedestrians and bicycles especially along major gateway streets like El Camino Real and Millbrae Avenue. As noted in the Draft EIR, El Camino Real and Millbrae Avenue provide the most direct north-south and east-west connecting routes respectively, to the BART/Caltrain Station and to the specific plan area in general. It therefore begs the question why, besides the proposed few traffic signal improvements, there are no meaningful improvements to pedestrian and bicycle circulation along these major direct gateway routes. As important as El Camino Real and Millbrae Avenue are to vehicular and non-vehicular travel, lack of safety deter their use by the latter group. A review of traffic facilities by the Center for Investigative Reporting found that El Camino Real is the deadliest street in the San Francisco Bay Area and the section in Millbrae leads in the number of fatalities. The proposed addition of lanes to El-Camino Real/Millbrae Avenue intersection will further increase the risk of accidents especially involving pedestrians and bicyclists in this area. This is unacceptable.

B21-11

The Sierra Club suggests that the City revise the Draft EIR to consider the safety and efficiency of alternative modes of travel along the major streets and intersections. Regulatory policies that must be considered in the analysis of every street intersection in the MSASP include:

B21-12

- Caltrans Deputy Directive 64 (consider needs of non-motorized travelers),
- Caltrans Deputy Directive 64-R1 (provide for needs of travelers of all ages and abilities)
- Caltrans Director's Policy 22 (accommodate needs of pedestrians and bicyclists),

B21-13

B21-14

B21-15

- California Complete Streets Act of 2008 (AB 1358),
- Senate Bill 743 (which is intended to negate LOS as a measurement in EIRs),
- MTC Regional Regulations (that promote complete streets),
- Millbrae Policy C1.3 (promote safe walking),
- Millbrae Policy C1.8 (promote bikeway and pedestrian improvements),
- Millbrae Policy C3.1 (separate regional and commuter traffic from local traffic),
- Millbrae Policy C4.9 (provide a safe and logical bikeway system),
- Millbrae Policy C4.15 (pedestrian safety and convenience to be considered in the design of intersections), etc.

1821-16
1821-17
1821-18
1821-19
1821-20
1821-21
1821-22
1822-23

We propose a more robust mitigation to transportation and circulation impacts resulting from the proposed buildout of the specific plan area especially since current circulation patterns do not relieve congestion by enabling other modes. Our mitigation strategy, which is in consonance with relevant regulatory policies, Caltrans revised guidelines that allows LOS [level of service] to be disregarded in Priority Development Areas favoring pedestrians and bicycles, meets all the stated objectives of the MSASP Update, and is highly feasible. It includes, but is not limited to, the following major elements:

1821-24

1. Narrowing of El Camino Real into a 2-lane roadway in each direction
2. Addition of a Class IV protected bicycle lane in each direction of El Camino Real
3. Addition of a Class II bicycle lane in each direction of Millbrae Avenue
4. Improved, safer, shorter pedestrian crosswalks with bulbouts to reduce the number of lanes crossed and a safe haven at the middle of the street
5. Improved sidewalks along El Camino to take an increased volume of pedestrian traffic in greater comfort and safety along a mixed use corridor with improved transit.

1821-25
1821-26
1821-27
1821-28
1821-29

We want to reiterate that studies show adding lanes to roadways create added "induced demand" which is likely to result in both an increase in traffic and further reduced public safety; rather than improve an already unsafe traffic situation. Bike lanes, rather than additional lanes for motor vehicles, constitute the sustainable, long-term solution to current and anticipated future traffic load in the specific plan area. Bicycle boulevards like Bryant Street in Palo Alto, are shining examples of established means of reducing car traffic that works for most age groups. Electric bikes and tricycles parking and charging plans can also allow more people to use bicycles. Addition of bike lanes, especially separated bike lanes, to El Camino Real and Millbrae Avenue will provide safe and efficient opportunities for alternative travel when walking is not an option, discourage auto use, and provide opportunities for the City to reduce significantly VMT per capita and mitigate air pollution and GHG emissions associated with the proposed MSASP buildout, as required by SB375.

1821-30

In addition to encouraging pedestrian and bicycle modes by improving access for these modes, it is well known that strategies to *discourage* auto use are also extremely effective. These strategies should be a consequence of the goals outlined in the MSASP. For example, to what extent, target, goal, and time frame will travel by foot, bicycle, bus and rail be made more efficient and attractive? How efficient are travel times for each of these modes relative to each other? How can walking and bicycling be made the most attractive options. We propose that:

1821-31

1. Parking be entirely unbundled so that users pay to park throughout the MSASP area.
2. Employers use parking cash-out - employees are paid to not drive to work

1821-32
1821-33

3. Parking ratios be reduced and, at the same time, car-share spaces and car-share membership added. [Reduced parking increases affordability by reducing costs for building expensive parking garages and also by freeing up space, within the height envelop, that can be used for added housing or office space.] | 821-34
4. Plan for only shared parking, preferably in separate public parking structures that can be removed and replaced if parking needs get reduced. | 821-35
5. All buildings - office and residential- be required to participate in discounted transit pass programs so that residents and employees have transit convenience. | 821-36
6. And, Resident Parking Permit programs need to be put in place, paid for by developer fees, in the neighborhoods around the MSASP area to protect neighborhoods from overflow parking. | 821-37

Land-Use and Planning

The height proposed for TOD #1 exceeds the maximum height identified in the specific plan update for the proposed site. The Draft EIR states that no mitigation is available for this impact, but that a reduced-intensity alternative may eliminate the need for mitigation (P. 2-23). The Sierra Club strongly supports high density development in the specific plan area, in line with Priority Development Area guidelines, and this is especially important since the proposed buildout is expected to increase population in the specific plan area by nearly 600% (Table 2-1). | 821-38

We propose that the City amend the planning document and zoning ordinance in the MSASP to include public benefit zoning. This type of zoning would allow developers, like TOD #1, to exceed current maximum height thresholds when it is safe to do so, in exchange for equivalent, much-needed community benefits such as affordable housing, public open space, child care, free shuttle service, free or subsidized transit passes, car-share, subsidized community facilities, and other public improvement programs that would not normally be fundable. | 821-39

This draft EIR is short on analysis and public participation and this is particularly glaring in the approach to public benefits. The EIR is explicit that the entitlements are not included in the analysis. However entitlements and zoning change have occurred as a collusion between council and developers to the detriment of the public. According to ABAG, Public Benefit Zoning (PBZ) – also known as Land Value Recapture- is based on the premise that land use changes and enhancement enacted by a public agency contribute to increased real estate values. It is reasonable to expect that if a private landowner benefits from public action, some benefits must be extended towards the community as well. In addition to the value created by the upzoning for the developer (as under incentive zoning) additional value is extracted from the landowner and dedicated to community benefits. | 821-40

Affordable Housing

MSASP has a stated goal of 15% affordable housing. Yet the first development that is planned to go ahead (TOD #2) has no indication that affordable housing will be included. Affordable housing coupled with reduced parking has been demonstrated as the most effective strategy for meeting regional air quality and transportation goals. | 821-41

Affordable housing is important for meeting Priority Development Area goals because, individuals in the lower income brackets are the most likely to use alternative transportation options and to not add autos to the MSASP, thus contributing to meeting the air quality goals and public transportation, walking and bicycling mode-share goals.

TOD #2 is on publicly owned land and, therefore, is the most obvious place to expect affordable housing and in a quantity exceeding the 15% stated goal. Again, the City can encourage affordable housing by applying public benefit zoning throughout the specific plan area.

B21-41
(cont.)

Other mitigation strategies that should be made standard in the MSASP

In addition to the above strategies that we propose, it is also advisable to make other mitigation strategies standard and mandatory in the MSASP. These are strategies such as are considered in the city's Climate Action Plan (CAP) to meet greenhouse gas targets. Rather than leaving these strategies as optional, the MSASP should make many of these strategies mandatory in the plan area in order to assist the city to meet its goals. There are many and could include green infrastructure such as:

B21-42

- capturing and reusing all rainwater on site
- using recycled water with double piping throughout
- permeable paving throughout
- rain gardens along sidewalks and in open parking
- quiet road surface for noise reduction in high density areas - rubberized road surface
- mandatory solar energy - active and passive
- priority for electric vehicles, electric charging stations, lower parking rates for electric cars
- requiring a high sustainability standard - higher than the standard LEED Silver - for the plan area
- bird-friendly design for all the buildings as the developments are near the baylands where thousands of birds live and feed daily and on the Pacific Flyway for millions of migratory birds.
- and many others listed in the CAP.

B21-43

B21-44

B21-45

B21-46

B21-47

B21-48

B21-49

B21-50

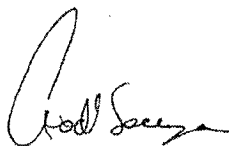
B21-51

B21-52

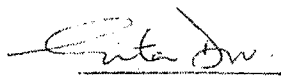
We submit the above comments with the expectation that our suggestions will be considered in improving the MSASP Update and associated Draft EIR. We hope that together we can bring the proposed MSASP update into realizing its obvious potential for being an improvement to the environment and economy of Millbrae, and the wellbeing of the residents of Millbrae rather than degrading their quality of life, health and safety.

B21-53

Respectfully submitted,



Gladwyn d'Souza,
Chair, Transportation Committee



Gita Dev
Co-Chair, Sustainable Land Use Committee

cc:

Mike Ferreira, Conservation Committee
John Cordes, Ex. Director, Sierra Club Loma Prieta Chapter

From: Noveed Safipour <noveed.safipour@gmail.com>
Sent: Monday, August 10, 2015 1:44 PM
To: Soyeb Palya
Subject: MSA EIR: Include impact of lack of housing on carbon emissions.

Greetings,

My name is Noveed Safipour, and I am writing to comment on Millbrae's EIR for the Millbrae Station Area's plan. I currently serve as the President of a political club for the region--the Peninsula Young Democrats. I am writing regarding the impact the absence of housing in transit areas like MSA have, and to ask that the EIR add the environmental consequences for not including housing that's set at prices attainable to working class folks in any plan for the MSA.

B22-1

In recent months, our club has had a number of speakers talk about housing-related issues, from which it has become abundantly clear that the lack of housing in the Peninsula at attainable rates is creating environmental consequences. Workers are moving to Tracy and even Modesto and commuting to and from the Peninsula daily, producing tons of carbon emissions along the way. Additionally, not having housing near transit centers means public transportation is underutilized. As Climate Change worsens, we must include the impact of commutes in EIRs for projects that don't include housing. Please be sure to add such effects in your study of any plan that lacks adequate housing options for working class families--that is, the average carbon emissions resulting from a commute from a place where workers currently live due to the housing crisis for the number of workers who aren't living in the MSA due to the absence of attainable housing.

B22-2

Also, for the possible options/alternatives in which MSA produces new jobs for the region, please add the impact on carbon emissions for those workers commuting from the East Bay, where they would likely have to reside due to the lack of attainable housing. We need EIRs to start taking this information into account, and it does not seem to fully consider the lack of attainable housing as it stands right now.

B22-3

Please let me know if you require any further information to evaluate and consider this comment.

B22-4

Soyeb Palya

Comment Letter B23

From: SchneiderAnn@juno.com
Sent: Monday, August 10, 2015 3:42 PM
To: MillbraeMSASPDIER@ci.millbrae.ca.us
Cc: Ann Schneider
Subject: Comments MSASP DEIR
Attachments: MSASP and DEIR Comments from Ann Schneider.docx

City of Millbrae
Community Development Department
621 Magnolia Ave
Millbrae CA 94030
MillbraeMSASPDIER@ci.millbrae.ca.us

Monday, August 10, 2015

Dear City of Millbrae:

Thank you for the opportunity to comment on the Millbrae Station Area Specific Plan and the Draft Environmental Impact Report. In the time allowed for review and comments there is no way I could review each page so my comments cover just a couple of components of the MSASP/DEIR.

B23-1

Here are my concerns:

MSASP – Page 4 Existing Condition – Demographics – Millbrae is more than Asian and whites and besides shouldn't whites be capitalized. This section should actually reflect the full census data.

B23-2

MSASP – Page 6 – Types of Businesses Millbrae could attract – I think this section is demonstrative of how the MSASP is written, it is very limiting, and lacking in vision. This section says all we can really attract is more restaurants and convenience retail like dry cleaners. If our guiding document is this negative, or this limiting in what we can attract then we have no hope to bring in the revenues we need to maintain Millbrae infrastructure. This section and the related MSASP 3.2.3.4 Transportation

My main concern is that there are not significant changes to the form of El Camino Real. When I read this section and the related transportation sections, it feels like Millbrae is accommodating drivers from outside of Millbrae and doing very little for all of us who live or work in Millbrae. El Camino Real is too wide and has too many lanes. We are a "pass through" community. The new MSASP continues this by placing the emphasis on getting to and from the station quickly. I don't see any Grand Boulevard concepts that change our existing El Camino Real to a walkable or bicycle Friendly Street.

The previous MSASP showed a plan for getting bus and drop off (kiss and ride) to be on a frontage road with a true divider with more planting, better sidewalks resulting in a narrower El Camino. It also included a pedestrian walkway over El Camino, the only truly safe way to cross our portion of El Camino Real. This plan gives up on this idea. This plan should reflect what we the residents and employees need to live in a vibrant and safe Millbrae. We need a major overhaul of El Camino. Instead this gives us the same size El Camino, and then extends California as another four lane road to connect with Victoria. The diagrams show that the existing Serra Ave will continue. I have seen Serra Station plans that have this as a plaza and community gathering place. This is really disappointing and will not give Millbrae what we really need, beautiful safe gathering spaces.

B23-3

On the other side it recommends the addition of another road. I am not sure how adding more roads makes this a transit oriented development. To me this seems like adding more roads so more cars can pass through Millbrae, without spending any money and leaving us the congestion, noise, air and water pollution.

If I read this correctly, the plan wants buses and shuttles to drop passengers off directly in front of the escalators leading up to the trains. But if this happen, then these people will not be walking past the new retail, or the new restaurants. How is this bringing any revenue to Millbrae? Drop off locations should be designed to get people to walk past retail, if not it is my guess that these retail locations will fail and that doesn't help the City, the people of Millbrae, the property owners or BART. If Multimodal users are not directed past the stores, who then will shop there? It will just be the people of Millbrae, who can't safely cross El Camino Real unless they are in a car. Surely Millbrae should see some financial benefit from out of towners using us to get to transit. How is this Grand Boulevard, and how does this bring in sales tax revenue to Millbrae? Will this new retail only be used by the new TOD residents? If this is the plan, I don't think that is sustainable.

Today's San Francisco Chronicle, August 10, 2015 is a front page article titled "Making Market Less Car-Friendly". It talks about changing roads to improve safety for pedestrians. Millbrae deserves the same consideration.

B23-3
(cont.)

MSASP 3.2.3.5 Utilities

3.35 Water – This plan is our opportunity to discuss water recycling. Instead it just mentions that we don't have any water recycling. The Water Pollution Control Plant is within the MSASP. Shouldn't there be a discussion of bringing purple pipe system to this area and up to El Camino so eventually there is a line to school playing fields and the Green Hills Country Club golf course? This section seems perfunctory and lacking in vision. This land will be developed. Getting the pipes in the ground now seems only logical.

B23-4

On site storm water retention is not discussed. Developers can be encouraged to have storm water collection systems for onsite landscape watering as well as the inclusion of gray water plumbing systems in the new construction.

B23-5

Waste Water – given the new waste water rate increases, this section needs expansion to explain that the new developments will have new piping and the opportunity to redo the existing pipes so as to alleviate the concerns brought recently by the public. Plus it would help the City if an explanation that the new units, commercial and residential will be paying for waste water. My question is with the addition of all these new units will it bring down the cost per utility customer will pay as there will be more billing locations. It seems to me that if you are adding say 500 new rate payers, which that number when added to existing rate payers will bring the monthly waste water fees down. If this is true then this should be explained so the rest of Millbrae will not think these new developments are costing them more money.

B23-6

I see no overview discussion of sea level rise or climate adaptation actions in this section at all. But more torrential rains will lead to the need for fast drainage and at least on the BART side, this is some of our lowest land. I would think a discussion of flooding and flood remediation should be mentioned here and then described in more detail in later sections.

B23-7

Why is there no section encouraging BART to put solar arrays on the top of the parking garage. All surface lot parking should have to have solar. If Millbrae wants to be the best multi-modal station, then the MSASP should be pushing for solar systems, rainwater retention, natural vegetation and everything else that will reduce not just this areas climate footprint but help the rest of Millbrae reduce our consumption of resources while becoming locally energy self-sufficient.

B23-8

3.7 – Solid Waste – this section as well as the portion of the DEIR that covers solid waste does not discuss the need for space for separation of organics, recyclables from garbage. It does talk about South San Francisco Scavengers and compliance with AB939 but if we have achieved the current diversion goals as outlined in SB341. Nor does it talk about the organics system in Millbrae for businesses and resident where organics are going to the Blue Line Transfer station and processed into Biogas. This is something all of us in Millbrae should be very proud of. But it isn't even mentioned, nor is space allocation for storage of materials. This has been state law since the early 1990s. Perhaps it is in the City's Green Building Ordinance. Either way it should be referenced here and in appropriate sections of the MSASP and DEIR.

B23-9

3.3.4.5 Circulation and Access

Why do we need new roads? We need to remove Serra Ave. Roads just cost Millbrae money to maintain. The previous MSASP was so much better in giving us a development that would add to Millbrae. I understand that there are multiple property owners here, but the SP should be a vision for the future, not an excuse to keep this area looking as it does.

B23-10

3.3.5.1 Demolition

Page 3.59 The description of demolition and site preparation makes no mention of possible relocation of buildings or deconstruction for reuse or even separation of materials to maximize recycling or for the reuse of some materials back into the project site. This section needs to be rewritten with Zero Waste goals in place that will encourage maximizing reuse and recycling, including the potential of transplanting trees for reuse elsewhere or on site. If the trees mentioned are the big eucalyptus trees then they could be cut down and sent to mini mills to create lumber. TOD1 and TOD2 can be great examples of green building principles. These principles need to be reflected in the MSASP.

B23-11

TOD2 talks about moving inert materials (concrete and asphalt) off site. Is there a need for gravel on site in which case it can be reused on site? This is fairly common now and should be considered. Millbrae and TOD2 will gain financially by adding more green components and selling the development as a green project. But to claim this it needs to be green from site preparation to operations of the completed buildings.

Conclusion

In all of the public meetings, hearings or the two documents is there a discussion of the benefits to Millbrae at large other than the implied sales tax or transit occupancy taxes. The MSASP should talk about how the revenue generated

B23-12

with development can benefit Millbrae as a whole. Where will the monies be used? Will we gain truly enjoyable public spaces, will the bike trails actually be built, and can money be set aside to create the dog park and a community garden? How are the people in these new developments going to safely get to Broadway to shop or eat? How will the people of Millbrae get to these developments, without driving? Will money be set aside so community groups can actually afford to use new community spaces should they be built? Where is the vision that ties the MSASP into the rest of Millbrae, other than by more, wider, faster roads and cars? 823-12
(cont.)

I think this plan has a better chance of being accepted by our residents and businesses if they can easily understand how the developments under consideration in this MSASP and DEIR can benefit all of Millbrae. Neither of these documents to me makes it clear how the Station Area will tie into the rest of Millbrae.

There was some really good ideas in the original MSASP, bring them back. This version has to be greener. The entire area, under this plan becomes even more car centric (except perhaps for the new residential units). Millbrae needs retail, we need places to gather that are out of the wind. We deserve some beautiful plazas in this area, we need lush and drought tolerant planting, spaces we want to walk to, and we need to use MSASP to create an exciting station that can be used by all.

Sincerely,

Ann Schneider

406 Palm Ave.

Millbrae, CA 94030

650-697-6249 / SchneiderAnn@juno.com

Old School Yearbook Pics

View Class Yearbooks Online Free. Search by School & Year. Look Now!
classmates.com

Comment Letter B24

From: Chuck FANCHER [mailto:fancherco@msn.com]

Sent: Monday, August 10, 2015 4:45 PM

To: Christi Diiorio <CDiiorio@ci.millbrae.ca.us>; Marcia L. Raines <MRaines@ci.millbrae.ca.us>; Marty Van Duyn <MVanDuyn@ci.millbrae.ca.us>

Cc: 'Blake Pogue' <blake.pogue@ppc-usa.com>; 'Dan Rogers' <Drogers939@aol.com>; elizabeth.cobb@sheaproperties.com; 'Landon Browning' <Landon.Browning@sheaproperties.com>

Subject: Comments relative to the Millbrae Station Area Specific Plan Update

Memo to: Community Development Director
City Manager
City of Millbrae
621 Magnolia Avenue
Millbrae, CA 94030

Ms Diiorio – as Owners in Equity of 10 El Camino Real - a parcel owned in fee by P&T Millbrae - LLC, Fancher Partners LLC and PPC Land Ventures, Inc. wish to record comments addressing the Millbrae Station Area Specific Plan Update and Transit-Oriented Development #1 and #2 projects.

1. Figure 3-2 of the EIR only identifies "TOD #1 Boundary," which includes a mix of uses (office, retail and residential). TOD #1 has direct access off of El Camino Real, with direct access opportunity to BART. The existing street pattern is substantially left in place relative to Sierra Avenue and Linden Avenue. The Private Drive proposed to connect with the railroad Avenue is a more efficient access than the limited access of Linden Avenue. Request the TOD #1 project analyze an alternative that vacates Linden Avenue and portion of Serra Avenue so as to create a greater developable parcel between Millbrae Avenue and Linden Avenue.
2. When evaluating on a project level TOD #1, what consideration was made for the viability of development for the balance of adjacent property? Consideration should be given to a project alternative that evaluates the whole of Area 1 and not just TOD #1. Such evaluation should consider viable development capacity of the remaining properties, while considering a comprehensive vehicle access and pedestrian circulation plan.
3. The total number of rooms within the Conceptual Development Program assumes 370 rooms. The draft Specific Plan identifies a 6-12 story hotel at the corner of El Camino Real and Millbrae Avenue (Figure 4-8, Area 1 Illustrative Plan). This use was not included in the TOD #1, however seems to be a better location given access and connectivity with BART. Please provide the market support for locating a hotel at the north east corner of Millbrae and El Camino Real. Additionally, please clarify if the locations of the hotels are "concept" and that the exact location of the hotel site within the TOD land use will be market driven.
4. As the Specific Plan Update identifies uses and densities that can be supported under anticipated future development scenarios, and given that there are multiple parcels owned by different ownership interests within the Specific Plan area, it is important that the EIR analysis, and the subsequent zoning entitlements, address how the supportable or allowable densities can be equitably allocated among the parcels and unaffiliated owners so as to prevent an outcome in which parcels being developed later subsequent to entitlements are not faced with use rights being exhausted by prior developing parcels usurping available density quantities.

B24-1

B24-2

B24-3

B24-4

B24-5

A solution to this potential inequity is not found in an assumption that surplus densities (densities greater than the market or the parcels can absorb or facilitate) may be entitled by the City. That presumption based on some presumptive forecast, if considered, cannot be relied upon to insure equitable distribution of development rights among parcels if for the only reason that certain entitled uses have greater economic value than others and those having greater value will be usurped before those having lesser value will be consumed. The City, through its entitlements may have to devise some form of "Transferable Development Rights" assigning proportionate development rights among all the entitled uses to all of the affected parcels, which could better insure that later developing parcels are not exposed to having their Specific Plan development rights diluted by early developing parcels usurping the densities. TDR's, simply presented as a potential solution, are utilized in other states and cities and appear to have legal precedent to address prospective inequities in the utilization of use rights among multi-parcel districts.

B245
(cont.)

This request is presented by Charles E. Fancher, Jr. and J. Blake Pogue, officers, respectively for Fancher Partners, LLC and PPC Land Ventures, Inc. Dan Rogers, as broker, is requested to forward this email to P&T Millbrae, LLC.

B246

Thank you. Chuck Fancher



Charles E. Fancher, Jr. (949) 955-7999 www.fancherpartners.com

Newport Plaza, 895 Dove Street, 3rd Floor, Newport Beach, CA 92660

APPENDIX B:
REVISED APPENDIX C, CULTURAL
RESOURCE DATA, OF THE DRAFT
EIR

A CULTURAL RESOURCES STUDY
FOR THE MILLBRAE STATION AREA
SPECIFIC PLAN UPDATE
MILLBRAE, SAN MATEO COUNTY,
CALIFORNIA



**A Cultural Resources Study for the
Millbrae Station Area Specific Plan Update
Millbrae, San Mateo County, California**

Eileen Barrow, M.A.

September 22, 2014



**A Cultural Resources Study for the
Millbrae Station Area Specific Plan Update
Millbrae, San Mateo County, California**

Prepared by:



Eileen Barrow, M.A.

Tom Origer & Associates
Post Office Box 1531
Rohnert Park, California 94927
(707) 584-8200

Prepared for:

PlaceWorks
1625 Shattuck Avenue, Suite 300
Berkeley, California 94709

September 22, 2014

ABSTRACT

Tom Origer & Associates conducted a cultural resources study for the Millbrae Station Area Specific Plan Update in Millbrae, San Mateo County. The study was completed in compliance with the requirements of the California Environmental Quality Act and the City of Millbrae, at the request of Steve Noack of PlaceWorks.

This study included archival research at the Northwest Information Center, Sonoma State University (NWIC File No. 14-0205), examination of the library and files of Tom Origer & Associates, contact with the Native American Heritage Commission and local Native American groups, and windshield inspection of the Specific Plan Area. This study resulted in the identification of no prehistoric cultural resources and three historic-period cultural resources within the Millbrae Station Area. Documentation pertaining to this study is on file at the offices of Tom Origer & Associates (File No. 2014-046).

Synopsis

Project: Millbrae Station Area Specific Plan Update
Location: Millbrae, San Mateo County
Quadrangles: Montara Mountain 7.5' series
Study Type: Archival research and windshield survey
Scope: 116 acres
Finds: Three historic-era cultural resources

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APPENDIX A: Native American Contact Efforts

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INTRODUCTION

This report describes a cultural resources study conducted for the Millbrae Station Area Specific Plan Update, Millbrae, San Mateo County. The study area consists of approximately 116 acres of land located in the eastern portion of the city of Millbrae. The Millbrae Station Area is bounded by the Bayside Manor Neighborhood and the San Francisco International Airport on the north, by the City of Burlingame on the east and south, and by Downtown Millbrae and the Mills Estate Neighborhood on the west (Figure 1). A Plan was developed and approved in 1998, but recently the City has been approached with development proposals that have prompted the City of Millbrae to update the Plan. The study was requested by Steve Noack of PlaceWorks. Documentation pertaining to this study is on file at Tom Origer & Associates (File No. 2014-046).

REGULATORY CONTEXT

The California Environmental Quality Act (CEQA) requires that cultural resources be considered during the environmental review process. This is accomplished by an inventory of resources within a study area and by assessing the potential that cultural resources could be affected by development.

This cultural resources survey was designed to satisfy environmental issues specified in the CEQA and its guidelines (Title 14 CCR §15064.5) by: (1) identifying all cultural resources in the project area; (2) offering a preliminary significance evaluation of the identified cultural resources; (3) assessing resource vulnerability to effects that could arise from project activities; and (4) offering suggestions designed to protect resource integrity, as warranted.



Figure 1. Project vicinity (adapted from the 1980 San Francisco 1:250,000-scale USGS maps).

Resource Definitions

Cultural resources are classified by the State Office of Historic Preservation (OHP) as sites, buildings, structures, objects and districts, and each is described by OHP (1995) as follows.

Site. A site is the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historic, cultural, or archaeological value regardless of the value of any existing structure.

Building. A building, such as a house, barn, church, hotel, or similar construction, is created principally to shelter any form of human activity. "Building" may also be used to refer to a historically and functionally related unit, such as a courthouse and jail, or a house and barn.

Structure. The term "structure" is used to distinguish from buildings those functional constructions made usually for purposes other than creating human shelter.

Object. The term "object" is used to distinguish from buildings and structures those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed. Although it may be, by nature or design, movable, an object is associated with a specific setting or environment.

District. A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

Significance Criteria

When a project might affect a cultural resource, the project proponent is required to conduct an assessment to determine whether the effect may be one that is significant. Consequently, it is necessary to determine the importance of resources that could be affected. The importance of a resource is measured in terms of criteria for inclusion on the California Register of Historical Resources (Title 14 CCR, §4852) listed below. A resource may be important if it meets any one of the criteria below, or if it is already listed on the California Register of Historical Resources or a local register of historical resources.

An important historical resource is one which:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Additionally, the OHP advocates that all historical resources over 45 years old be recorded for inclusion in the OHP filing system (OHP 1995:2), although professional judgment is urged in determining whether a resource warrants documentation.

PROJECT SETTING

Study Area Location and Description

The study area is located in the city of Millbrae, in northern San Mateo County. The Millbrae Station Area is located in the eastern portion of Millbrae and is bounded by the Bayside Manor Neighborhood and the San Francisco International Airport on the north, by the City of Burlingame on the east and south, and by Downtown Millbrae and the Mills Estate Neighborhood on the west. The Millbrae Station Area totals approximately 116 acres of mostly developed land, as shown on the Montara Mountain, California 7.5' USGS topographic quadrangle (Figure 2).

Soils mapped for the Millbrae Station Area are a combination of Orthents and Urban land (Kashiwagi and Hokholt 1991; USDA 2014). Orthents soils are very shallow to very deep, well draining soils, formed on alluvial fans, costal terraces, and hills and derived from sandstone. Urban land is formed when 85% of the soil surface is covered with asphalt, concrete, buildings, and other structures. Most locations in San Mateo County containing Orthents soils are used for homesite development, urban development, or recreation (Kashiwagi and Hokholt 1991:29, 35, and 36).

Green Hills Creek, Millbrae Creek and several unnamed drainages once flowed into and near the Millbrae Station Area and would have supplied fresh water to the area. In addition, the edge of San Francisco Bay once lay just northeast of where the Southern Pacific Railway runs through the Millbrae Station Area (Helley and LaJoie 1979).

Based on analysis of the environmental setting, the southwestern half of the Millbrae Station Area would have been well situated for prehistoric occupants of the region to live or gather resources. Its surroundings include nearby fresh water sources and well-drained soils that would have supported a variety of plants that in turn could have served as food and cover for animals. Research has shown that prehistoric sites tend to be found in locations such as this where these and other natural attributes aggregate. The northeastern half would have been marshland and subject to tidal flooding, therefore would be unlikely to contain prehistoric sites.

Cultural Setting

Archaeological evidence indicates that human occupation of California began at least 11,000 years ago (Erlandson *et al.* 2007). Early occupants appear to have had an economy based largely on hunting, with limited exchange, and social structures based on the extended family unit. In the greater San Francisco Bay Area, earliest sites can date to 7,000-8,000 B.C., though sites dating to this time period have not yet been found in the west Bay Area (Fitzgerald 1993; Hylkema 2002; Meyer and Rosenthal 1997; Moratto 2004:264-268; Schwaderer 1992). Typically sites on the west side of the Bay do not predate 5,000 years ago. Moratto hypothesized that bay shore sites that date to this time would have not been found due to the rise in sea level and the likelihood that these older sites would be buried under five meters or more of sediments (Moratto 2004:266).

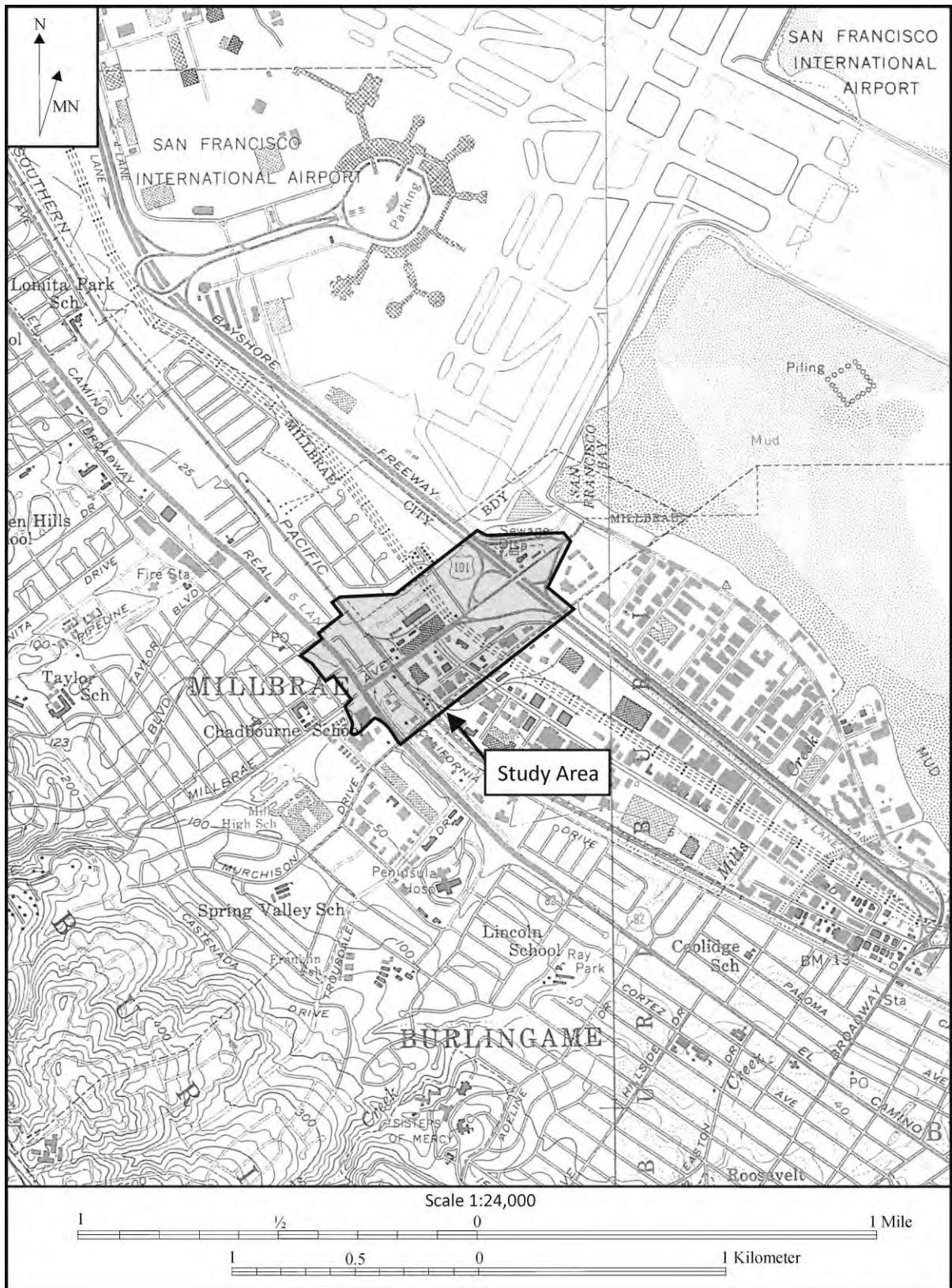


Figure 2. Study Area (adapted from the 1980 Montara Mountain and San Mateo 7.5' USGS maps).

Linguistic evidence shows that between 8,000 and 6,000 B.C. inhabitants in the area were Pre-Hokan speakers but by 4,000 B.C. Hokan languages had developed in the Millbrae area (Moratto 2004:543-551).

Between 2000 B.C. and A.D. 1 Penutian speakers began to migrate into the area from the lower Sacramento Valley (Moratto 2004:552-557). These Penutian speakers were the ancestors of the Costanoans who inhabited the San Francisco Peninsula when it was first visited by Europeans Levy 1978:485).

The Costanoans were hunter-gatherers who lived in rich environments that allowed for dense populations with complex social structures (Kroeber 1925; Levy 1978). They settled in large, permanent villages about which were distributed seasonal camps and task-specific sites. Primary village sites were occupied throughout the year, and other sites were visited in order to procure particular resources that were especially abundant or available only during certain seasons. Sites often were situated near fresh water sources and in ecotones where plant life and animal life were diverse and abundant.

Spanish settlers began arriving in the late 1760s, though the land containing Millbrae was under the jurisdiction of Mission San Francisco de Asis or Mission Dolores. In 1835, under Mexican domain, the land containing Millbrae was granted to Jose Antonio Sanchez. This land grant was known as the Buri Buri land grant (Alexander and Hamm 1916:31). After Jose Antonio Sanchez's death, the family divided the land grant equally into portions for each of his ten children (Harris 1972).

Darius Ogden Mills, a California Gold Rush pioneer, bought a portion of the Rancho Buri Buri land from Sheriff James Wilson in 1860 for \$20,000 and then built his estate on a portion of the land, which he named "Mill's *brae*," or "Mills' rolling hills" (Millbrae Historical Society 2007:33). In Darius Ogden Mill's honor, the city later adopted the name of his estate because he greatly influenced the development of the area. During its early growth the region containing and surrounding Millbrae became occupied predominantly by farmers and other agriculturalists. In line with its founder Darius Ogden Mills' business ventures, Millbrae soon came to embrace and encourage small business life (Millbrae Historical Society 2007:85). As the town became more industrialized and business-centered, transportation systems played a key role in its future.

The location of Millbrae in the middle of the San Francisco peninsula allowed the city to become well connected with neighboring areas. The Southern Pacific Railroad line built through Millbrae around the 1860s and Millbrae received its own depot, the Millbrae Station, in 1890. The Millbrae depot is currently the Millbrae Train Museum. Another popularly used transportation system built in 1890 was the #40 interurban streetcar line that ran between San Francisco and San Mateo. The powerhouse for the #40 streetcar was located just off of Millbrae Avenue in the same location as the modern day Millbrae BART station. The streetcars' efficiency are considered almost equivalent to the modern day BART system (Millbrae Historical Society 2007:57). After San Francisco outlawed gambling, people came in on the streetcars to Millbrae, making it a center for gambling until its incorporation in the late 1940s. Even after incorporation gambling was still not eradicated until the 1950s (City of Millbrae). The streetcar lines were dismantled after Millbrae's incorporation, cutting off a source of public transportation for city.

From the late 1930s until Millbrae's incorporation, the neighbor city of Burlingame attempted to annex the town of Millbrae, but the decision was overturned (Chun 2013). The city was successfully incorporated with the approval of Sacramento in 1948 (Millbrae Historical Society 2007:36). A municipal election in 1946 elected W.F. Leutenegger to be the first mayor of Millbrae, but the seating of the council was delayed due to Burlingame's lawsuit until 1948 (Millbrae Historical Society 2014).

STUDY PROCEDURES

Archival Study Procedures

Archival research included examination of the library and project files at Tom Origer & Associates. A review (NWIC File No. 14-0205) was completed of the archaeological site base maps and records, survey reports, and other materials on file at the Northwest Information Center (NWIC), Sonoma State University, Rohnert Park. Sources of information included but were not limited to the current listings of properties on the National Register of Historic Places (National Register), California Historical Landmarks, California Register of Historical Resources (California Register), and California Points of Historical Interest as listed in the Office of Historic Preservation's *Historic Property Directory* (OHP 2012).

The Office of Historic Preservation has determined that structures in excess of 45 years of age should be considered potentially important historical resources, and former building and structure locations could be potentially important historic archaeological sites. Archival research included an examination of historical maps to gain insight into the nature and extent of historical development in the general vicinity, and especially within the study area. Maps ranged from hand-drawn maps of the 1800s (e.g., GLO) to topographic maps issued by the United States Geological Survey (USGS).

In addition, ethnographic literature that describes appropriate Native American groups, county histories, and other primary and secondary sources were reviewed. Sources reviewed are listed in the "Materials Consulted" section of this report.

Native American Consultation

Information regarding the presence of sacred sites or other cultural use sites was sought from the Native American Heritage Commission. A response was received from the Native American Heritage Commission indicating that they had no knowledge of any cultural resources within or immediately adjacent to the study location.

The Amah Mutsun Tribal Band of Mission San Juan Bautista, the Costanoan Rumsen Carmel Tribe, the Indian Canyon Mutsun Band of Costanoan, the Muwekma Ohlone Indian Tribe of the San Francisco Bay Area, the Ohlone Indian Tribe, the Trina Marine Ruano Family, Jakki Kehl, and Linda G. Yamane were also contacted.

On July 10, 2014, Anne Marie Sayers of the Indian Canyon Mutsun Band of Costanoan called to ask about the Millbrae Station Area Specific Plan. We told her at the moment there are no proposed project activities planned within the area. Ms. Sayers stated that the tribe would like to be notified if projects within the Specific Plan Area are proposed because they have knowledge of archaeological sensitive areas within and adjacent to the Specific Plan Area. A communication log and copies of correspondence are appended to this report.

Field Survey Procedures

No archaeological survey was completed during this study.

On September 18, 2014 a survey was made of buildings within the Millbrae Station Area. This survey was conducted to look at previously documented resources, and to look at the built

environment to see if there were any distinctive individual buildings, or groups of buildings that could represent a district, within the Millbrae Station Area.

STUDY FINDINGS

Archival Study Findings

The 17 Mile House and the Lauer & Lovegreen grocery store (which also served as the post office after 1906) both once stood near the intersection of Millbrae Avenue and El Camino Real (Harris 1972). These were two buildings of the oldest buildings representing Millbrae's early history; however they are no longer present. The original Southern Pacific Depot burnt down and was rebuilt twice. The second time in 1906. This building still stands today and is used as the Millbrae Train Museum. It is located within the Millbrae Station Area at the intersection South Irwin Place and California Drive. This building has been listed on the National Register of Historic Places.

Archival research indicated that there are three recorded cultural resources within the Millbrae Station Area. However, only portions of the Millbrae Station area have been subject to a cultural resources study. These three cultural resources include the Southern Pacific Depot and two sections of the Southern Pacific Railroad (originally known as the Peninsula Commute Service or the San Francisco and San Jose Railway). The majority of the studies that have been conducted within the Millbrae Station Area were linear surveys for utilities, road projects, or trails (Archaeological Consulting and Research Services, Inc. 1978; Ballard and Holson 1997; Basin Research Associates, Inc. 2002a, 2002b; BioSystems Analysis, Inc. 1989; Brown *et al.* 2003; Chavez 1977; Hatoff *et al.* 1995; Holson *et al.* 2002; Loveland-Anastasio and Garaventa 1988; Nelson 2002; Science Applications International Corporation 2000; SWCA Environmental Consultants 2006). Some areas have been surveyed within the Millbrae Station Area. These are primarily at the northeast end of the Millbrae Station Area. One of the studies involved the Millbrae Avenue/Highway 101 on-ramps, and two studies involved an undeveloped lot on Aviator Avenue, and one study included the portion of the Millbrae Station Area northeast of Highway 101 (Chavez and Hupman 1991; Rice 1994a, 1994b; Scott 1974; Thomas and Baker 2012). One additional study was conducted on the intersection of El Camino Real and Millbrae Avenue (Byrd *et al.* 2012).

The Southern Pacific Depot is listed in the National Register of Historic Places (Baxter 1977). There are three properties listed on the Office of Historic Preservation's *Historic Property Directory* (2012). These properties are located at 100 El Camino Real, 190 El Camino Real, and 150 Serra Avenue. These properties all have a status code of 6Y which means that they have been, "Determined ineligible for National Register by consensus through Section 106 process – Not evaluated for California Register or Local Listing." There are no other local, state, or federally recognized historic properties within or near the study area (OHP 2012; State of California Department of Parks and Recreation 1976).

No ethnographic villages or camps are reported within or near the study area (Levy 1978:485).

The intersection of what is now know as Millbrae Avenue and El Camino Real served as a hub for the early beginnings of Millbrae and there have been buildings within the Millbrae Station Area since 1835 when Jose Antonio Sanchez constructed two adobe buildings (Bromfield 1894; GLO 1858; Harris 1972; USACE 1939; USGS 1896, 1899, 1915, 1949).

Study Findings

Archaeology

No archaeological resources have been discovered within the Millbrae Station Area.

Built Environment

Several buildings within the Millbrae Station Area date to the mid-20th century with a few older individuals, and substantial more modern infill. The older buildings within the Millbrae Station Area do not reflect any type of district; however, as individuals these buildings have the potential to meet criteria for inclusion on the CRHR.

RECOMMENDATIONS

Archaeology

The NWIC has no record of prehistoric or historical archaeological sites with the study area, however, only approximately 35% of the Millbrae Station Area has been surveyed for the presence of archaeological resources. As specific projects are proposed in the future, each should be reviewed for its archaeological potential and a pedestrian survey conducted by an archaeologist who meets the *Secretary of the Interior's Professional Qualification Standards* if it is deemed necessary.

Built Environment

Based on their age, there are individual building within the Millbrae Station Area that have the potential to meet criteria for inclusion on the California Register of Historic Resources. As specific projects are proposed in the future, each should be reviewed for its potential to affect historical buildings. Buildings that appear eligible for inclusion on the California Register of Historic Resources should be subjected to a formal evaluation by an architectural historian who meets the *Secretary of the Interior's Professional Qualification Standards*.

Accidental Discovery

There is the possibility that buried archaeological materials could be found. If buried materials are encountered, all soil disturbing work should be halted at the location of any discovery until a qualified archaeologist completes a significance evaluation of the find(s) pursuant to Section 106 of the National Historic Preservation Act (36CFR60.4). Prehistoric archaeological site indicators expected within the general area include: chipped chert and obsidian tools and tool manufacture waste flakes; grinding and hammering implements that look like fist-size, river-tumbled stones; and for some rare sites, locally darkened soil that generally contains abundant archaeological specimens. Historic remains expected in the general area commonly include items of ceramic, glass, and metal. Features that might be present include structure remains (e.g., cabins or their foundations) and pits containing historic artifacts.

The following actions are promulgated in Public Resources Code 5097.98 and Health and Human Safety Code 7050.5, and pertain to the discovery of human remains. If human remains are encountered, excavation or disturbance of the location must be halted in the vicinity of the find, and the county coroner contacted. If the coroner determines the remains are Native American, the coroner will contact the Native American Heritage Commission. The Native American Heritage Commission will identify the person or persons believed to be most likely descended from the deceased Native

American. The most likely descendent makes recommendations regarding the treatment of the remains with appropriate dignity.

SUMMARY

Tom Origer & Associates completed a cultural resources study for the Millbrae Station Area Specific Plan Update, Millbrae, San Mateo County. The study was requested by Steve Noack of PlaceWorks. Three cultural resources were found within the study area. Recommendations have been provided for future projects within the Millbrae Station Area.

MATERIALS CONSULTED

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APPENDIX A

Native American Contact Efforts

**Native American Contact Log
Millbrae Station Area Specific Plan Update
Millbrae, San Mateo County**

Organization/Contact Person	Contact	Letters	Results
Native American Heritage Commission	Debbie Pilas-Treadway	4/1/2014	Response received via fax on 4/4/2014 indicating that a search of the sacred land files did not result in the finding of any resources in the immediate area. A list of additional contacts was provided.
Amah Mutsun Tribal Band of Mission San Juan Bautista	Michelle Zimmer Irene Zwierlein	7/3/14	No response received as of the date of this report.
Costanoan Rumsen Carmel Tribe	Tony Cerda	7/3/14	No response received as of the date of this report.
Indian Canyon Mutsun Band of Costanoan	Ann Marie Sayers	7/3/14	On July 10, 2014, Anne Marie Sayers of the Indian Canyon Mutsun Band of Costanoan called to ask about the Millbrae Station Area Specific Plan. We told her at the moment there are no proposed project activities planned within the area. Ms. Sayers stated that the tribe would like to be notified if projects within the Specific Plan Area are proposed because they have knowledge of archaeological sensitive areas within and adjacent to the Specific Plan Area.
Muwekma Ohlone Indian Tribe of the San Francisco Bay Area	Rosemary Cambra	7/3/14	No response received as of the date of this report.
The Ohlone Indian Tribe	Andrew Galvin	7/3/14	No response received as of the date of this report.
Trina Marine Ruano Family	Ramona Garibay	7/3/14	No response received as of the date of this report.
	Jakki Kehl	7/3/14	No response received as of the date of this report.
	Linda G. Yamane	7/3/14	No response received as of the date of this report.

Sacred Lands File & Native American Contacts List Request

NATIVE AMERICAN HERITAGE COMMISSION

915 Capitol Mall, RM 364
Sacramento, CA 95814
(916) 373-3710
(916) 373-5471 – Fax
nahc@pacbell.net

Information Below is Required for a Sacred Lands File Search

Project: Millbrae Station
County: San Mateo

USGS Quadrangles

Name: Montara Mountain
Township T2S Range R3E Section(s) Buri Buri Land Grant

Company/Firm/Agency: Tom Origer & Associates
Contact Person: Eileen Barrow

Street Address: PO Box 1531
City: Rohnert Park Zip: 94927
Phone: (707) 584-8200 Fax: (707) 584-8300
Email: eileen@origer.com

Project Description:

The City of Millbrae is amending the Millbrae Station Area Specific Plan. The study area is ~116 acres of land at the southern edge of the city, generally bounded by the Burlingame city limits to the south; the Millbrae Ave/US101 freeway interchange on the east; El Camino Real and Broadway on the west; and Victoria Ave, the City's public works storage yard, and the Highline Canal on the North.

Sacred Lands File & Native American Contacts List Request

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Name: Montara Mountain
Township T2S Range R3E Section(s) Buri Buri Land Grant

Company/Firm/Agency: Tom Origer & Associates
Contact Person: Eileen Barrow

Street Address: PO Box 1531
City: Rohnert Park Zip: 94927
Phone: (707) 584-8200 Fax: (707) 584-8300
Email: eileen@origer.com



Project Description:

The City of Millbrae is amending the Millbrae Station Area Specific Plan. The study area is ~116 acres of land at the southern edge of the city, generally bounded by the Burlingame city limits to the south; the Millbrae Ave/US101 freeway interchange on the east; El Camino Real and Broadway on the west; and Victoria Ave, the City's public works storage yard, and the Highline Canal on the North.

STATE OF CALIFORNIAEdmund G. Brown, Jr., Governor**NATIVE AMERICAN HERITAGE COMMISSION**

1550 Harbor Blvd.
West Sacramento, CA 95691
(916) 373-3710
Fax (916) 373-5471



April 4, 2014

Eileen Barrow
Tom Origer and Associates
PO Box 1531
Rohnert Park, CA 94927

VIA FAX: 707-584-8300
Number of Pages: 2

Re: Millbrae Station project, San Mateo County

Dear Ms. Barrow:

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 373-3713.

Sincerely,

A handwritten signature in black ink, appearing to read "Debbie Pilas-Treadway".

Debbie Pilas-Treadway
Environmental Specialist III

**Native American Contacts
San Mateo County
April 4, 2014**

Jakki Kehl
720 North 2nd Street
Patterson, CA 95363
(209) 892-1060

Ohlone/Costanoan

Indian Canyon Mutsun Band of Costanoan
Ann Marie Sayers, Chairperson
P.O. Box 28
Hollister, CA 95024
ams@indiancanyon.org
831-637-4238

Ohlone/Costanoan

Linda G. Yamane
1585 Mira Mar Ave
Seaside, CA 93955
rumsien123@yahoo.com
831-394-5915

Ohlone/Costanoan

Muwekma Ohlone Indian Tribe of the SF Bay Area
Rosemary Cambra, Chairperson
PO Box 360791
Milpitas, CA 95036
muvekma@muvekma.org
408-205-9714
510-581-5194

Ohlone / Costanoan

Amah Mutsun Tribal Band of Mission San Juan Bautista
Irene Zwierlein, Chairperson
789 Canada Road
Woodside, CA 94062
amahmutsuntribal@gmail.com
650-400-4806 cell

Ohlone/Costanoan

The Ohlone Indian Tribe
Andrew Galvan
PO Box 3152
Fremont, CA 94539
chochenyo@AOL.com
(510) 882-0527 - Cell
(510) 687-9393 - Fax

Ohlone/Costanoan
Bay Miwok
Plains Miwok
Patwin

650-332-1526 - Fax

Amah Mutsun Tribal Band of Mission San Juan Bautista
Michelle Zimmer
789 Canada Road
Woodside, CA 94062
amahmutsuntribal@gmail.com
(650) 851-7747 - Home

Ohlone/Costanoan

Trina Marine Ruano Family
Ramona Garibay, Representative
30940 Watkins Street
Union City, CA 94587
510-972-0645-home

Ohlone/Costanoan
Bay Miwok
Plains Miwok
Patwin

soaprootmo@comcast.net

650-332-1526 - Fax

Coastanoan Rumsen Carmel Tribe
Tony Cerda, Chairperson
240 E, 1st Street
Pomona, CA 91766
rumsen@aol.com
(909) 524-8041 Cell
909-629-6081

Ohlone/Costanoan

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Millbrae Station Area Specific Plan, San Mateo County.

Tom Origer & Associates

Archaeology / Historical Research

July 3, 2014

Irene Zwierlein
Amah/Mutsun Tribal Band of Mission San Juan Bautista
789 Canada Road
Woodside, CA 94062

RE: Milbrae Station Area Specific Plan Update

Dear Ms. Zwierlein:

I write to notify you of a proposed specific plan amendment within San Mateo County, for which our firm is conducting a cultural resources study. The City of Milbrae is amending the Milbrae Station Area Specific Plan. The Milbrae Station Area is generally bounded by the Burlingame city limits to the south; the Millbrae Ave/US101 freeway interchange on the east; El Camino Real and Broadway on the west; and Victoria Ave, the City's public works storage yard, and the Highline Canal on the North. Project Manager William Kelly, City of Milbrae Community Development Department, is reviewing the project for CEQA compliance and can be reached at (714) 837-7502.

Enclosed is a portion of the Montara Mountain, Calif. 7.5' USGS topographic quadrangle showing the project location.

Sincerely,



Julia Franco
Associate

Tom Origer & Associates

Archaeology / Historical Research

July 3, 2014

Michelle Zimmer
Amah Mutsun Tribal Band of Mission San Juan Bautista
789 Canada Road
Woodside, CA 94062

RE: Milbrae Station Area Specific Plan Update

Dear Ms. Zimmer:

I write to notify you of a proposed specific plan amendment within San Mateo County, for which our firm is conducting a cultural resources study. The City of Milbrae is amending the Milbrae Station Area Specific Plan. The Milbrae Station Area is generally bounded by the Burlingame city limits to the south; the Millbrae Ave/US101 freeway interchange on the east; El Camino Real and Broadway on the west; and Victoria Ave, the City's public works storage yard, and the Highline Canal on the North. Project Manager William Kelly, City of Milbrae Community Development Department, is reviewing the project for CEQA compliance and can be reached at (714) 837-7502.

Enclosed is a portion of the Montara Mountain, Calif. 7.5' USGS topographic quadrangle showing the project location.

Sincerely,



Julia Franco
Associate

Tom Origer & Associates

Archaeology / Historical Research

July 3, 2014

Tony Cerda
Coastanoan Rumsen Carmel Tribe
240 E. 1st Street
Pomona, CA 91766

RE: Milbrae Station Area Specific Plan Update

Dear Mr. Cerda:

I write to notify you of a proposed specific plan amendment within San Mateo County, for which our firm is conducting a cultural resources study. The City of Milbrae is amending the Milbrae Station Area Specific Plan. The Milbrae Station Area is generally bounded by the Burlingame city limits to the south; the Millbrae Ave/US101 freeway interchange on the east; El Camino Real and Broadway on the west; and Victoria Ave, the City's public works storage yard, and the Highline Canal on the North. Project Manager William Kelly, City of Milbrae Community Development Department, is reviewing the project for CEQA compliance and can be reached at (714) 837-7502.

Enclosed is a portion of the Montara Mountain, Calif. 7.5' USGS topographic quadrangle showing the project location.

Sincerely,



Julia Franco
Associate

Tom Origer & Associates

Archaeology / Historical Research

July 3, 2014

Ann Marie Sayers
Indian Canyon Mutsun Band of Costanoan
PO Box 28
Hollister, CA 95024

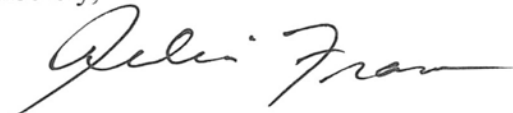
RE: Milbrae Station Area Specific Plan Update

Dear Ms. Sayers:

I write to notify you of a proposed specific plan amendment within San Mateo County, for which our firm is conducting a cultural resources study. The City of Milbrae is amending the Milbrae Station Area Specific Plan. The Milbrae Station Area is generally bounded by the Burlingame city limits to the south; the Millbrae Ave/US101 freeway interchange on the east; El Camino Real and Broadway on the west; and Victoria Ave, the City's public works storage yard, and the Highline Canal on the North. Project Manager William Kelly, City of Milbrae Community Development Department, is reviewing the project for CEQA compliance and can be reached at (714) 837-7502.

Enclosed is a portion of the Montara Mountain, Calif. 7.5' USGS topographic quadrangle showing the project location.

Sincerely,



Julia Franco
Associate

Tom Origer & Associates

Archaeology / Historical Research

July 3, 2014

Rosemary Cambra
Muwekma Ohlone Indian Tribe of the SF Bay Area
PO Box 360791
Milpitas, CA 95036

RE: Milbrae Station Area Specific Plan Update

Dear Ms. Cambra:

I write to notify you of a proposed specific plan amendment within San Mateo County, for which our firm is conducting a cultural resources study. The City of Milbrae is amending the Milbrae Station Area Specific Plan. The Milbrae Station Area is generally bounded by the Burlingame city limits to the south; the Millbrae Ave/US101 freeway interchange on the east; El Camino Real and Broadway on the west; and Victoria Ave, the City's public works storage yard, and the Highline Canal on the North. Project Manager William Kelly, City of Milbrae Community Development Department, is reviewing the project for CEQA compliance and can be reached at (714) 837-7502.

Enclosed is a portion of the Montara Mountain, Calif. 7.5' USGS topographic quadrangle showing the project location.

Sincerely,



Julia Franco
Associate

Tom Origer & Associates

Archaeology / Historical Research

July 3, 2014

Andrew Galvan
The Ohlone Indian Tribe
PO Box 3152
Fremont, CA 94539

RE: Milbrae Station Area Specific Plan Update

Dear Mr. Galvan:

I write to notify you of a proposed specific plan amendment within San Mateo County, for which our firm is conducting a cultural resources study. The City of Milbrae is amending the Milbrae Station Area Specific Plan. The Milbrae Station Area is generally bounded by the Burlingame city limits to the south; the Millbrae Ave/US101 freeway interchange on the east; El Camino Real and Broadway on the west; and Victoria Ave, the City's public works storage yard, and the Highline Canal on the North. Project Manager William Kelly, City of Milbrae Community Development Department, is reviewing the project for CEQA compliance and can be reached at (714) 837-7502.

Enclosed is a portion of the Montara Mountain, Calif. 7.5' USGS topographic quadrangle showing the project location.

Sincerely,



Julia Franco
Associate

Tom Origer & Associates

Archaeology / Historical Research

July 3, 2014

Ramona Garibay
Trina Marine Ruano Family
30940 Watkins Street
Union City, CA 94587

RE: Milbrae Station Area Specific Plan Update

Dear Ms. Garibay:

I write to notify you of a proposed specific plan amendment within San Mateo County, for which our firm is conducting a cultural resources study. The City of Milbrae is amending the Milbrae Station Area Specific Plan. The Milbrae Station Area is generally bounded by the Burlingame city limits to the south; the Millbrae Ave/US101 freeway interchange on the east; El Camino Real and Broadway on the west; and Victoria Ave, the City's public works storage yard, and the Highline Canal on the North. Project Manager William Kelly, City of Milbrae Community Development Department, is reviewing the project for CEQA compliance and can be reached at (714) 837-7502.

Enclosed is a portion of the Montara Mountain, Calif. 7.5' USGS topographic quadrangle showing the project location.

Sincerely,



Julia Franco
Associate

Tom Origer & Associates

Archaeology / Historical Research

July 3, 2014

Jakki Kehl
720 North 2nd Street
Patterson, CA 95363

RE: Milbrae Station Area Specific Plan Update

Dear Ms. Kehl:

I write to notify you of a proposed specific plan amendment within San Mateo County, for which our firm is conducting a cultural resources study. The City of Milbrae is amending the Milbrae Station Area Specific Plan. The Milbrae Station Area is generally bounded by the Burlingame city limits to the south; the Millbrae Ave/US101 freeway interchange on the east; El Camino Real and Broadway on the west; and Victoria Ave, the City's public works storage yard, and the Highline Canal on the North. Project Manager William Kelly, City of Milbrae Community Development Department, is reviewing the project for CEQA compliance and can be reached at (714) 837-7502.

Enclosed is a portion of the Montara Mountain, Calif. 7.5' USGS topographic quadrangle showing the project location.

Sincerely,



Julia Franco
Associate

Tom Origer & Associates

Archaeology / Historical Research

July 3, 2014

Linda G. Yamane
1585 Mira Mar Ave
Seaside, CA 93955

RE: Milbrae Station Area Specific Plan Update

Dear Ms. Yamane:

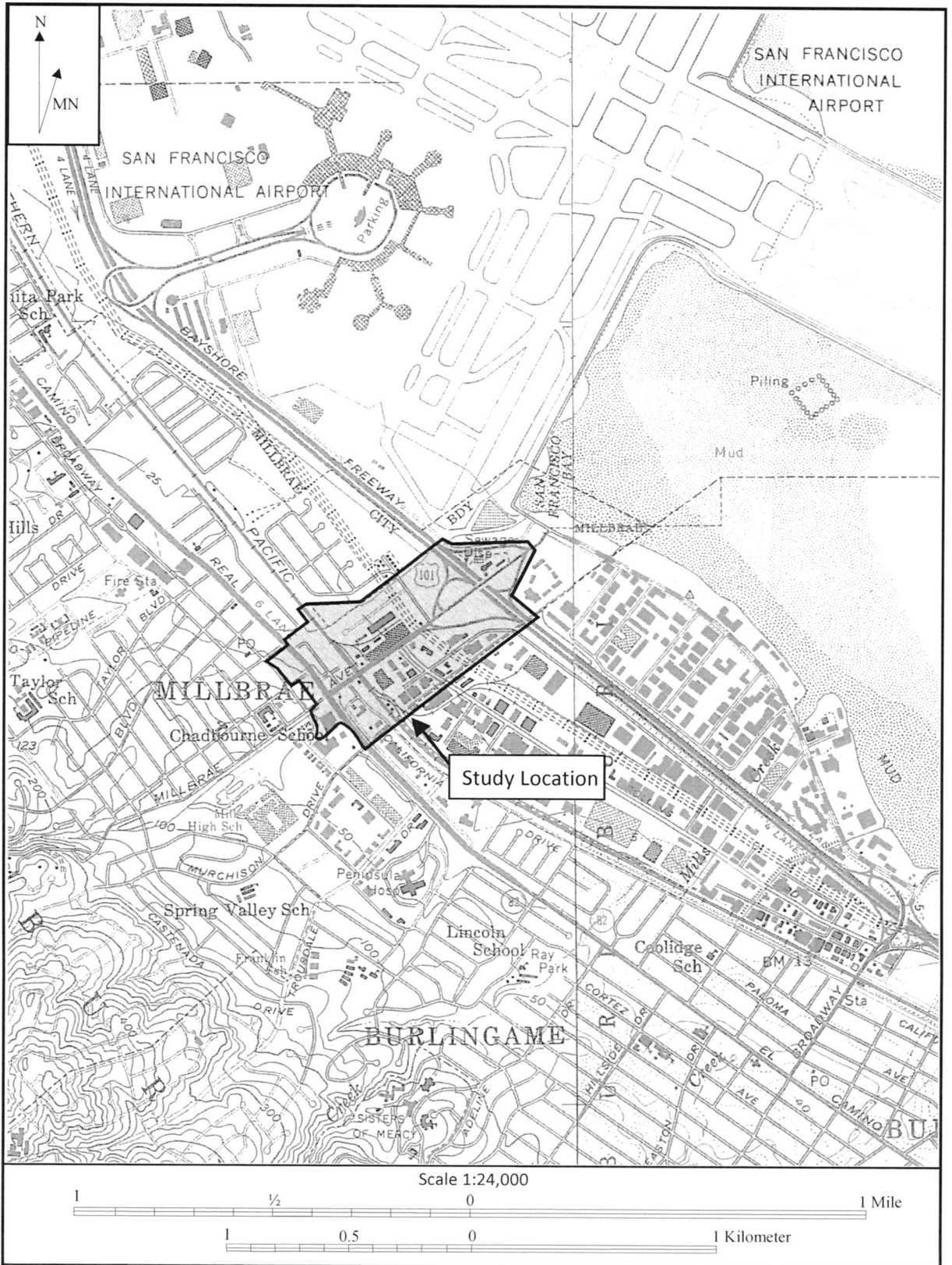
I write to notify you of a proposed specific plan amendment within San Mateo County, for which our firm is conducting a cultural resources study. The City of Milbrae is amending the Milbrae Station Area Specific Plan. The Milbrae Station Area is generally bounded by the Burlingame city limits to the south; the Millbrae Ave/US101 freeway interchange on the east; El Camino Real and Broadway on the west; and Victoria Ave, the City's public works storage yard, and the Highline Canal on the North. Project Manager William Kelly, City of Milbrae Community Development Department, is reviewing the project for CEQA compliance and can be reached at (714) 837-7502.

Enclosed is a portion of the Montara Mountain, Calif. 7.5' USGS topographic quadrangle showing the project location.

Sincerely,



Julia Franco
Associate



APPENDIX B

**National Register of Historic Places
Documentation**

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY	RECEIVED
RECEIVED	DEC 29 1977
DATE ENTERED	OHP

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME HRI # 4030-0001-0000

HISTORIC Southern Pacific Depot

AND/OR COMMON Southern Pacific Depot

2 LOCATION

STREET & NUMBER 21 E. Millbrae Avenue, Millbrae, California
(Corner of Millbrae Ave. & California Drive) NOT FOR PUBLICATION

CITY, TOWN Millbrae VICINITY OF 11 CONGRESSIONAL DISTRICT

STATE California CODE 06 COUNTY San Mateo CODE 081

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER Depot

4 OWNER OF PROPERTY

NAME Southern Pacific Transportation Co.

STREET & NUMBER 41 Market Street

CITY, TOWN San Francisco VICINITY OF STATE California

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. San Mateo County Courthouse - County Clerk/Recorder

STREET & NUMBER Hall of Justice, Marshall Street

CITY, TOWN Redwood City STATE California 94063

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Historical Resources Inventory

DATE 1977 FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS The Resources Agency, State of California Dept. of Parks and Recreation

CITY, TOWN Sacramento STATE California

7 DESCRIPTION

CONDITION

EXCELLENT
 GOOD
 FAIR

DETERIORATED
 RUINS
 UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Millbrae Southern Pacific Depot building is a 2-story, wood frame structure with hipped roof of wood shingle materials. The upper floor was designed for living quarters. The depot is typical of those built in the early 1900's with the Colonial Revival look. The east side of the building is a covered portico for the benefit of passengers. Approximate size is 65 feet by 50 feet.

The site is bounded on the north by Millbrae Avenue, on the west by California Drive, on the south by commuter parking, and on the east by 3 sets of tracks beyond which is Oshman's Sporting Goods.

Still in use as a depot-ticket dispensing facility, the building is on the original site where the first two buildings (depots) had previously burned. The location is adjacent to Millbrae's busiest thoroughfare, Millbrae Avenue, which carries traffic from Highway 101 (Bayshore Freeway) to El Camino Real, the City of Millbrae, and beyond to Highway 230 (Junipero Serra Freeway).

The structure is currently in need of re-painting. It is to be moved 200 feet south to allow widening of Millbrae Avenue.

This detached, generally rectangular building contains 10 double hung sash windows and eleven doors.

The lower floor consists of a Waiting Room with two sets of chair-benches hooked together to form two solid rows on two sides of the room, an Office with two oak desks and a large, visible Southern Pacific safe, and a Baggage Room. There is also a ticket window on the wall which separates the Office and Waiting Room.

There is obvious need for either roof repairs or re-roofing.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900.	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) Railroad Depot	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES Original 1864
Present 1907

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The first train depot in Millbrae was completed by San Francisco-San Jose Railroad Co. in 1864 at the same location as the existing depot. Land and right-of-way were deeded by Darius Ogden Mills, of banking fame, in 1863. San Francisco & San Jose Railroad became part of the Southern Pacific Transcontinental System March 30, 1868.

In 1866 Millbrae's first post office located in the depot.

The original depot structure burned to the ground in 1890, was re-built and burned in 1906. At that time the post office moved to Lauer & Lovegreen General Store.

The present depot was completed in 1907.

On September 5, 1976 Millbrae Historical Society Marker No. 3 was dedicated in a civic ceremony with Southern Pacific officials present. The depot is soon to be moved 200 feet south to allow for widening of Millbrae Avenue. At that time the bronze marker will be encased in cement and permanently installed adjacent to the building, marking the original site.

This depot is typical of those built in the early 1900's. The importance of a railroad stop in Millbrae is highly significant to the growth and prosperity of the community which was, prior to rail traffic, only a large rancho with few inhabitants. Population of Millbrae expanded rapidly thereafter.

This historic building has been painted only once, in 1970, since the original painting. The Millbrae Beautification Commission brought pressure to bear on Southern Pacific Transportation Company to re-paint the 1907 structure. With their refusal, the Commission approached the San Mateo Co. Local Painters Union and attained their promise to donate their services. Southern Pacific refused to allow it but with repeated pressures from the Beautification Commission the company finally agreed to and did paint the building yellow with white trim. A civic dedication ceremony was then held by the Beautification Commission and was attended by So. Pacific officials, Millbrae's Mayor and City Council as well as many area residents. Southern Pacific continually states in the media that it wants out of the commute business on the Peninsula. Millbrae Historical Society believes that this depot is in imminent danger of being sold, destroyed, or otherwise lost to the public.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

"Place Names of San Mateo County" (p. 65), Dr. Conley Brown
 "History of Millbrae", Audrey E. Harris
 "Here Today", Junior League of San Francisco
 San Mateo Leader, Dec. 26, 1906; Redwood City Demo, 11/27/06; 10/3/07;
 Referring to original depot fire: 7/26/90 and 11/22/30.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 62 feet by 94 feet

UTM REFERENCES

A	<u>10</u>	<u>559320</u>	<u>41161309</u>	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

The boundaries of Southern Pacific Depot, Millbrae, California, are shown on the accompanying map entitled "S.P.T.C. Railway Station Relocation Millbrae, Calif." The nominated property is roughly 62' x 94' as shown on map entitled "Possible Historic Site S.P.T.C. Millbrae Station". The building and site are bounded on the north by Millbrae Avenue, on the east by 3 sets of tracks, on the south by a Computer Parking Lot and on the west by California Drive.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE Frances Baxter, Historian

ORGANIZATION Millbrae Historical Society

DATE December 2, 1977

STREET & NUMBER 18 Corte Princesa

TELEPHONE 415-692-3720

CITY OR TOWN Millbrae,

STATE California

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Knory m Ellen

TITLE State Historic Preservation Officer

DATE 3/9/78

FOR NPS USE ONLY

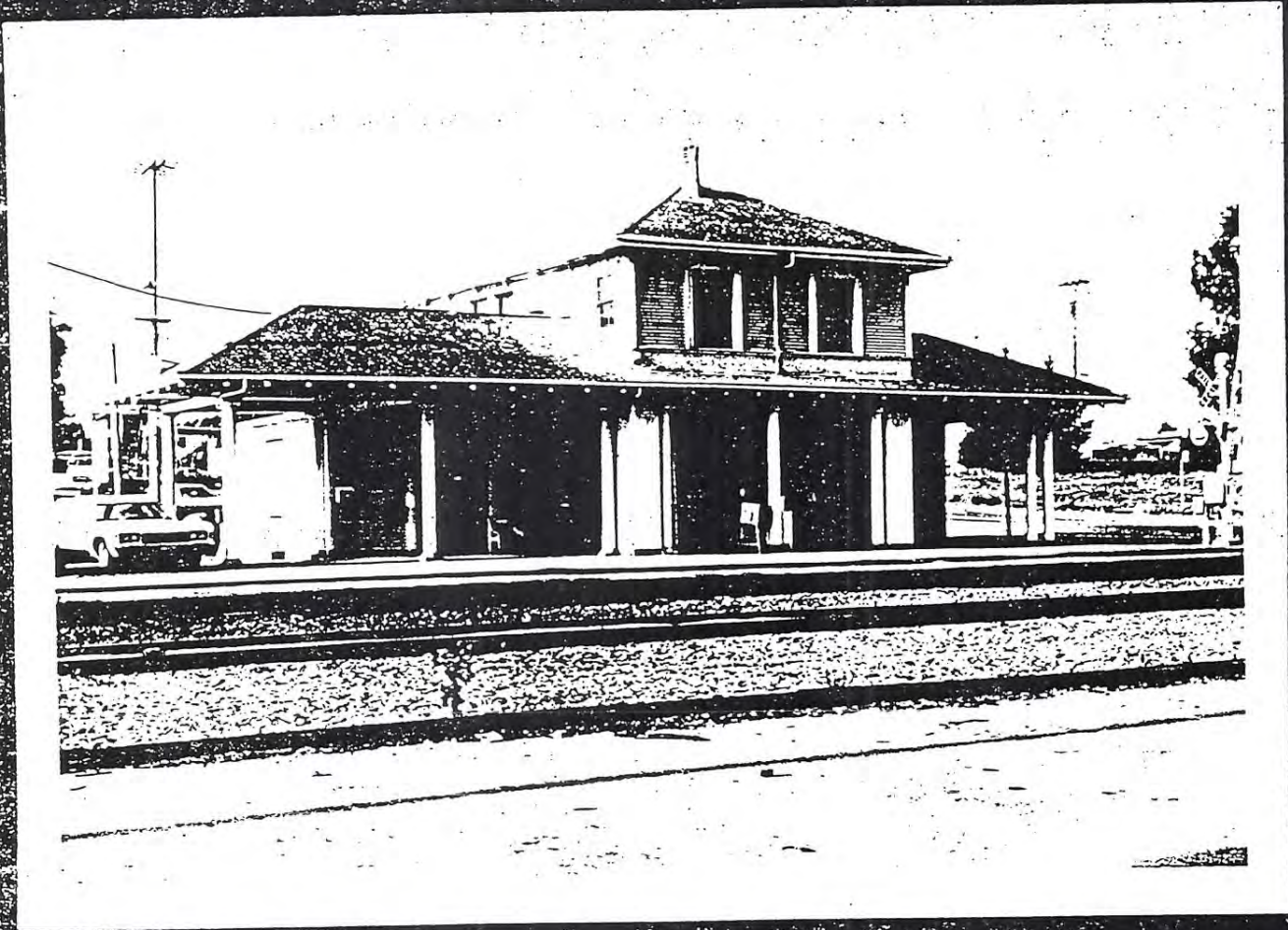
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

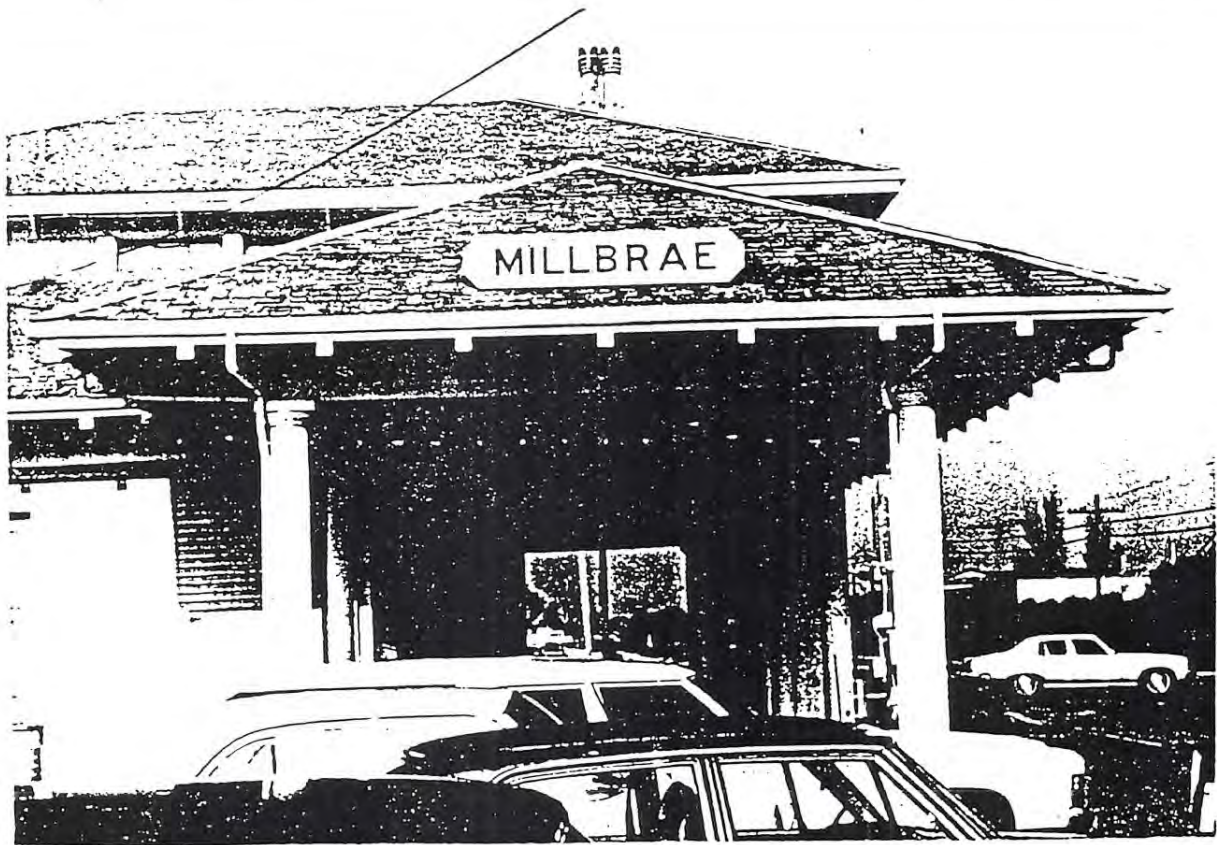
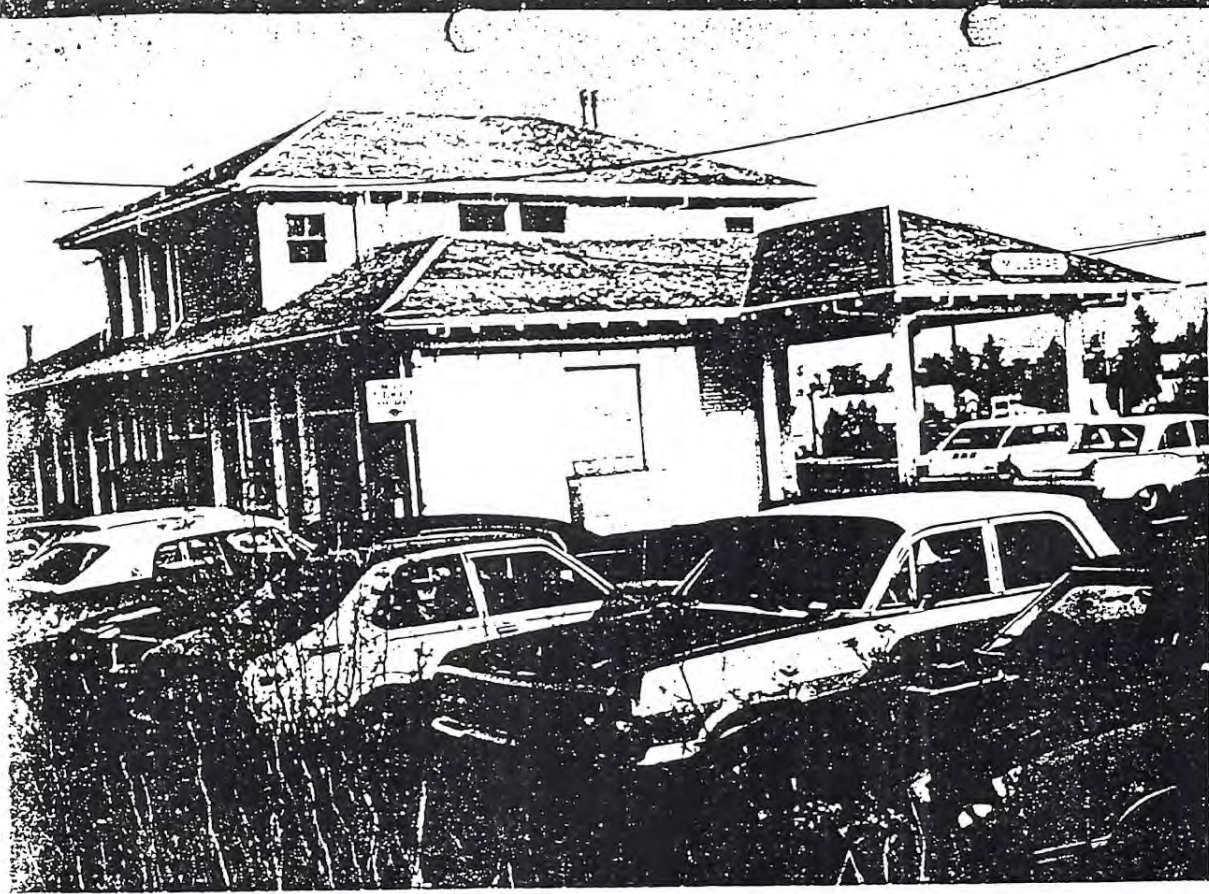
DATE

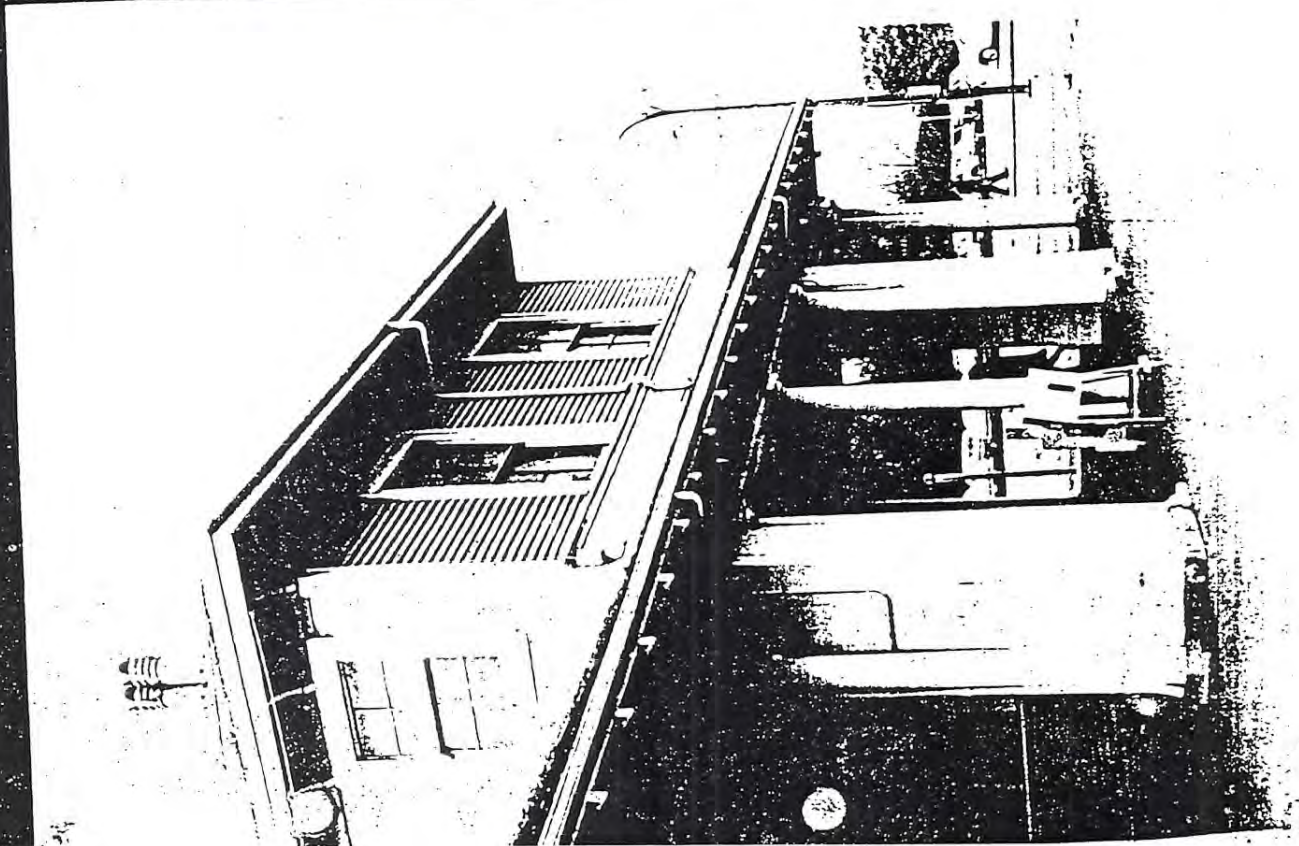
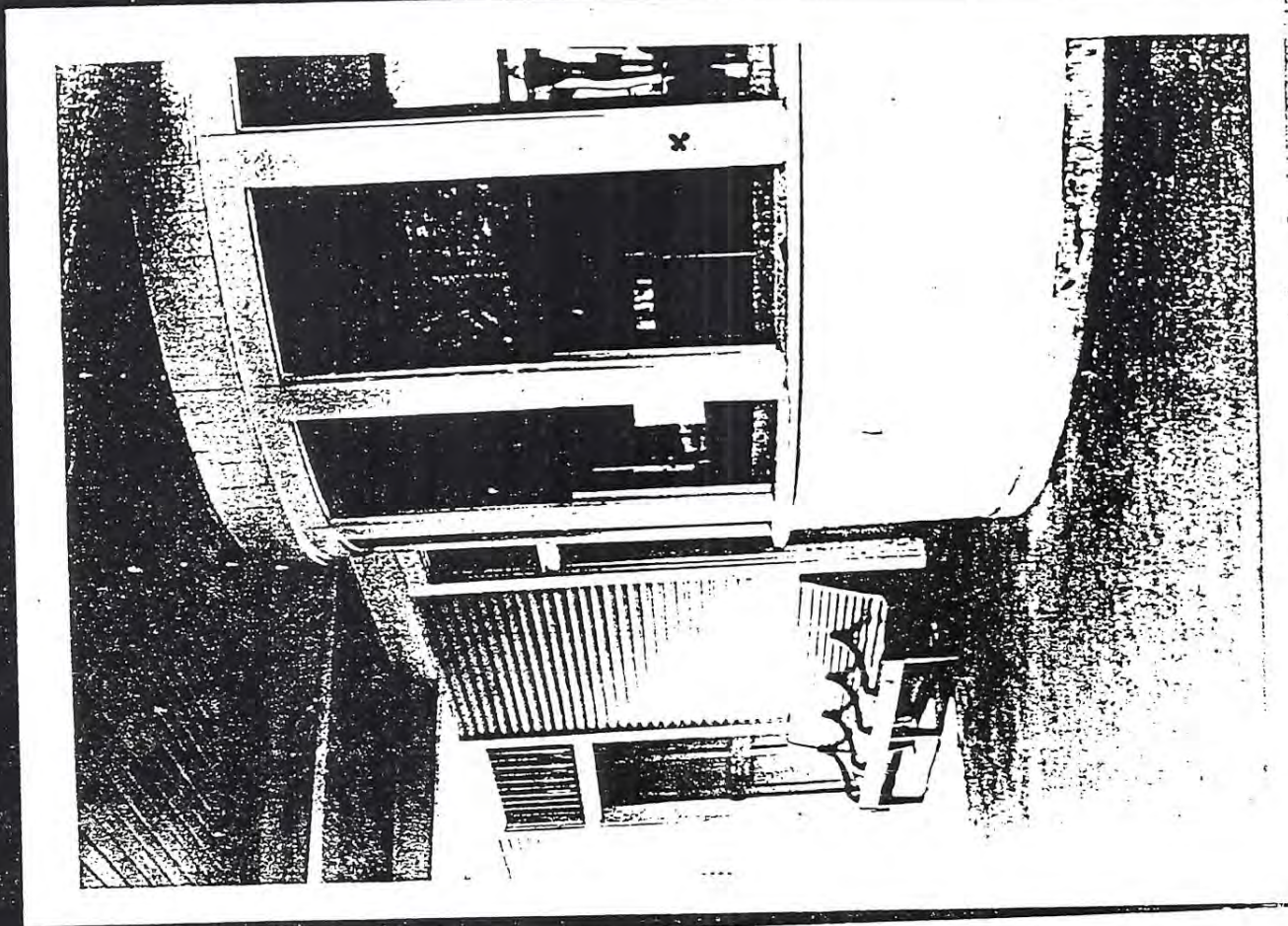
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
 ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

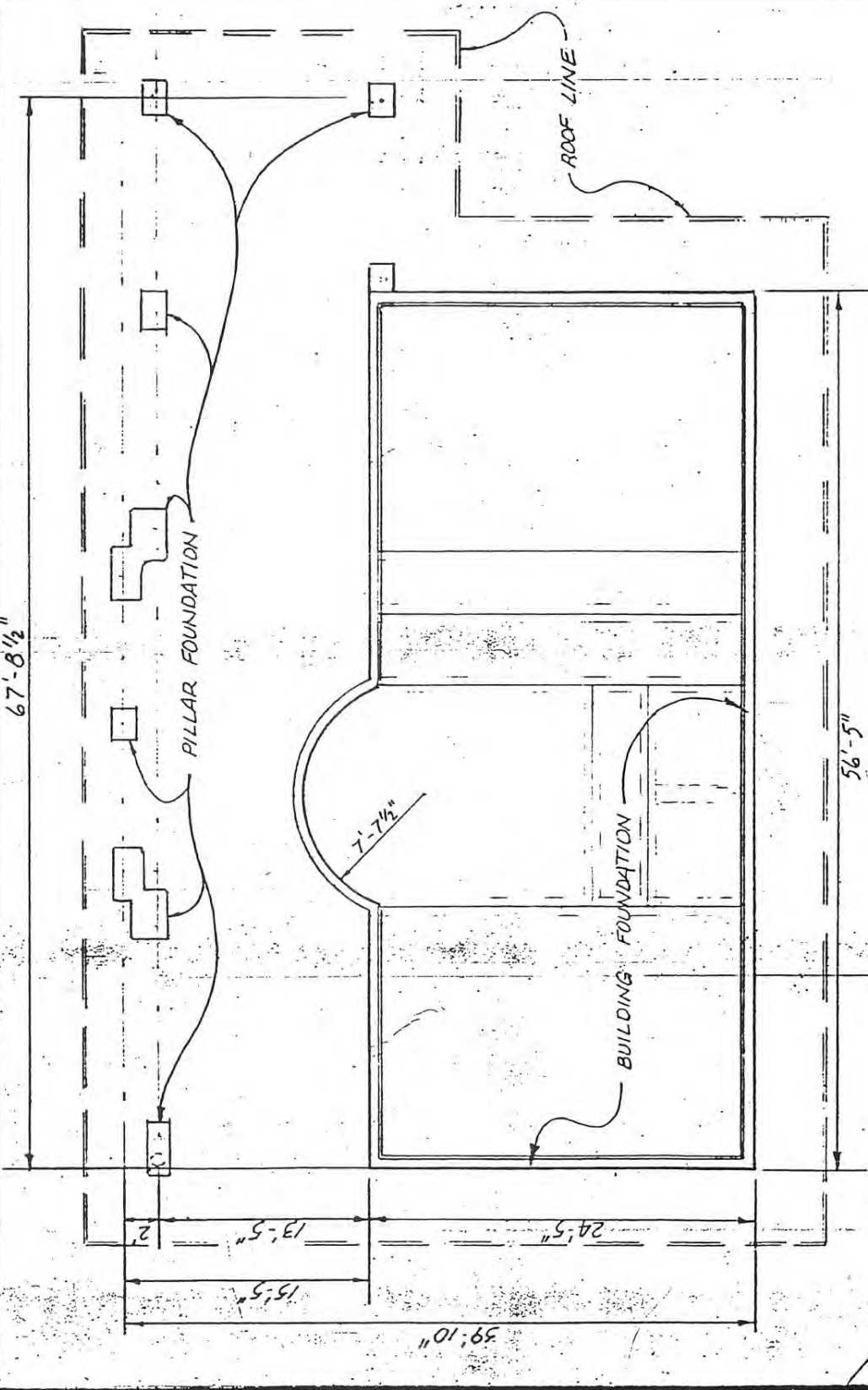






94'

67'-8 1/2"



PILLAR FOUNDATION

ROOF LINE

7'-7 1/2"

BUILDING FOUNDATION

56'-5"

2'-0"

15'-5"

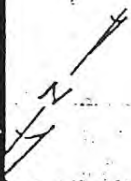
13'-5"

59'-10"

24'-5"

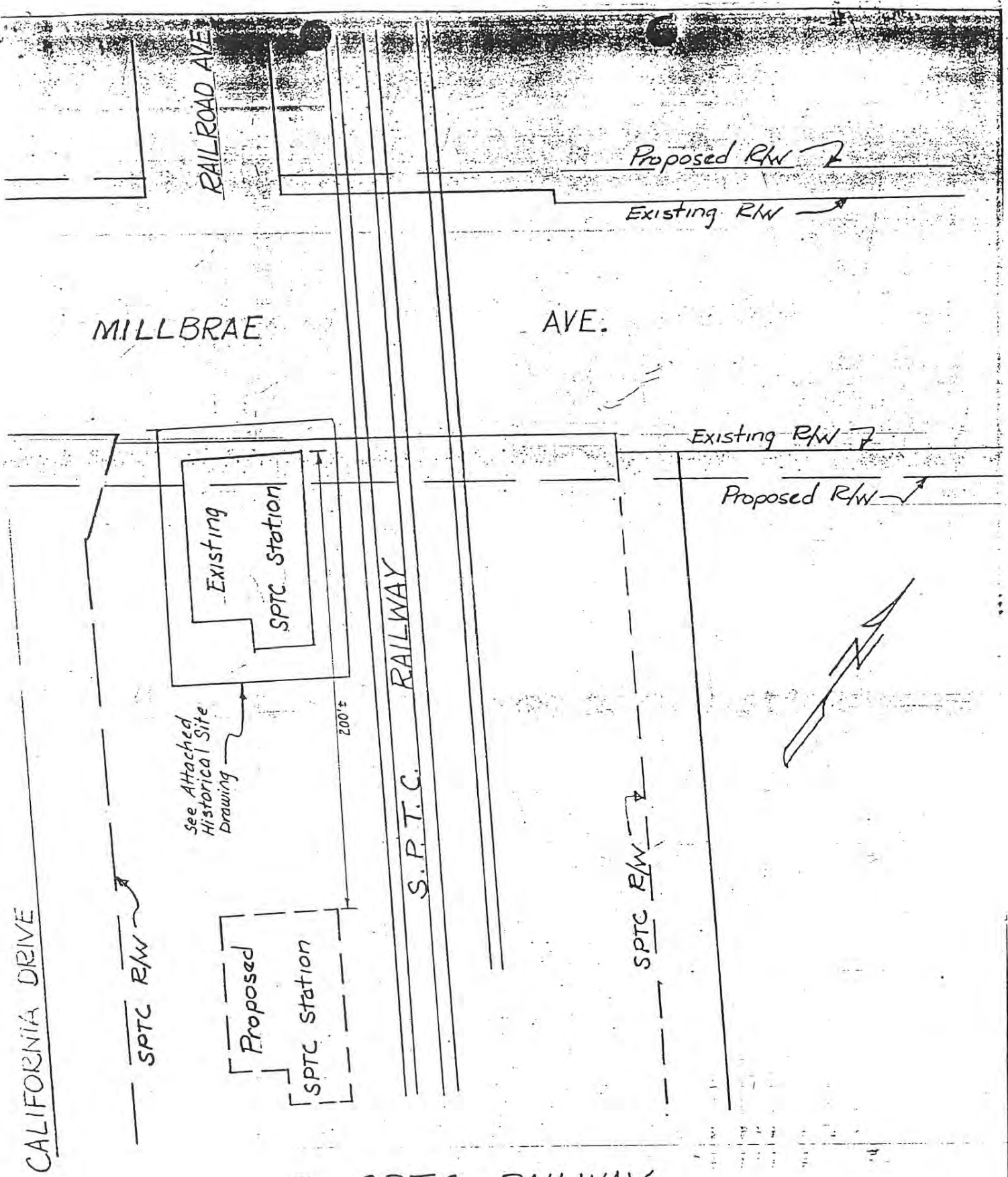
94'

POSSIBLE HISTORICAL SITE
S.P.T.C. MILLBRAE STATION



62'

62'



MILLBRAE

AVE.

RAILROAD AVE

S.P.T.C. RAILWAY

CALIFORNIA DRIVE

SPTC R/W

Proposed

SPTC station

Existing
SPTC station

See Attached
Historical Site
Drawing

200'

Proposed R/W

Existing R/W

Existing R/W

Proposed R/W

SPTC R/W

S.P.T.C. RAILWAY
STATION RELOCATION
MILLBRAE, CALIF.

MONTARA MOUNTAIN QUADRANGLE
 CALIFORNIA—SAN MATEO CO.
 7.5 MINUTE SERIES (TOPOGRAPHIC)

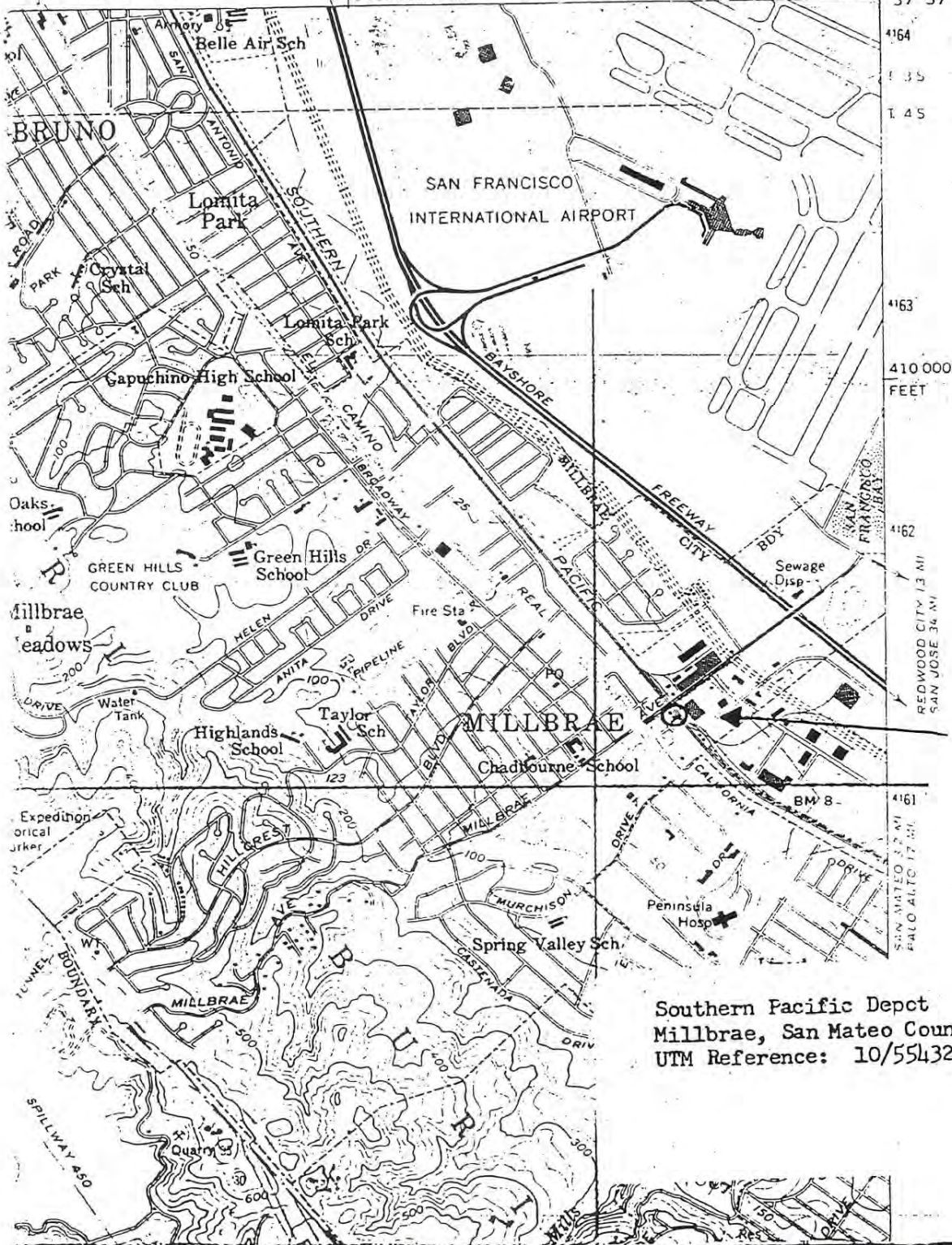
SW 1/4 SAN MATEO 15' QUADRANGLE

1559 II MEAS
 HUNTERS POINT

CIVIC CENTER 13 MI.
 DALY CITY 6.5 MI.

SAN FRANCISCO CIVIC CENTER 12 MI
 1 450 000 FEET 554

122° 22' 30"
 37° 37' 30"



Southern Pacific Dept
 Millbrae, San Mateo County, California
 UTM Reference: 10/554320/4161300



COUNTY OF SAN MATEO

COUNTY GOVERNMENT CENTER • REDWOOD CITY • CALIFORNIA 94063 (415) 364-5600 EXT. 4161

February 21, 1978

Office of Historic Preservation
Department of Parks and Recreation
P.O. Box 2390
Sacramento, CA 95811

Gentlemen:

Thank you for your letter notifying San Mateo County of the State Historic Resources Commission hearing on the Southern Pacific Depot in the City of Millbrae for inclusion on the National Register of Historic Places.

San Mateo County is presently in the process of developing a Historic Resources Element to its General Plan. The County Board of Supervisors has also been appointed a Historic Resources Board to work with County staff on the Element and to act as an implementing body after its adoption. It is anticipated the element will be completed by early 1979 and that the County Historical Resources Board will be in full operation at that time.

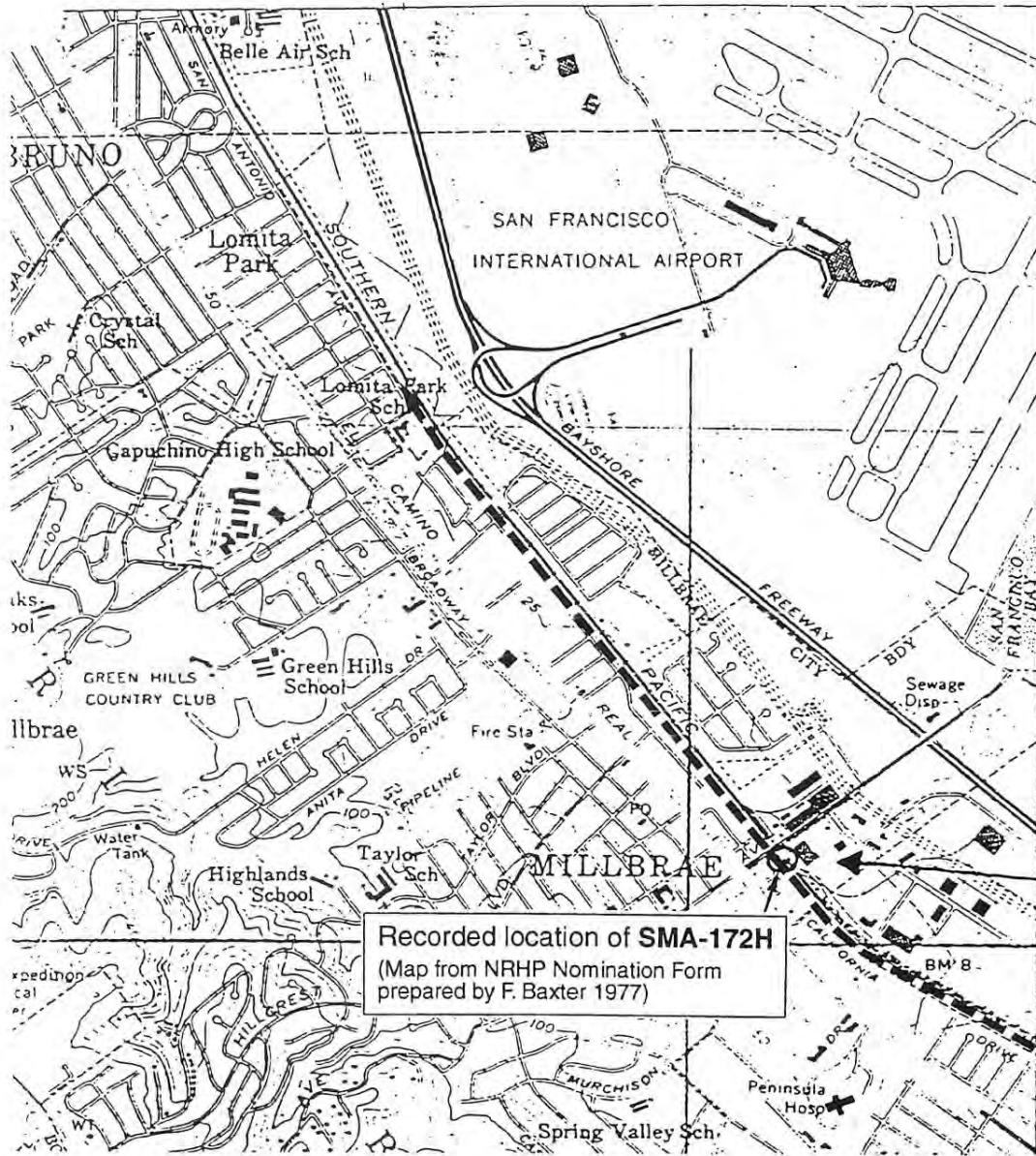
In respect to the Millbrae Depot, the existing County inventory of historic sites does not include this structure. However, in conjunction with development of the Historic Resources Element, all sites of potential historic, cultural, or archaeological interest in the County will be inventoried and evaluated.

The Millbrae Depot was built in 1907 and is typical in architectural style of a small town station at the turn of the century. As such, it represents a cultural feature of the City of Millbrae which is important to its development and its historic past. While the building may not be of County-wide historic interest, it is of great cultural and historic value to the City of Millbrae and every effort should be made to ensure its protection.

Very truly yours,

George P. Miller
George P. Miller
Planner III

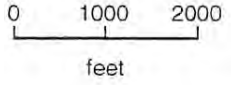
GPM:ts



Recorded location of SMA-172H
 (Map from NRHP Nomination Form
 prepared by F. Baxter 1977)

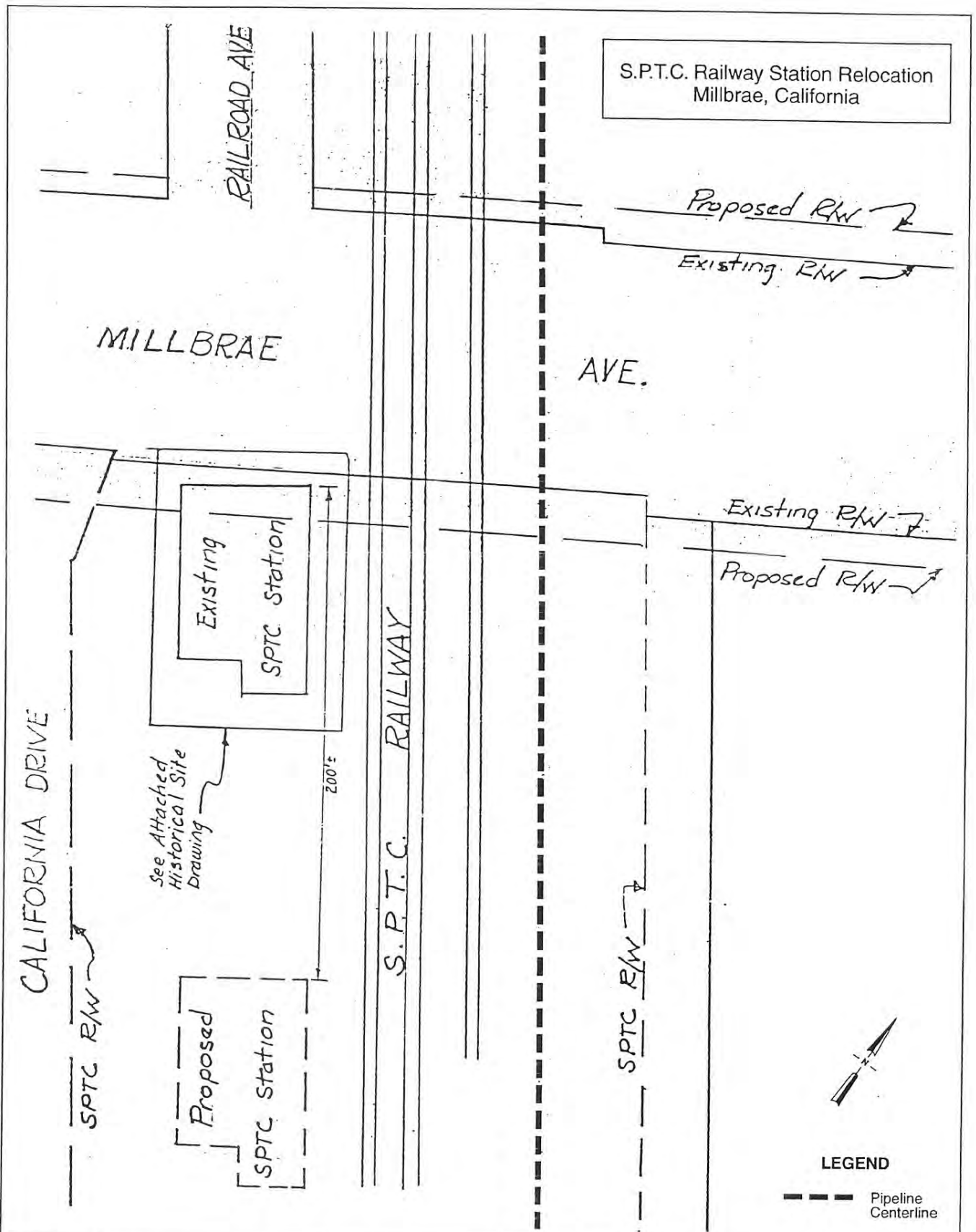
LEGEND

--- Pipeline Centerline



Project No. 92531565	Mojave	PLAN VIEW DEPICTING PROPOSED PIPELINE CENTERLINE IN RELATION TO SMA-172H	Figure I-7
Woodward-Clyde Consultants			

MAP taken from SH 17793



Project No. 92531565	Mojave	DETAIL OF PLAN VIEW DEPICTING PROPOSED PIPELINE CENTERLINE IN RELATION TO SMA-172H	Figure I-8
Woodward-Clyde Consultants			

92531565-1263/060195/gos

map taken from S#17793

State of California -- Resources Agency
DEPARTMENT OF PARKS AND RECREATION

MAP REFERENCE NO. 41

LISTED DETERMINED ELIGIBLE
 APPEARS ELIGIBLE APPEARS INELIGIBLE

IDENTIFICATION

1. Common Name: Millbrae Cabinet Shop
2. Historic Name: Millbrae Cabinet Shop
3. Street or rural address: 190 El Camino Real
City: Millbrae Zip Code: 94030 County: San Mateo
4. Parcel Number: 22-154-46 Present Owner: Dan Thurston
Address: 190 El Camino Real City: Millbrae Zip Code: 94030
5. Ownership is: Public Private
6. Present Use: residential Original Use: residential

DESCRIPTION

- 7a. Architectural Style: Vernacular Industrial
- 7b. Briefly describe the present PHYSICAL CONDITION of the site or structure and describe any major alterations from its original condition:

This two-story (on a raised basement), rectangular plan building has a gabled second story above the wider, stuccoed first story. Structurally, the building is stud-wall, wood-frame construction with a perimeter concrete foundation. The gable roof is covered with asphalt shingles, and the roof eaves have exposed rafters. (See Continuation Sheet)

8. Construction date: 1940
Estimated: Factual:

9. Architect: none

10. Builder: unknown

[photo attached to continuation sheet]

11. Approx. property size (in feet)
Frontage: 100 Depth: 400

12. Date(s) of enclosed photograph(s):
December, 1995
Photographer: Ward Hill



13. Condition: Excellent () Good (X) Fair () Deteriorated ()
14. Alterations: stuccoed exterior; aluminum windows.
15. Surroundings: (Check more than one if necessary) Open land () Scattered buildings ()
Densely built-up (X) Residential (X) Industrial () Commercial () Other:
16. Threats to site: None known () Private Development () Zoning () Vandalism () Public Works Project (X)
Other:
17. Is the structure: On its original site? (X) Moved? () Unknown? ()
18. Related features: storage yard adjacent to building.

SIGNIFICANCE

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site):

The San Mateo County Assessor records indicate this cabinet shop was constructed in 1940. The Millbrae Telephone Directories first list the Millbrae Cabinet Shop at this address (originally 304 El Camino) in 1941. The 1942 Millbrae City Directory indicates that Emil Helmig was the owner of the Millbrae Cabinet Shop. Helmig apparently moved the business to this location in 1940, since the 1938-1940 city directories list the Millbrae Cabinet Shop in a building nearby at 250 El Camino Real. (See Continuation Sheet)

20. Main theme of historic resource: (If more than one is checked, number in order of importance.)

Location sketch map (draw & label site and surrounding streets, roads, and prominent landmarks)

Architecture (X) Arts & Leisure ()
Economic/Industrial () Exploration/Settlement ()
Government () Military () Religion ()
Social/Education ()

21. Sources: (List books, documents, surveys, personal interviews and their dates.)

SEE ATTACHED APE MAP

Appraisal Reports, San Mateo County Assessor's Office.
Burlingame, San Mateo & Hillsborough City Directories (includes Millbrae, 1942, 1947.
Pacific Bell Telephone Directories, Millbrae, 1939-1950.
Sanborn Fire Insurance Maps, Millbrae, 1949.

22. Date Form Prepared: January 17, 1995
By: Laurence H. Shoup/Ward Hill
Organization: Archaeological/Historical Consultants
Address: 609 Aileen Street
City: Oakland
Zip Code: 94609
Phone: (510) 654-8635

Item 7b continued

The front facade of the building (facing El Camino) has been completely altered with new stucco and windows. The major surviving, original features of the building are visible on the rear facade facing the railroad tracks. The gabled second story is covered with rustic siding, and it has four wood-sash, six-light, casement windows. The stuccoed first story has a stepped gable and three pairs of wood-sash, double-hung windows. The corrugated metal roof shelter attached to the building is a recent addition.

Item 19 continued

The 1949 Millbrae Sanborn map shows the Millbrae Cabinet Shop at 304 El Camino Real adjacent to the Millbrae Lumber Company, a separate business.

The extensive remodeling of this building has severely compromised its integrity. Even if its integrity was less compromised, this building is an unexceptional example of an industrial building that is not unusual in the Millbrae/San Bruno area. The members of the Helmig household, owners of the Millbrae Cabinet Shop, were not historically significant persons in the San Bruno area, and the Millbrae Cabinet Shop was not a locally significant business, and thus not related to any major themes or events of historic significance. In conclusion, 190 El Camino Real does not appear to be eligible for the National Register because its integrity has been compromised, and it is not significant under criteria a, b or c.

HIST RES. 173-41-96-3119-0000
TRDP 101929 NR: 642

State of California -- Resources Agency
DEPARTMENT OF PARKS AND RECREATION

MAP REFERENCE NO. 42

LISTED DETERMINED ELIGIBLE
 APPEARS ELIGIBLE APPEARS INELIGIBLE

IDENTIFICATION

1. Common Name: Millbrae Serra Convalescent Hospital
2. Historic Name: Millbrae Serra Sanitorium
3. Street or rural address: 150 Serra Avenue
City: Millbrae Zip Code: 94030 County: San Mateo
4. Parcel Number: 24-337-1,8,9 Present Owner: Vincent A. Muzzi
Address: 1766 El Camino Real City: Burlingame Zip Code: 94010
5. Ownership is: Public Private
6. Present Use: residential Original Use: residential

DESCRIPTION

- 7a. Architectural Style: Modern
- 7b. Briefly describe the present PHYSICAL CONDITION of the site or structure and describe any major alterations from its original condition:

This convalescent hospital is on a flat, narrow lot bounded by on the west by Serra Avenue and on the east by the Southern Pacific Railroad tracks. Adjacent to its front facade on Serra Avenue, the building has a simple garden consisting of a lawn and trimmed hedges. This simply detailed, long, rectangular plan building has a flat roof and a plain front facade with a series of four projecting window bays. (See Continuation Sheet)

[photo attached to continuation sheet]

8. Construction date: 1947-1948
Estimated: Factual:

9. Architect: none

10. Builder: unknown

11. Approx. property size (in feet)
Frontage: 500 Depth: 200

12. Date(s) of enclosed photograph(s):
December, 1995
Photographer: Ward Hill

AT0A7N-01



13. Condition: Excellent () Good (X) Fair () Deteriorated ()
14. Alterations: metal sash, anodized glass windows.
15. Surroundings: (Check more than one if necessary) Open land () Scattered buildings ()
Densely built-up (X) Residential (X) Industrial () Commercial () Other:
16. Threats to site: None known () Private Development () Zoning () Vandalism () Public Works Project (X)
Other:
17. Is the structure: On its original site? (X) Moved? () Unknown? ()
18. Related features: front yard.

SIGNIFICANCE

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site):

Originally known as the Millbrae Serra Sanitorium, the hospital was first listed in the Millbrae telephone directories in 1935. The hospital's original small, wood-frame buildings on this site along Serra Avenue (originally Hemlock Avenue) were largely replaced when the reinforced concrete building extant today was constructed in 1947 to 1948. The 1949 Sanborn map shows a couple of the hospital's older wood-frame buildings still standing at the north end of the lot. These buildings were replaced with an addition to the 1947/1948 concrete building in 1952 (Muzzi 1995). (See Continuation Sheet)

20. Main theme of historic resource: (If more than one is checked, number in order of importance.)

Location sketch map (draw & label site and surrounding streets, roads, and prominent landmarks)

Architecture (X) Arts & Leisure ()
Economic/Industrial () Exploration/Settlement ()
Government () Military () Religion ()
Social/Education ()

21. Sources: (List books, documents, surveys, personal interviews and their dates.)

SEE ATTACHED APE MAP

Discussion with Vincent Muzzi, son of the original owner,
December, 1995.

Pacific Bell Telephone Directories, 1933-1950.

Sanborn Fire Insurance Maps, Millbrae, 1949.

22. Date Form Prepared: January 16, 1996

By: Laurence H. Shoup/Ward Hill

Organization: Archaeological/Historical Consultants

Address: 609 Aileen Street

City: Oakland

Zip Code: 94609

Phone: (510) 654-8635

Item 7b continued

In the center of each bay is a group of four contiguous, wood-sash, double-hung windows. Structurally, the hospital is reinforced concrete construction with a concrete foundation. The building has a simple cornice composed of a shallow projection and a low roof parapet. In addition to the double-hung windows, the building has fixed-pane, pivoted sash windows. At the south end of the building, the windows and doors on the front facade of the main reception and office area have been replaced with modern metal-sash with anodized glass.

Item 19 continued

The integrity of the Millbrae Serra Convalescent Hospital was somewhat compromised when some of the windows and doors were replaced with anodized, metal-sash glazing. Even if its integrity was less compromised, this hospital is an undistinguished example of its type in the Millbrae/San Bruno area. The hospital does not appear to have been significant in local history, and it is not associated with significant historic themes or events. In conclusion, 150 Serra Avenue does not appear to be eligible for the National Register because its integrity has been compromised, and it is not significant under criteria a, b or c.

150 Serra Avenue
Continuation Sheet 2



AT0A7N-02



APPENDIX C

Rice 1994 EIR/EIS Survey & Technical report

BART-San Francisco Airport Extension Project
Draft Environmental Impact Report /
Supplemental Draft Environmental Impact Statement

Archaeological Survey Report

Prepared for:

BART / SamTrans
Ogden Environmental and Energy Services Company

Prepared by:



Carolyn Rice
Consulting Archaeologist
600 Grizzly Peak Blvd.
Berkeley, CA 94708

June 1994
(Revised December 1994)

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SUMMARY OF FINDINGS

From August to October, 1993, a literature search, field survey, and archaeological testing were performed for a Draft Environmental Impact Report (EIR) and Supplemental Draft Environmental Impact Study (EIS) for the BART-San Francisco International Airport Extension. The field reconnaissance was performed only in areas not previously surveyed for the initial cultural resources studies completed in 1991 (see Chavez, 1991). An augering program was performed on the one previously recorded prehistoric site on the alignment (SMA-299), in which no archaeological soils were uncovered. For further information regarding SMA-299, see confidential Appendix A. A copy of the following report is available on file at the Northwest Archaeological Information Center at Sonoma State University, and field notes with photographs for this undertaking have been retained by the author.

1. INTRODUCTION

On September 9, 1993, Carolyn Rice and Robyn Talman conducted an archaeological reconnaissance in unsurveyed portions of the project corridor. Their general qualifications and the dates worked on this project are listed below.

Carolyn Rice Lead Archaeological Surveyer	M.A. Anthropology 8 years archaeological experience in California	August to October, 1993
Robyn Talman	M.A. Latin and Classical Studies, 5 years archaeological experience in California	September 9, 1993

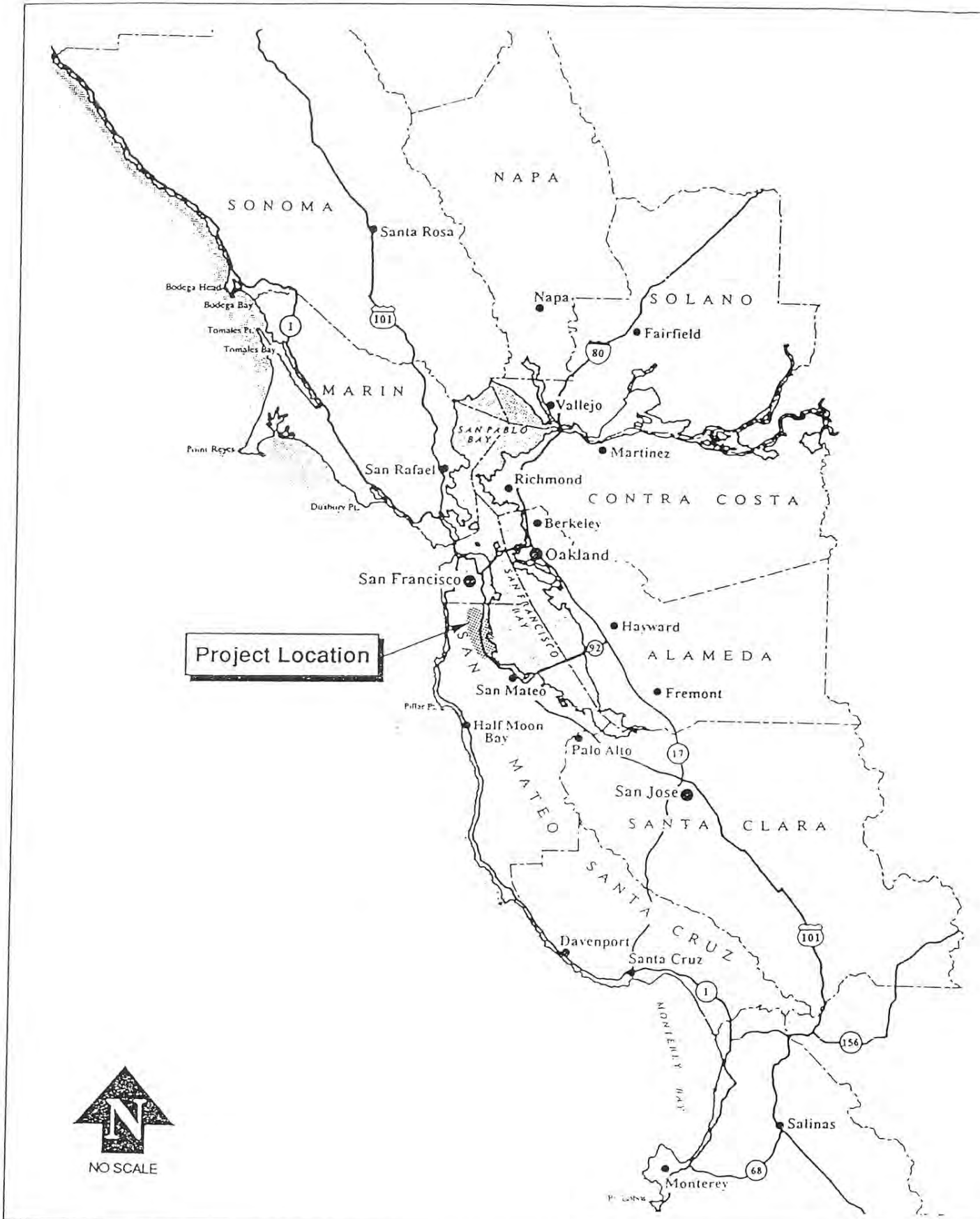
2. PROJECT LOCATION AND DESCRIPTION

The Bay Area Rapid Transit District (BART), in cooperation with the Federal Transit Administration (FTA), the Metropolitan Transportation Commission (MTC), and the San Mateo County Transit District (SamTrans), is undertaking the preparation of a Draft EIR and Supplemental Draft EIS for the BART San Francisco International Airport Extension Project. The project location is illustrated in Figures 1 and 2. The project is located in an urban setting, with portions of the right-of-way being new. The following discussion describes the proposed project and alternatives. In addition, BART is contemplating several design options that address construction techniques, alignments, and station layouts. Because these options do not affect the findings or conclusions of this report, they are not described here.

2.1. PROPOSED PROJECT – LOCALLY PREFERRED ALTERNATIVE (LPA)

The proposed project is the Locally Preferred Alternative (LPA) for extending BART from the Colma BART Station (under construction) to a San Francisco International Airport (SFIA) Intermodal Station, selected by the BART and SamTrans Boards of Directors and the MTC at the conclusion of the Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report (AA/DEIS/DEIR) study process in June 1992.

The proposed project begins at the Colma BART Station (currently under construction), extends south in subway via the abandoned Southern Pacific Transportation Company (SPTCo) San Bruno branch right-of-way, and then ascends to an at-grade Tanforan Station at the South San Francisco/San Bruno city limits. South of the Tanforan Station, as it turns east under the CalTrain mainline tracks, the alignment would descend into a subway configuration. The proposed project would continue along the north side of I-380 until its junction with U.S. 101. At this point, the alignment would turn south under I-380 and continue in subway along the easterly limit of the City of San Bruno. The alignment would veer in a southwesterly direction across Airport property west of U.S. 101 and then ascend to an at-grade intermodal station west of U.S. 101, about one mile west of the Airport terminals. An Airport Light Rail System, constructed and operated by the Airport, would connect the intermodal station with Airport terminals and employment sites. South of the Airport Intermodal Station, tailtracks would extend about 3,000 feet toward Millbrae.



OGDEN
 ■ ■ ■ ■ ■

Regional Location

FIGURE
 1

2.2 ALTERNATIVE I – NO BUILD

Under the No Build Alternative, there would be no BART extension to the Airport and no changes are assumed in the study area except those projects that are already approved and funded.

2.3 ALTERNATIVE II – TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

The TSM Alternative includes currently planned or funded major transportation improvements within the study area, including increased CalTrain service, an extension of San Francisco MUNI Metro to Fourth and Townsend Streets in San Francisco, the repair of earthquake-damaged freeway sections, and local circulation roadway improvements. The TSM also includes a CalTrain/Airport Light Rail Station west of U.S. 101.

2.4 ALTERNATIVE III – BART TO AIRPORT INTERMODAL STATION (BASE CASE)

The alternative follows the SPTCo San Bruno branch right-of-way between the future Colma BART Station tailtrack and an Airport Intermodal Station in San Bruno. The alignment would be built in open, retained cut structure from the Colma Station tailtrack to Mission Road, and then in a combination of at-grade and open retained cut to a below-grade Chestnut Station. South of the Chestnut Station, Alternative III would remain in retained cut to South Spruce Avenue. South of South Spruce Avenue, the alignment would rise to grade and proceed to the Tanforan Station. The alignment would continue south within the SPTCo right-of-way and begin to ascend so that it would be above ground in an aerial structure as it traverses downtown San Bruno. South of downtown, BART would descend to an at-grade Airport Intermodal Station located west of the Airport terminals and U.S. 101. An Airport Light Rail System, constructed and operated by the Airport, would connect the intermodal station with Airport terminals and employment sites. An at-grade tailtrack would extend about 3,000 feet beyond this terminus.

2.5 ALTERNATIVE IV – BART AERIAL EAST OF HIGHWAY 101 TO MILLBRAE

Under Alternative IV, BART would follow the proposed project alignment from the Colma tailtrack to north of Tanforan Avenue. Near I-380, the alignment would rise to an aerial structure and turn east into the San Bruno Avenue corridor. Under this alternative, the location of the San Bruno Station would be determined in cooperation with the City of San Bruno. The current proposal calls for an aerial station between I-380 and San Bruno Avenue, east of the SPTCo right-of-way. The BART aerial alignment would continue east, cross over U.S. 101, and then curve south to parallel the highway on Airport property. BART would parallel the I-380 on-ramp viaduct and proposed Airport Light Rail System. The alignment would continue south on an aerial structure to an airport station by the long-term parking area. South of this station, BART would cross U.S. 101 in subway and then rise to an at-grade Millbrae Intermodal Station at Center Street along the SPTCo right-of-way. An approximately 3,000-foot tailtrack would extend at-grade south of the Millbrae Station.

2.6 ALTERNATIVE V – MILLBRAE INTERMODAL (MINIMUM LENGTH SUBWAY IN DOWNTOWN SAN BRUNO)

This alternative is identical to the proposed project from the end of the Colma Station tailtrack to north of Tanforan Avenue. Under this alternative, too, the location of the San Bruno station

would be determined in cooperation with the City of San Bruno. In the vicinity of I-380, BART would descend to a subway through downtown San Bruno. South of Angus Avenue, BART would ascend to grade and proceed to a Millbrae Intermodal Station near Center Street. An approximately 3,000-foot tailtrack would extend at-grade south of the Millbrae Intermodal Station.

2.7 ALTERNATIVE VI – MILLBRAE AVENUE VIA THE AIRPORT INTERNATIONAL TERMINAL

Alternative VI follows the same alignment as the proposed project. between the Colma tailtrack and South Spruce Avenue. South of South Spruce Avenue, the alignment would stay below grade in open retained cut to the Tanforan Station. South of the Tanforan Station the alignment would be in a minimum length subway through downtown San Bruno from San Bruno Avenue to Angus Avenue. Then the BART alignment would turn east under Highway 101 in subway, then turn south to a subway Airport International Terminal Station. BART passengers would access the proposed International Terminal by elevators and escalators and other terminals by walking or transferring to the proposed Airport Light Rail System. South of the Airport International Terminal Station, BART would curve southwest under Highway 101 and then rise to an at-grade Millbrae Avenue BART/CalTrain Station. There would be an at-grade BART turnback and tailtrack which would extend south of Millbrae Avenue approximately 3,000 feet.

3. SOURCES CONSULTED

Prior to performing a field survey and performing subsurface testing, the author performed a records, literature and archival review at the regional repository for archaeological surveys, located at the California Archaeological Inventory Northwest Information Center (File No. 93-295). Reference material on file at the Bancroft Library and Map Room of the University of California, Berkeley was also consulted. This review indicated that a survey of the project corridor was conducted in 1991 which affirmed the presence of a known prehistoric site (discussed below), with an absence of surface cultural resources elsewhere in the project boundary. Portions within one mile of each of the proposed project alignments were also surveyed within the past 15 years, which documented the absence of cultural materials on surface areas (Surveys 3043, 3057, 3134, 3074, 10402, 12201 and 13543). The following sources were consulted:

- The National Register and annual updates (*Federal Register*, Vol. 44, No. 26, February 6, 1979)
- *California Inventory of Historical Resources* (State of California, 1976)
- *California Historical Landmarks* (State of California, 1982)

A number of Native American representatives were contacted (see Appendix B-1), and at the time of report publication, no responses had been received.

San Mateo County site 299 (SMA-299) was recorded in 1989 by Barbara Bocek of Stanford University during the San Francisquito Archaeological Project. She described the site as “a large shell midden with shell in patches of varying density, on [the] north and south banks of the creek... early residents describe it as a single huge midden site more than two kilometers in length.” The integrity of the site, or the state in which it was found, was recorded as “completely destroyed, not only by creek channelization, railroad tracks and other construction, but by systematic mining of the midden itself as ‘Colma Loam,’ sold as gardening soil in the 1930-

1950s.” Information regarding the site itself appears to be based primarily on an early letter written by William Wühr of San Francisco. Other records, if in existence, were not made available to the author by Stanford University at the time of this report.

4. BACKGROUND

4.1 ENVIRONMENT

The San Francisco Peninsula region encompasses the largest estuarine system in California. One of its principal features is the San Francisco Bay, which is located near the proposed project’s eastern boundary. Much of this bordering marshland has been reclaimed for urban purposes, after massive silting from the Gold Rush and landfill projects. The Peninsula’s bayfront was also altered drastically over the past 15,000 years, when the melting of continental glaciers caused a rise of sea level that shifted local beaches more than 25 kilometers east. The archaeological significance of these geologic events is at least three-fold: 1) the natural environment of the Bay underwent almost continuous change during the past 15,000 years; 2) prehistoric peoples’ adaptations to the estuarine environment evolved when marine waters began invading San Francisco Bay less than 8,000 years ago; and 3) villages and other sites on former shorelines are certain to be buried under marine sediments (Moratto, 1984).

The primeval Bay Area was rich in natural resources that were used abundantly by the prehistoric native populations. Rocks and minerals such as obsidian, cherts, cinnabar, and schist were excellent material for making tools, ornaments, trade goods, and weapons. The diverse habitats of the prehistoric San Francisco Bay Area, from saltmarsh to redwood forests, supplied a varied and abundant diet of game, fowl, fish, shellfish and vegetal foods to the early populations. In sum, the ample resources available in the Bay region permitted the growth of large populations that could both fulfill their domestic needs and provide valuable materials for trade.

The project corridor is located on former salt marshlands and sand dunes through which numerous seasonal and perennial drainages flowed. Colma Creek, at which site SMA-229 was situated, was a large perennial drainage whose current, modified channel runs in the project vicinity in South San Francisco. With marine resources located on the western margin of the project area and bay resources to the east, in addition to its favorable climate, the San Francisco Peninsula offered an excellent geographic location for human habitation.

Current land use is dominated by urban and suburban uses. Only a small portion of the project corridor’s ground surface is visible, and even this has been subject to disturbance from agriculture, construction, and industry. For more complete information regarding the history of the project vicinity, the Historic Property Survey Report (HPSR) and Historic Resources Evaluation Report (HRER), prepared under separate cover for the BART–San Francisco Airport Extension, should be consulted.

4.2 ETHNOGRAPHY

Early inhabitants of the study area were bound neither ethnically nor politically. The aboriginal groups of the southern San Francisco Bay region were assigned the name “Costanoan” (derived from the Spanish *Costaños*, or “people of the coast”) at Euro-American contact. The study area lies in the vicinity of two former *Ramaytush*-speaking, or San Francisco Costanoan tribelets that were documented at historic contact: *puyson* (Arroyo de San Francisco) and *lamsin* (Las Pulgas).

The population of the Costanoans at the time of European contact has been estimated between 7,000 and over 10,000 (Kroeber, 1924; Levy, 1978; Moratto, 1984). These individuals lived within tribelets, or villages and smaller settlements that were linked socially and located within a territory bounded by other ethnic groups. The political structure of each tribelet included a chief and a council of elders who were responsible for making group decisions (Harrington, 1933). The Costanoans built their villages primarily at confluences of two water bodies or in ecological transition zones, where the abundance of biotic resources is greatest. These people subsisted on a multitude of native vegetation species such as berries, plants, bulbs, seeds, and nuts (primarily the acorn). In addition, the Peninsula's early inhabitants hunted large mammals such as deer and elk, and fished from a large variety of freshwater and marine fish and shellfish.

By the early 19th century, disease and the destructive impact of the mission system reduced the Costanoan population to a small number of manual laborers who were forced by the Mexican government to live first in missions, and later in ranchos. Currently, approximately 200 persons of partial Costanoan descent reside in northern and central California (Levy, 1978).

Although information regarding the Costanoans is far from complete, early accounts were written by explorers, missionaries, and anthropologists. Primary ethnographic information may be found in the following:

- Harrington, John P. 1942. Culture Element Distributions. XIX: Central California Coast. University of California Anthropological Records 7(1):1-46. Berkeley.
- Heizer, R.F. 1978. Handbook of North American Indians. Volume 8: California. Washington, D.C.: Smithsonian Institution.
- Heizer, R.F. and M.A. Whipple. 1951. The California Indians: A Source Book. Berkeley: University of California Press.
- Kroeber, A.L. 1925. Handbook of the Indians of California. Bureau of American Ethnology Bulletin 78. Government Printing Office. Washington D.C.

4.3 ARCHAEOLOGY

For the University of California at Berkeley, N.C. Nelson led the first survey of archaeological sites in the San Francisco Bay region between 1906 and 1908, documenting 425 shell mounds (Moratto, 1984). These shell mounds typify Bay Area archaeology and reflect its economic unity, which relied greatly on marine resources. More recently, cultural materials discovered at the [REDACTED] (SMA-77) in San Mateo County indicate that the San Francisco Peninsula region was inhabited between circa 3,500 and 2,500 B.C. Excavation and analysis of this site, which consisted of 35 burials with over 3,000 artifacts, showed that the complex is earlier than "Middle Horizon," yet unlike "Early Horizon" deposits, which led excavators to believe that a pre-Costanoan (perhaps Essalen) or Early Bay Culture once existed. Two central California traditions (or cultures) probably existed between 1,500 and 1,000 B.C., as evident in regional differences in technology, artifact style, burial practices, and economic activities. This Early Bay Culture has been substantiated by the discoveries of early human remains in San Francisco, on Stanford lands, and in Sunnyvale (Moratto, 1984).

Numerous later sites have been excavated during the 20th Century that have revealed more "ecofacts" (such as dietary refuse) than artifacts. One exception to these sites, however, is the [REDACTED] (SMA-125), approximately 10 kilometers from the bayshore. This village complex yielded over 4,500 grave offerings associated with 19 burials, dating from

around 900 to 1,500 A.D. Additional information on local archaeology, including references, may be found in California Archaeology by Michael Moratto (1984).

A review of survey and site records located at the California Archaeological Inventory, Northwest Information Center, indicated that 11 archaeological reconnaissance surveys have been performed in the vicinity of the project corridor (see References). Because the ground surface in the area has been almost completely modified by urban development, no new sites have been located or recorded as a result of these recent surveys.

4.4 HISTORY

Within the study area, the earlier hunting and gathering lifeway of the Costanoan and other group(s) were replaced by a historic agricultural land-use pattern associated with the Hispanic and American periods. Spanish explorers traversed the San Francisco Peninsula in the 1760s and 1770s, and eventually founded Mission San Francisco de Asis (also known as Mission San Francisco Dolores) in 1776. The mission was established to christianize the natives, and provided for both religious needs and economic development through the Mexican Period and until the American Period.

During the Mexican Period (between 1822 and 1846), individuals were granted large tracts of land, or ranchos. Eighteen of these were granted from mission lands on the Peninsula (Hynding, 1982). By the time of the American Period (mid-19th Century), most of the rancho lands had been subdivided as a result of population growth and the American take-over. The Gold Rush caused the initial influx of people starting in 1848, and was followed by the construction of the transcontinental railroad in 1869. Later, European immigration and the development of a successful dairy industry added to the population growth and dominated San Mateo County's land-use pattern until World War II. Further historical information is provided under separate cover in the HPSR and HRER for the BART-San Francisco Airport Extension Project.

5. FIELD METHODS

5.1 FIELD SURVEY

On September 9, 1993, Carolyn Rice, M.A. and Robyn Talman, M.A. conducted the initial archaeological reconnaissance to identify possible existing historic or prehistoric cultural materials in an unsurveyed portion of the project area. The walk-over was conducted by using a straight-line pattern at 10-meter intervals to ensure full coverage of the unsurveyed portion of project corridor, a minimally developed wetland area with little to no ground surface visibility. The Area of Potential Effect (APE) is the same as the surveyed area that is not already disturbed. The initial surveyed area is approximately one kilometer long and one-half kilometer wide, and is located between the SPTCo corridor adjacent to San Felipe Avenue to the west and U.S. 101 to the east (see Figure 3). On Friday, May 13, 1994, Carolyn Rice performed a supplemental foot reconnaissance survey of the expanded APE, a small area approximately .5 kilometers long and .3 kilometers wide (see Figure 3a). The supplemental survey area is located approximately .8 miles northeast of the intersection of El Camino Real and Millbrae Avenue in the City of Millbrae. The same methods were used as those of the initial survey; ground visibility was poor, approximately 8 percent. Ground disturbance in this area is almost complete, due to residences, the railroad corridor, the PG&E substation, and tennis courts. An archaeological survey is defined as follows:

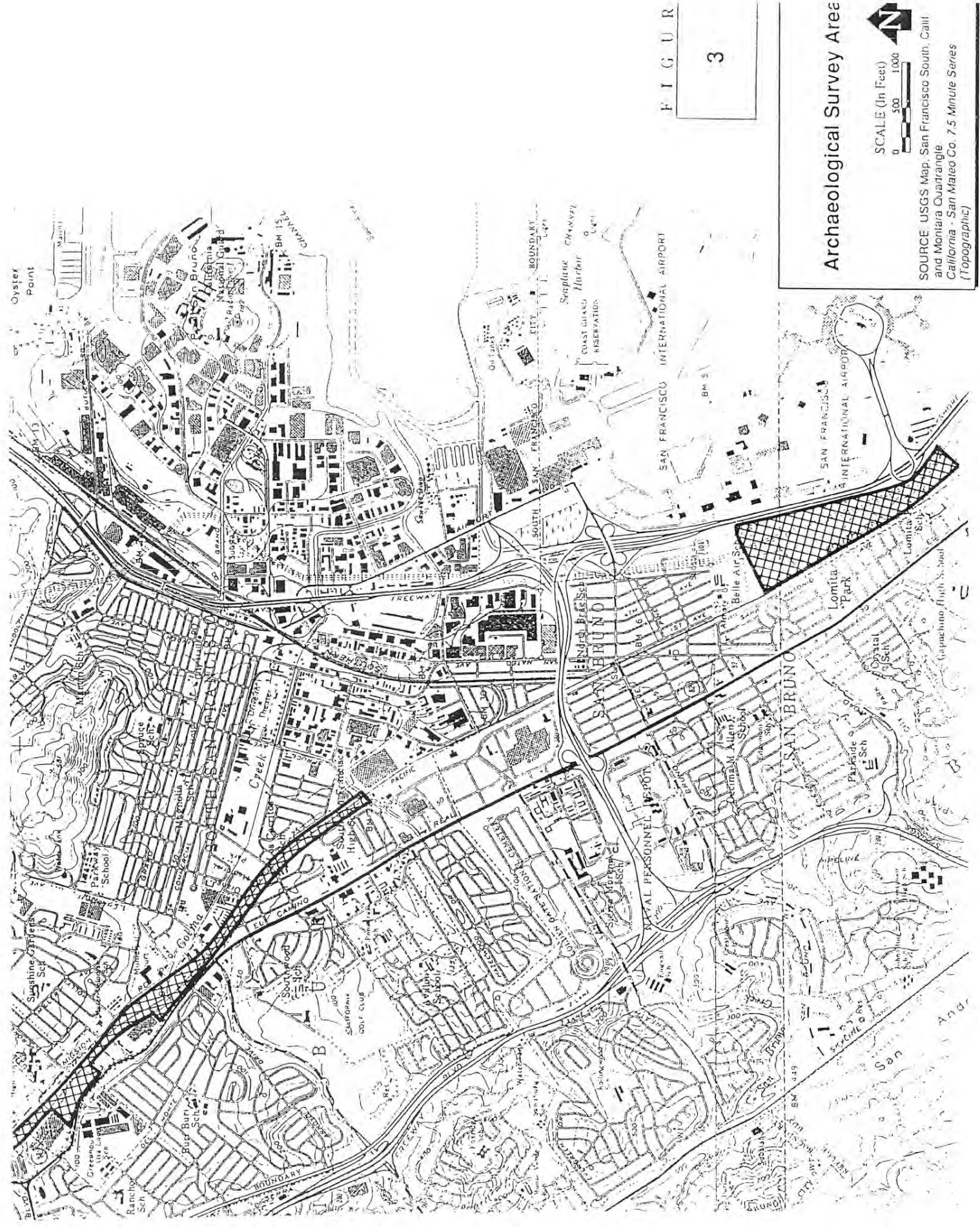


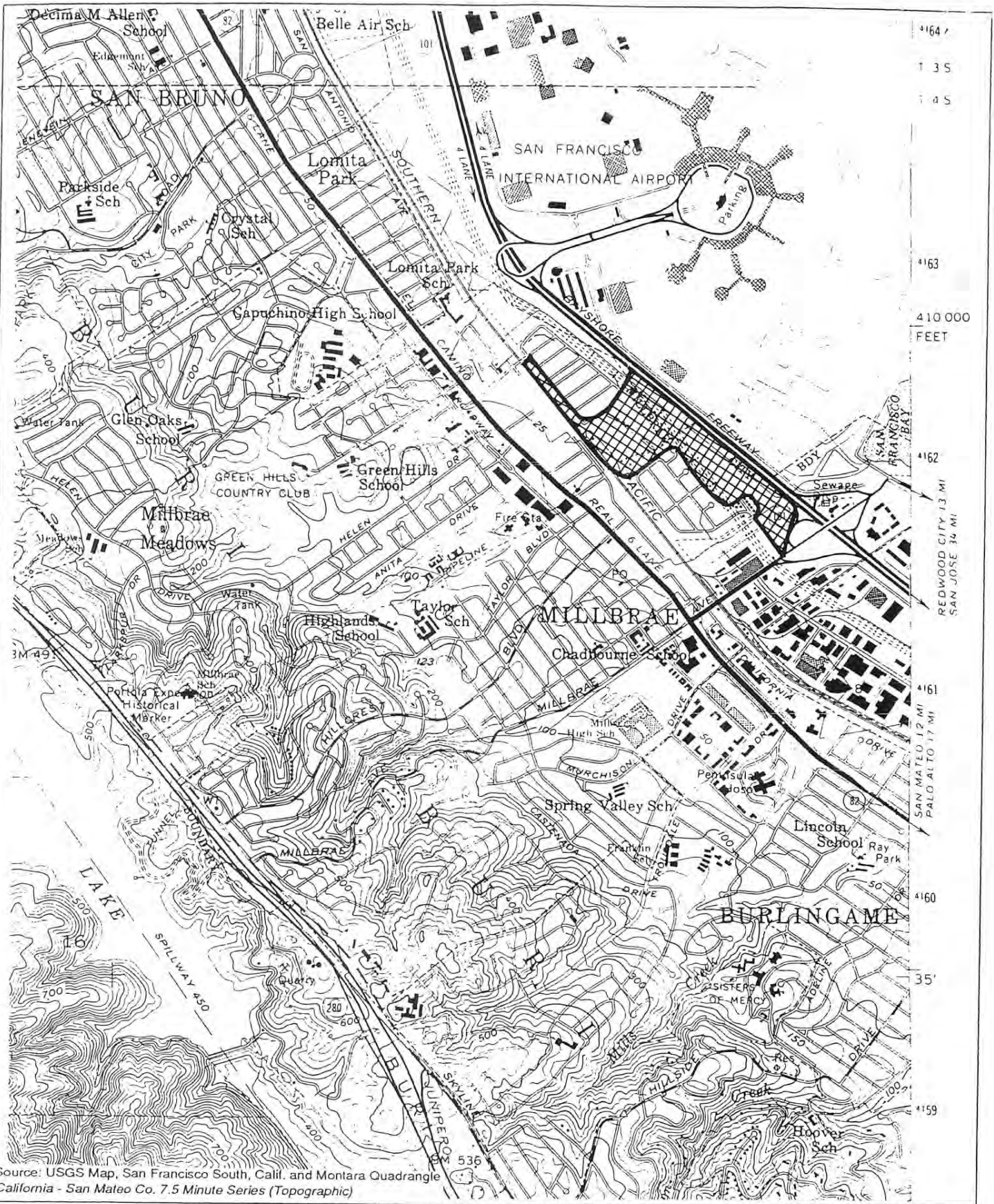
FIGURE
3

Archaeological Survey Area

SCALE (In Feet)
0 500 1000

SOURCE USGS Map, San Francisco South, Calif and Montara Quadrangle California - San Mateo Co. 7.5 Minute Series (Topographic)





Inspection of all land surfaces that can reasonably be expected to contain visible archaeological resources. Every portion of the project area whose surface can be seen without major modification of vegetation, and where it is reasonably possible that human activities that would leave traces might be carried out, is inspected in a general surface reconnaissance. Every foot of ground is not necessarily covered. A general surface reconnaissance is the functional equivalent of a complete reconnaissance (investigation of every visible portion of the project area) in areas where soil, vegetation, or other conditions make it highly likely that some kinds of archaeological phenomena would be preserved, or where conditions obscure such phenomena to a point at which they could not be observed without undertaking large scale brush clearing, grading, etc. (King, et al., 1973; Edwards, 1979).

United States Geological Survey (USGS) maps and black and white copies of aerial photographs were carried into the field for periodic consultation. Mason's trowels were used to clear brush where soils supported plant species indicative of archaeological soils (such as California poppy and blackberry). In the wetland area, Common Cattail (*Typha sp.*) and numerous other species of native plants were located. Indications from historic maps and the presence of minimally disturbed native vegetation in the vicinity suggest that undisturbed prehistoric material may be present beneath the ground surface.

5.2 ARCHAEOLOGICAL TESTING

The testing phase of the prehistoric studies for the proposed BART–San Francisco International Airport Extension was limited to shovel test pits and auger holes to determine the presence or absence of cultural material at the one previously known prehistoric site, SMA-299. The analysis of material recovered from 20 auger holes approximately 15 meters apart, approximately .3 meter in diameter and ranging from 15 centimeters to 1 meter in depth, revealed the absence of archaeological soils throughout the site vicinity (see Table 1 and Confidential Appendix B). The auger holes were placed on a 1.5 kilometer alignment on the west side of the SPTCo tracks in the site area recorded in 1989 (see Confidential Appendix A). The soil from each unit was examined for cultural material: midden soil (formed by food refuse), shell, or artifactual constituents such as obsidian or flaked chert. A small amount of soil from the bottom of each unit was tested for its pH balance, which is also an indicator of midden soil. As discussed below, no cultural material was found during this preliminary testing phase. Controlled excavation units, therefore, were not performed.

6. FINDINGS AND CONCLUSIONS

As stated in Section 5.1, San Mateo County site 299 was recorded previously in the proposed BART alignment in South San Francisco. The site record, completed in 1989, states that the site has been "completely destroyed" (see Confidential Appendix A). Destructive factors stated in the site record include soil mining of the midden in the 1930s to 1950s, the channelization of Colma Creek, and the construction of the SPTCo rail line. Broken rock — often a remnant of prehistoric habitation — was located in abundance on the surface, but never associated with anthropic soil, or in a cultural context. During the field survey, it appeared that large equipment was used recently to scrape and pile surface dirt and fill. In addition, construction of the large parking garage for Kaiser Hospital, located directly west of the former site, and landscaping appear to have contributed to completely erasing all traces of the former site.

Table 1 redacted due to confidential information

A large potential exists for subsurface prehistoric material to be uncovered at site SMA-299 during project excavation and construction. Because the area of development, grading, and ground disturbance for the Locally Preferred Alternative (LPA) and each of the alternatives includes the area of SMA-299, the potential impacts to this site would be the same for each.

- The author's field reconnaissance survey and testing program could only establish the absence of surface remains; this type of investigation and testing cannot completely determine whether buried deposits are present. Trenching associated with the development may disturb these resources. The use of a monitoring archaeologist during project construction would ensure the identification of significant resources and the protection of these potential resources from negative impacts and damaging effects. If subsurface prehistoric material is uncovered, then the procedures of the State Historic Preservation Officer (SHPO) should be followed, which call for the materials to be conserved, catalogued, analyzed, evaluated, and curated, prior to construction activities.
- The proposed area of impact for this project does not include any known structures or sites significant to ethnic or religious values. Impacts to ethnic or religious values, therefore, are not expected from the alternatives being considered for the proposed BART-San Francisco Airport Extension.

7. REFERENCES

- Advisory Council on Historic Preservation. Guidelines for Making "Adverse Effect" and "No Adverse Effect" Determinations for Archeological Resources in Accordance with 36 CFR Part 800. Washington, D.C. 1976.
- Advisory Council on Historic Preservation. 36 CFR Part 800: Protection of Historic Properties Regulations of the Advisory Council on Historic Preservation Governing the Section 106 Review Process. Washington, D.C. 1986.
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Appendix A
Record Search Receipt

California
Archaeological
Inventory



COLUSA
CONTRA COSTA
DEL NORTE
HUMBOLDT
LAKE

MAHIN
MENDOCINO
MONTEREY
NAPA
SAN BENITO
SAN FRANCISCO

SAN MATEO
SANTA CLARA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Department of Anthropology
Foundation Center, Bldg. 300
Sonoma State University
Rohnert Park, California 94928
(707) 664-2494 • Fax (707) 664-3947

AGREEMENT OF CONFIDENTIALITY

FILE NO.: 93-X-48

I, the undersigned, have been granted access to archaeological data on file at the Northwest Information Center of the California Archaeological Inventory. I understand the confidential nature of this information and will not disclose specific site locations to unauthorized individuals or in publicly distributed documents without written consent of the State Historic Preservation Office.

I agree to submit completed site records and preliminary reports pertinent to this project to this Information Center no later than 30 days after completion of field investigation. Subsequent reports will also be forwarded.

I understand that failure to comply with the above agreement is grounds for denial of access to the archaeological data at the Northwest Information Center.

*** PLEASE SIGN AND RETURN THIS FORM. SEE ATTACHED INVOICE. ***

Name: Richard Carrico Signature _____ Date _____

Affiliation: Ogden Environmental Telephone _____

Address: 5510 Morehouse Drive, San Diego, CA 92121

Purpose of research: XX planning _____ scientific/academic _____ other _____

PROJECT: site record and report xeroxing for the Daly City Bart Extension.

COUNTY: San Mateo

MAP: n/a

COMMENTS: Enclosed are copies of the site record for CA-SMA-299 and S-3155 (Chavez 1980). The bibliographic printout is of reports written by Chavez that are located on the San Francisco South 7.5' quad.

-----STAFF USE ONLY-----

Request Received
Telephone 8 July 1993
Fax _____
In person _____
Mail _____

Response
Telephone _____
Fax _____
Mail 12 July 1993

Fees		
Staff processing:	_____ hour(s) @ \$90/hr.	\$ _____
In person research:	_____ day(s) @ \$90/day	\$ _____
Xerox:	<u>14</u> page(s) @ \$.10/pg.	\$ <u>1.40</u>
	<u>0.25</u> hour(s) @ \$15/hr.	\$ <u>3.75</u>
Bibliography:		
staff/computer time:	_____ hour(s) @ \$30/hr.	\$ _____
Telephone surcharge \$10:		\$ _____
Topographic map surcharge,		
_____ add'l map(s) reviewed @ \$10 each:		\$ _____
Rapid Response surcharge:		\$ _____
Fax @ \$2 first page, \$1 thereafter:		\$ _____
Other:		\$ _____

Lisa C. Hagel
Information Center Staff

PLEASE ACCEPT THIS FORM AS AN INVOICE TOTAL: \$ 5.15
FOR \$5.15. MAKE YOUR CHECK PAYABLE TO THE SSUAF *****
AND REFERENCE THE ABOVE FILE NUMBER ON THE CHECK.
THANK YOU



221 Main Street, Suite 1400
San Francisco, CA 94105
415 227 4370
Fax 415 227 4376

August 3, 1993

California Archaeological Inventory
Northwest Information Center
Foundation Building 300
Sonoma State University
1801 E. Cotati
Rohnert Park, CA 94928

To Whom it may Concern:

Ogden Environmental and Energy Services (Ogden Environmental) is currently preparing a Recirculated Environmental Impact Report for the BART - SF Airport project. We are hereby requesting a record search for the areas within a one-mile radius on each side of the two proposed project alignments (depicted on the enclosed map). Ogden authorizes the Northwest Information Center to devote up to four hours @ \$90 per hour for this task. Our project referral number is 3-1098-2001-0002.

Thank you, in advance.

Sincerely,

Rod Jeung
Project Manager

RJ/cr

Enclosure



Appendix B
Agency Correspondence

221 Main Street, Suite 1400
San Francisco, CA 94105
415 227 4370
Fax 415 227 4376

August 27, 1993

Debbie Treadway
Native American Heritage Commission
915 Capitol Mall
Room 364
Sacramento, CA 95814

Re: BART San Francisco International Airport Recirculated Draft
EIR/Supplemental Draft EIS Project

Dear Ms. Treadway:

Ogden Environmental and Energy Services Company, Inc. (abbreviated Ogden Environmental), in conjunction with Archaeological and Historic Consultants (AHC), Oakland, is currently preparing a recirculated Environmental Impact Report for the referenced project in both San Francisco and San Mateo counties. The project involves numerous historic resources that will be evaluated for their potential National Register eligibility. One prehistoric site (shell midden SMA-299) will be tested archaeologically for its potential eligibility to the Register. Diagrams of the alternatives proposed for the BART extension are provided with this letter.

We respectfully request any information and input that you may have regarding both Native American and historic concerns, either directly or indirectly associated with this project area. We would also be interested in knowing whether or not there are individuals in the area who should be contacted prior to the continuation of this project. If you have information, concerns, or other input, please submit them in writing, so that they may be incorporated in the final report.

We appreciate your assistance in this matter. If you have any questions or require any further information regarding this project, please contact me at 510/843-5709.

Sincerely,



Carolyn Rice
Cultural Resources Specialist

CR/rc

Enclosures



221 Main Street, Suite 1400
San Francisco, CA 94105
415 227 4370
Fax 415 227 4376

August 27, 1993

Hans Kreutzberg
State Historic Preservation Office
1416 9th St.
Sacramento, CA 95814

Re: BART San Francisco International Airport Recirculated Draft EIR/Supplemental Draft
EIS Project

Dear Mr. Kreutzberg:

Ogden Environmental and Energy Services Company, Inc. (abbreviated Ogden Environmental), in conjunction with Archaeological and Historic Consultants (AHC), Oakland, is ready to proceed with the field investigations for the referenced project. The project involves numerous historic resources that will be evaluated for their potential National Register eligibility. One prehistoric site (shell midden SMA-299) will be tested archaeologically for its potential eligibility to the Register. Diagrams of the alternatives proposed for the BART extension are provided with this letter, along with a copy of correspondence with representatives of the Native American Heritage Commission.

Personnel who will provide cultural resources reports are listed with their phone numbers as follows:

- Laurence Shoup, History (510/654-8635)
- Mark Brack, Historical Architecture (510/644-8194)
- Carolyn Rice, Prehistory (510/843-5709)

We are eager to begin coordination with you in setting the APE and in meeting SHPO requirements and, therefore, will call you soon.

Sincerely,

Carolyn Rice
Cultural Resources Specialist

CR/rc

Enclosures



221 Main Street, Suite 1400
San Francisco, CA 94105
415 227 4370
Fax 415 227 4376

SAMPLE OF LETTER SENT TO NATIVE AMERICAN REPRESENTATIVES

August 16, 1993

Andrew Galvan
P.O. Box 3152
Mission San Jose, CA 94539

Re: BART San Francisco International Airport Extension Project

Dear Mr. Galvan:

Ogden Environmental and Energy Company, Inc., is currently preparing a recirculated Environmental Impact Report for the referenced project in both San Francisco and San Mateo counties. The project includes a corridor that is under potential impact from the proposed train route extension to San Francisco International Airport. The area under study is depicted on the enclosed map.

We respectfully request any information and input that you may have regarding both Native American and historic concerns, either directly or indirectly associated with this project area. We would also be interested in knowing whether or not there are individuals in the area who should be contacted prior to the continuation of this project. If you have information, concerns or other input, please submit them in writing, so that they may be incorporated in the final report.

We appreciate your assistance in this matter. If you have any questions or require any further information regarding this project, please contact me at the address listed above.

Sincerely,



Carolyn Rice
Cultural Resources Specialist

CR/rc

Enclosure

<u>Name address telephone</u>	<u>Tribal affiliation</u>
Amah Tribal Band Chairperson: Irene Zwierein 789 Canada Road Woodside, CA 94062 (415) 851-7747	Ohlone
Esselen Nation Chairperson: Loretta Escobar-Wyer P.O. Box 464 Palo Alto, CA 94302 (408) 924-1572 Office (415) 390-9919	Ohlone/Esselen
Andrew Galvan P.O. Box 3152 Mission San Jose, CA 94539 (510) 656-0777 (510) 656-2364 Message	Ohlone
Frances Garcia 425 Queen Street, #33 King City, CA 93930-3719 (408) 385-5591	Ohlone/Salinan
Indian Canyon Mutsun Band of Costanoan People Chairperson: Ann Marie Sayers P.O. Box 28 Hollister, CA 95024-0028 (408) 637-4238	Ohlone
Jakki Kehl 1675 North Corral Hollow Rd. Tracy, CA 95376 (209) 832-7403	Ohlone
Kenneth Marquis 4659 Bolero Drive San Jose, CA 95111 (408) 226-3357	Ohlone

NATIVE AMERICAN REPRESENTATIVES CONTACTED BY LETTER
(SEE SAMPLE LETTER TO ANDREW GALVIN PRECEDING THIS LIST)

<u>Name address telephone</u>	<u>Tribal affiliation</u>
Jenny Mousseaux (McLeod) P.O. Box 610546 San Jose, CA 95161 (408) 249-6049	Salinan/Chumash/Ohlone
Muwekma Indian Tribe Chairperson: Rosemary Cambra 1845 The Alameda San Jose, CA 95126 (408) 293-9956	Ohlone
Patrick Orozco 110 Dick Phelps Road Watsonville, CA 95076 (408) 728-8471	Ohlone
Alex Ramirez 4910 Alum Rock Ave San Jose, CA 95127 (408) 923-0204	Ohlone
Ella Mae Rodriguez 1188 Phoenix Ave, House B Seaside, CA 93955 (408) 394-8176	Ohlone
Linda Yamane 1385 Harding Street Seaside, CA 93955 (408) 394-5915	Ohlone

NATIVE AMERICAN REPRESENTATIVES CONTACTED BY LETTER
(SEE SAMPLE LETTER TO ANDREW GALVIN PRECEDING THIS LIST)

Confidential Appendix A
Archaeological Site Record

**Confidential Appendix B
Archaeological
Testing Locations**

BART-San Francisco Airport Extension Project
Draft Environmental Impact Report /
Supplemental Draft Environmental Impact Statement

Archaeological Resources Technical Report

June 1994
(Revised December 1994)

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List of Confidential Appendices

A	Archaeological Site Record
B	Archaeological Testing Locations

1. MANAGEMENT SUMMARY

From August to October, 1993, a literature search, field survey, and archaeological testing were performed for a Draft Environmental Impact Report (EIR) and Supplemental Draft Environmental Impact Study (SDEIS) for the BART–San Francisco International Airport Extension. The field reconnaissance was performed only in areas not previously surveyed for the initial cultural resources studies completed in 1991 (see Chavez, 1991). An augering program was performed on the one previously recorded prehistoric site on the alignment (SMA-299), in which no archaeological soils were uncovered. The lack of surface integrity for SMA-299 precludes it, thus far, from significance, pursuant to the *National Register of Historic Places* (36 CFR Section 60.4) and the *California Environmental Quality Act* (Appendix K, Section III. A. 2. D). Because there remains a potential for subsurface cultural deposits, monitoring in archaeologically sensitive areas during construction is recommended. A copy of the following report is available on file at the Northwest Archaeological Information Center at Sonoma State University, and field notes for this undertaking have been retained by the author.

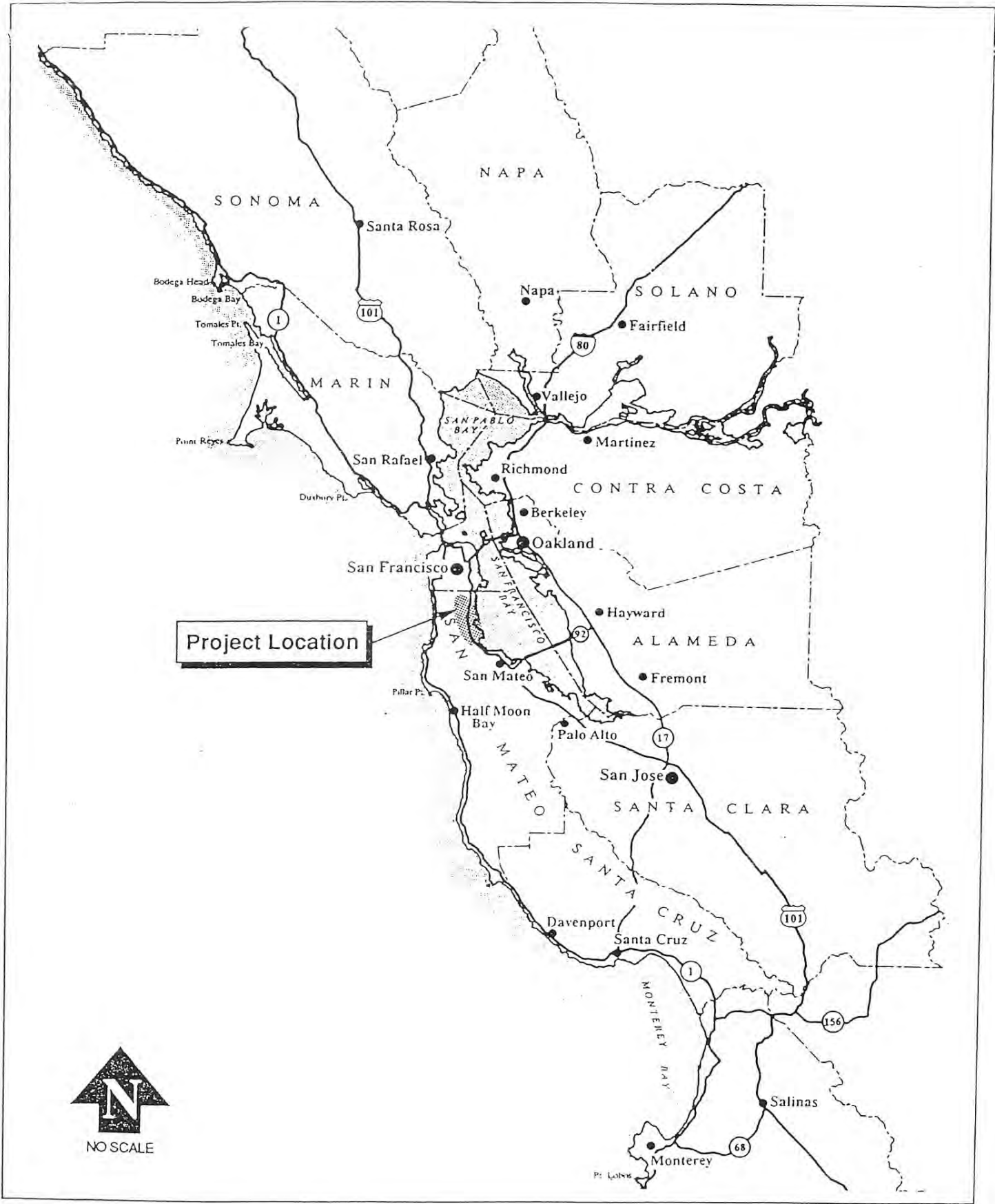
2. PROJECT DESCRIPTION

The Bay Area Rapid Transit District (BART), in cooperation with the Federal Transit Administration (FTA), the Metropolitan Transportation Commission (MTC), and the San Mateo County Transit District (SamTrans), is undertaking the preparation of a Draft EIR and Supplemental Draft EIS for the BART–San Francisco International Airport Extension Project. The project location is illustrated in Figures 1 and 2. The following discussion describes the proposed project and alternatives. In addition, BART is contemplating several design options that address construction techniques, alignments, and station layouts. Because these options do not affect the findings or conclusions of this report, they are not described here.

2.1 PROPOSED PROJECT – LOCALLY PREFERRED ALTERNATIVE (LPA)

The proposed project is the Locally Preferred Alternative (LPA) for extending BART from the Colma BART Station (under construction) to a San Francisco International Airport (SFIA) Intermodal Station, selected by the BART and SamTrans Boards of Directors and the MTC at the conclusion of the Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report (AA/DEIS/DEIR) study process in June 1992.

The proposed project begins at the Colma BART Station (currently under construction), extends south in subway via the abandoned Southern Pacific Transportation Company (SPTCo.) San Bruno branch right-of-way, and then ascends to an at-grade Tanforan Station at the South San Francisco/San Bruno city limits. South of the Tanforan Station, as it turns east under the CalTrain main line tracks, the alignment would descend into a subway configuration. The proposed project would continue along the north side of I-380 until its junction with U.S. 101. At this point, the alignment would turn south under I-380 and continue in subway along the easterly limit of the City of San Bruno. The alignment would veer in a southwesterly direction across Airport property west of U.S. 101 and then ascend to an at-grade intermodal station west of U.S. 101, about one mile west of the Airport terminals. An Airport Light Rail System, constructed and operated by the Airport, would connect the intermodal station with Airport terminals and employment sites. South of the Airport Intermodal Station, tailtracks would extend about 3,000 feet toward Millbrae.



Regional Location

FIGURE
1

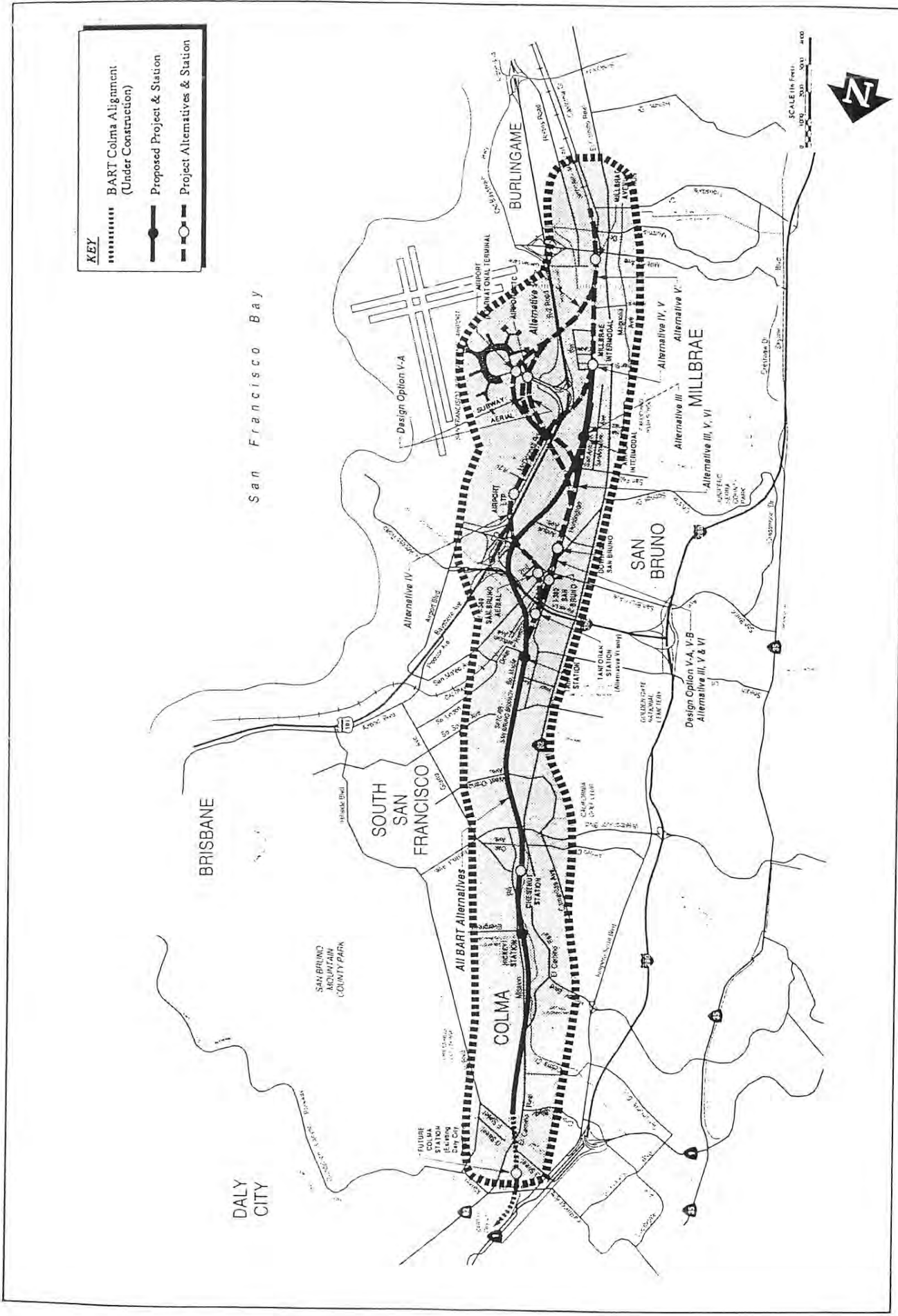


FIGURE
2

Project Corridor



2.2 ALTERNATIVE I – NO BUILD

Under the No Build Alternative, there would be no BART extension to the Airport and no changes are assumed for the study area, except for any approved and funded projects.

2.3 ALTERNATIVE II – TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

The TSM Alternative includes currently planned or funded major transportation improvements within the study area, including increased CalTrain service, an extension of San Francisco MUNI Metro to Fourth and Townsend Streets in San Francisco, the repair of earthquake-damaged freeway sections, and local circulation roadway improvements. The TSM also includes a CalTrain/Airport Light Rail Station west of U.S. 101.

2.4 ALTERNATIVE III – BART TO AIRPORT INTERMODAL STATION (BASE CASE)

The alternative follows the SPTCo San Bruno branch right-of-way between the future Colma BART Station tailtrack and an Airport Intermodal Station in San Bruno. The alignment would be built in open, retained cut structure from the Colma Station tailtrack to Mission Road, and then in a combination of at-grade and open retained cut to a below-grade Chestnut Station. South of the Chestnut Station, Alternative III would remain in retained cut to South Spruce Avenue. South of South Spruce Avenue, the alignment would rise to grade and proceed to the Tanforan Station. The alignment would continue south within the SPTCo. right-of-way and begin to ascend so that it would be above ground in an aerial structure as it traverses downtown San Bruno. South of downtown, BART would descend to an at-grade Airport Intermodal Station located west of the Airport terminals and U.S. 101. An Airport Light Rail System, constructed and operated by the Airport, would connect the intermodal station with Airport terminals and employment sites. An at-grade tailtrack would extend about 3,000 feet beyond this terminus.

2.5 ALTERNATIVE IV – BART AERIAL EAST OF HIGHWAY 101 TO MILLBRAE

Under Alternative IV, BART would follow the proposed project alignment from the Colma tailtrack to north of Tanforan Avenue. Near I-380, the alignment would rise to an aerial structure and turn east into the San Bruno Avenue corridor. Under this alternative, the location of the San Bruno station would be determined in cooperation with the City of San Bruno. The current proposal calls for an aerial station between I-380 and San Bruno Avenue, east of the SPTCo. right-of-way. The BART aerial alignment would continue east, cross over U.S. 101, and then curve south to parallel the highway on Airport property. BART would parallel the I-380 on-ramp viaduct and proposed Airport Light Rail System. The alignment would continue south on an aerial structure to an airport station by the long-term parking area. South of this station, BART would cross U.S. 101 in subway and then rise to an at-grade Millbrae Intermodal Station at Center Street along the SPTCo right-of-way. An approximately 3,000-foot tailtrack would extend at-grade south of the Millbrae station.

2.6 ALTERNATIVE V – MILLBRAE INTERMODAL (MINIMUM LENGTH SUBWAY IN DOWNTOWN SAN BRUNO)

This alternative is identical to the proposed project from the end of the Colma Station tailtrack to north of Tanforan Avenue. Under this alternative, too, the location of the San Bruno station would be determined in cooperation with the City of San Bruno. In the vicinity of I-380, BART

would descend to a subway through downtown San Bruno. South of Angus Avenue, BART would ascend to grade and proceed to a Millbrae Intermodal Station near Center Street. An approximately 3,000-foot tailtrack would extend at-grade south of the Millbrae Intermodal Station.

2.7 ALTERNATIVE VI – MILLBRAE AVENUE VIA THE AIRPORT INTERNATIONAL TERMINAL

Alternative VI follows the same alignment as the proposed project between Colma Station tailtrack and South Spruce Avenue. South of South Spruce Avenue, the alignment would stay below grade in open retained cut to the Tanforan Station. South of the Tanforan Station, the alignment would be in a minimum length subway through downtown San Bruno from San Bruno Avenue to Angus Avenue. The BART alignment would turn east under Highway 101 in subway, then turn south to a subway Airport International Terminal Station. BART passengers would access the proposed International Terminal by elevators and escalators and other terminals by walking or transferring to the proposed Airport Light Rail System. South of the Airport International Terminal Station, BART would curve southwest under U.S. 101 and then rise to an at-grade Millbrae Avenue BART/CalTrain Station. There would be an at-grade BART turnback and tailtrack which would extend south of Millbrae Avenue approximately 3,000 feet.

3. PREHISTORIC SETTING AND RESOURCES

3.1 NATURAL SETTING

The San Francisco Peninsula region encompasses the largest estuarine system in California. One of its principal features is San Francisco Bay, which is located near the proposed project's eastern boundary. Much of this bordering marshland has been reclaimed for urban purposes, after massive silting from the Gold Rush and landfill projects. The Peninsula's bayfront was also altered drastically over the past 15,000 years, when the melting of continental glaciers caused a rise of sea level that shifted local beaches more than 25 kilometers east. The archaeological significance of these geologic events is at least three-fold: 1) the natural environment of the Bay underwent almost continuous change during the past 15,000 years; 2) prehistoric peoples' adaptations to the estuarine environment evolved when marine waters began invading San Francisco Bay less than 8,000 years ago; and 3) villages and other sites on former shorelines must be buried under marine sediments (Moratto, 1984).

The prehistoric Bay Area was rich in natural resources that were used in abundance by the native populations. Rocks and minerals such as obsidian, cherts, cinnabar, and schist were excellent material for making tools, ornaments, trade goods, and weapons. The diverse habitats of the prehistoric San Francisco Bay Area, from saltmarsh to redwood forests, supplied a varied and abundant diet of game, fowl, fish, shellfish and vegetal foods to the early populations. In sum, the ample resources available in the Bay region permitted the growth of large populations that could both fulfill their domestic needs and provide valuable materials for trade.

3.2 CULTURAL SETTING

Early inhabitants of the study area were bound neither ethnically nor politically. The aboriginal groups of the southern San Francisco Bay region were assigned the name "Costanoan" (derived from the Spanish *Costanos*, or "people of the coast") at Euro-American contact. The project area lies in the vicinity of two former *Ramaytush*-speaking, or San Francisco Costanoan tribelets that

were documented at historic contact: *puyson* (Arroyo de San Francisco) and *lamsin* (Las Pulgas).

The population of the Costanoans at the time of European contact has been estimated between 7,000 and over 10,000 (Kroeber, 1924; Levy, 1978; Moratto, 1984). These individuals lived within tribelets, or villages and smaller settlements that were linked socially and located within a territory bounded by other ethnic groups. The political structure of each tribelet included a chief and a council of elders who were responsible for making group decisions (Harrington, 1933). The Costanoans built their villages primarily at confluences of two water bodies or in ecological transition zones, where the abundance of biotic resources is greatest. These people subsisted on a multitude of native vegetation species such as berries, plants, bulbs, seeds, and nuts (primarily the acorn). In addition, the Peninsula's early inhabitants hunted large mammals such as deer and elk, and fished from a large variety of freshwater and marine fish and shellfish.

By the early 19th century, disease and the destructive impact of the mission system reduced the Costanoan population to a small number of manual laborers who were forced by the Mexican government to live first in missions, and later in ranchos. Currently, approximately 200 persons of partial Costanoan descent reside in northern and central California (Levy, 1978).

Although information regarding the Costanoans is far from complete, early accounts were written by explorers, missionaries, and anthropologists. Primary ethnographic information may be found in the following:

- Harrington, John P. 1942. Culture Element Distributions. XIX: Central California Coast. University of California Anthropological Records 7(1):1-46. Berkeley.
- Heizer, R.F. 1978. Handbook of North American Indians. Volume 8: California. Washington, D.C.: Smithsonian Institution.
- Heizer, R.F. and M.A. Whipple. 1951. The California Indians: A Source Book. Berkeley: University of California Press.
- Kroeber, A.L. 1925. Handbook of the Indians of California. Bureau of American Ethnology Bulletin 78. Government Printing Office. Washington D.C.

Historic information for this project is being prepared under separate cover by Laurence Shoup, Ph.D. and Mark Brack of Archaeological/Historical Consultants, historical subconsultants on the BART-San Francisco International Airport Extension EIR/EIS.

4. METHODS

4.1 RESEARCH

Prior to performing a field survey and performing subsurface testing, the author performed a records, literature and archival review at the regional repository for archaeological surveys, located at the Northwest Information Center, Sonoma State University (File No. 93-295). Reference material on file at the Bancroft Library and Map Room of the University of California, Berkeley was also consulted. This review indicated that a survey of the project corridor conducted in 1991 affirmed the presence of a known prehistoric site (discussed below), with an absence of surface cultural resources elsewhere in project boundary. Portions within one mile of each of the proposed project alignments were also surveyed within the past 15 years, which

documented the absence of cultural materials on surface areas (Surveys 3043, 3057, 3134, 3074, 10402, 12201 and 13543).

San Mateo County site 299 (SMA-299) was recorded in 1989 by Barbara Bocek of Stanford University during the San Francisquito Archaeological Project. She described the site as "a large shell midden with shell in patches of varying density, on [the] north and south banks of the creek... early residents describe it as a single huge midden site more than two kilometers in length." The integrity of the site, or the state in which it was found, was recorded as "completely destroyed, not only by creek channelization, railroad tracks and other construction, but by systematic mining of the midden itself as 'Colma Loam,' sold as gardening soil in the 1930-1950's." Information regarding the site itself appears to be based primarily on an early letter written by William Wihr of San Francisco. Other records, if in existence, were not made available to the author by Stanford University at the time of this report.

4.2 FIELD SURVEY

On September 9, 1993, Carolyn Rice, M.A. and Robyn Talman, M.A. conducted the initial archaeological survey to identify possible existing historic or prehistoric cultural materials in an unsurveyed portion of the project area. An archaeological survey is defined as follows:

Inspection of all land surfaces that can reasonably be expected to contain visible archaeological resources. Every portion of the project area whose surface can be seen without major modification of vegetation, and where it is reasonably possible that human activities that would leave traces might be carried out, is inspected in a general surface reconnaissance. Every foot of ground is not necessarily covered. A general surface reconnaissance is the functional equivalent of a complete reconnaissance (investigation of every visible portion of the project area) in areas where soil, vegetation, or other conditions make it highly likely that some kinds of archaeological phenomena would be preserved, or where conditions obscure such phenomena to a point at which they could not be observed without undertaking large scale brush clearing, grading, etc. (King et al., 1973; Edwards, 1979).

The walk-over was conducted by using a straight-line pattern at 10-meter intervals to ensure full coverage of the unsurveyed portion of proposed project area, a minimally developed wetland area between the SPTCo. corridor adjacent to San Felipe Avenue to the west and U.S. 101 to the east (see Figure 3). On Friday, May 13, 1994, Carolyn Rice performed a supplemental foot reconnaissance survey of the expanded APE, a small area approximately .5 kilometers long and .3 kilometers wide (see Figure 3a). The supplemental survey area is located approximately .8 miles northeast of the intersection of El Camino Real and Millbrae Avenue in the City of Millbrae. The same methods were used as those of the initial survey; ground visibility was poor, approximately 8 percent. Ground disturbance in this area is almost complete, due to residences, the railroad corridor, the PG&E substation, and tennis courts.

United States Geological Survey (USGS) maps and black and white copies of aerial photographs were carried into the field for periodic consultation. Mason's trowels were used to clear brush where soils supported plant species indicative of archaeological soils (such as California poppy and blackberry). In the wetland area, Common Cattail (*Typha sp.*) and numerous other species of native plants were located. Indications from historic maps and the presence of minimally disturbed native vegetation in the vicinity suggest that undisturbed prehistoric material may be present beneath the ground surface.

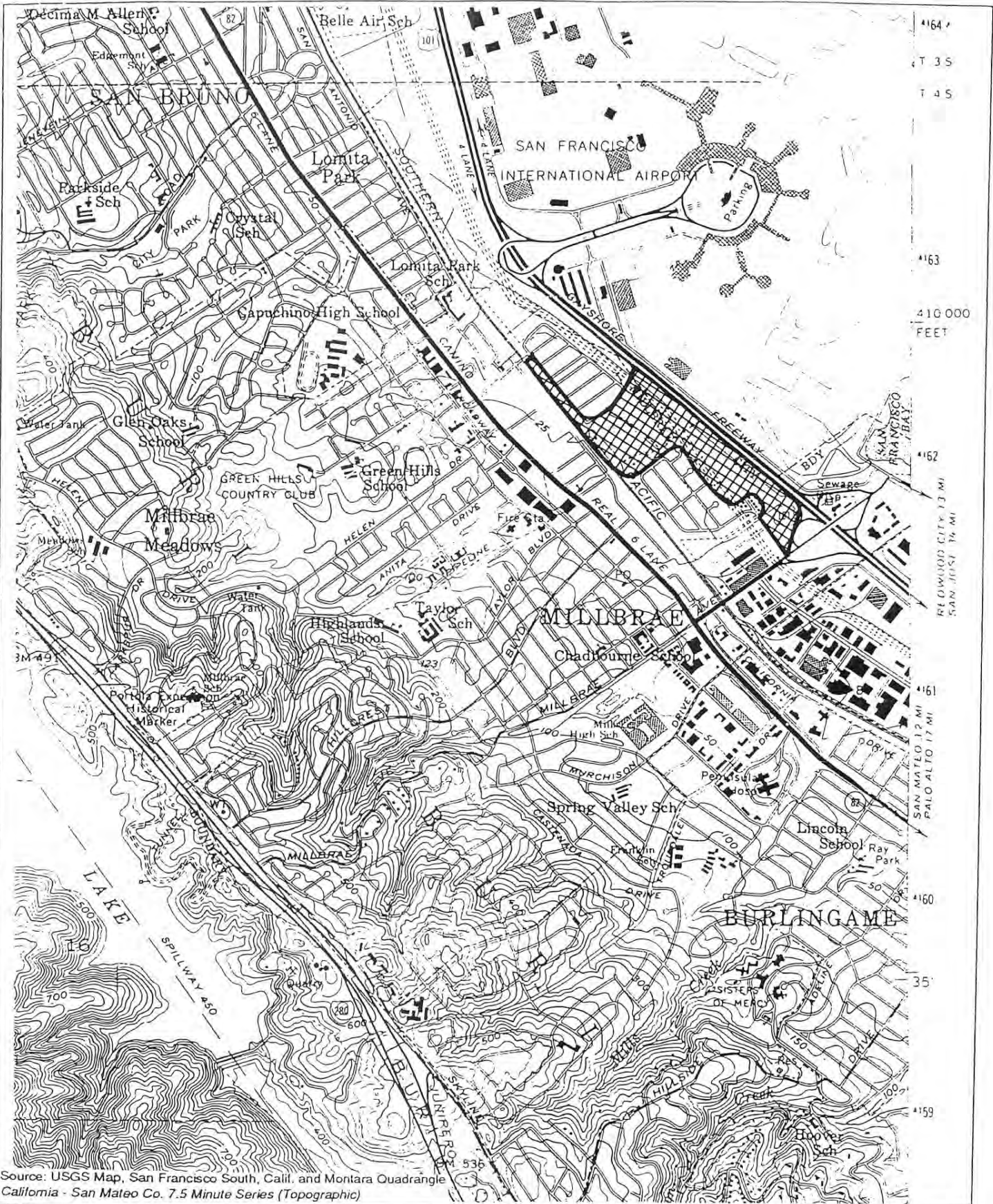


FIGURE
3

Archaeological Survey Area



SOURCE: USGS Map, San Francisco South, Call and Montara Quadrangle
California - San Mateo Co. 7.5 Minute Series
(Topographic)



Source: USGS Map, San Francisco South, Calif. and Montara Quadrangle California - San Mateo Co. 7.5 Minute Series (Topographic)



Area of Potential Effect/
Archaeological Survey Area

FIGURE

3a

4.3 ARCHAEOLOGICAL TESTING

The testing phase of the prehistoric studies for the proposed BART–San Francisco Airport Extension was limited to shovel test pits and auger holes that were performed to determine the presence or absence of cultural material at the one previously known prehistoric site, SMA-299. The placement of 20 auger holes, randomly placed approximately 15 meters apart, approximately .3 meter in diameter and ranging from 15 centimeters to 1 meter in depth, resulted in the absence of archaeological soils throughout the site vicinity (see Confidential Appendix B and Table 1). The auger holes were placed on a 1.5 kilometer alignment on the west side of the SPRR tracks in the site area recorded in 1989 (see Confidential Appendix A). The soil from each unit was examined for cultural material: midden soil (formed by food refuse), shell, or artifactual constituents such as obsidian or flaked chert. A small amount of soil from the bottom of each unit was tested for its pH balance, which is also an indicator of midden soil. As discussed below, no cultural material was found during this preliminary testing phase. Controlled excavation units, therefore, were not performed.

5. REPORT OF FINDINGS

As stated in Section 4.1, San Mateo County site 299 was recorded previously in the proposed BART alignment in South San Francisco. The site record, completed in 1989, states that the site has been “completely destroyed” (see Confidential Appendix A). Destructive factors stated in the site record include soil mining of the midden in the 1930s to 1950s, the channelization of Colma Creek, and the construction of the SPTCo rail line. Broken rock — often a remnant of prehistoric habitation — was located in abundance on the surface, but never associated with anthropic soil, or in a cultural context. During the field survey, it appeared that large equipment was used recently to scrape and pile surface dirt and fill. In addition, construction of the large parking garage for Kaiser Hospital, located directly west of the former site, and landscaping appear to have contributed to completely erasing all traces of the site.

6. MANAGEMENT CONSIDERATIONS

The project area contains one known prehistoric site (SMA-299), and the potential exists for subsurface prehistoric material to be uncovered at this site during project excavation and construction. Because the area of development, grading, and ground disturbance for the Locally Preferred Alternative and each of the its alternatives includes the area of SMA-299, the potential impacts to this site would be the same for each. Accordingly, the following impact statements apply to all alternatives.

- The author’s field reconnaissance survey and testing program established only the absence of surface remains; this type of investigation and testing cannot completely determine whether buried deposits are present. Trenching associated with the development may disturb these resources.
- The proposed area of impact for this project does not include any known structures or sites significant to ethnic or religious values. Impacts to ethnic or religious values, therefore, are not expected from the alternatives being considered for the proposed BART–San Francisco International Airport Extension Project.

Table 1 redacted due to confidential information

The following mitigation measures would reduce the potential loss of known prehistoric cultural resources to less than significant.

1. Construction Monitoring. Trench excavation and other earth-disturbing activities at and in the vicinity of site SMA-299 will be monitored by a SOPA-qualified archaeologist during project construction. The use of a monitoring archaeologist would ensure the identification of significant resources and the protection of these potential resources from negative impacts and damaging effects. Significant cultural materials include, but are not limited to, human remains, altered stone, shell and bone artifacts, concentrations of fire altered rock, ash, charcoal, shell, and bone, and historic features such as building foundations or privies. If any cultural remains are uncovered during the course of altering any sites, work within ten feet of the resources should be stopped immediately. Appropriate authorities (such as the local coroner, in the case of human burials) and a SOPA-qualified archaeologist should be retained to investigate the site's potential archaeological value.

Mitigation of the cultural resources may include monitoring of further construction and/or systematic excavation of the remains. Cultural materials collected as part of the discovery, monitoring or mitigation phases must be properly conserved, catalogued, analyzed, evaluated, and curated according to current archaeological standards set by the State Historic Preservation Officer.

7. REFERENCES

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Appendix A
Personnel Qualifications

Carolyn Rice
Consulting Archeologist
600 Grizzly Peak Blvd.
Berkeley, CA 94708

SUMMARY OF QUALIFICATIONS

With over 8 years of experience on environmental field and laboratory projects in California and Hawaii, I direct cultural resources research tasks, surveys, and test/data recovery projects in a variety of settings. Associated responsibilities include client contact, personnel supervision, and preparation of draft and final reports. My qualifications include a thorough knowledge of NEPA, CEQA, NHPA (Section 106 compliance), and numerous other federal, state and local laws and regulations mandating environmental assessment. I bring with me the experience and perspective gained during the past two years of managing numerous multidisciplinary studies for both cultural resources and comprehensive environmental assessments, with responsibilities such as scheduling and coordinating project assignments, proposal preparation, project management, quality control/quality assurance, and group planning.

From proposal preparation to full-scale excavation, my experience has given me expertise in the following areas:

- Project management;
- Proposal, draft, and final (response to comments) report preparation;
- Archival and ethnographic research;
- Prehistoric and historic site assessment;
- Historic architecture significance analysis;
- Comprehensive and mixed-strategy archaeological surveys;
- Site recordation, including mapping and photography;
- Native American coordination;
- Artifact identification, cataloging, and drawing;
- Historic map and aerial photograph analysis; and
- Environmental education.

EDUCATION

M.A. Cultural Anthropology/Archaeology, San Francisco State University, 1992
B.A. Environmental Studies, University of California at Santa Cruz, 1985

PROFESSIONAL EXPERIENCE

1990 to 1993: Cultural Resources Specialist and Project Manager for Ogden Environmental and Energy Services Company, Inc. 221 Main Street, San Francisco, California 94105. Under the direct supervision of Rod Jeung and Ric Villasenor in San Francisco (415) 227-4370 and Richard Carrico and Andrew Pigniolo in San Diego (619) 458-9044.

1985 to 1990: Part-time Consulting Archaeologist for numerous projects in Northern California.

Appendix B
Record Search Receipt



221 Main Street, Suite 1400
San Francisco, CA 94105
415 227 4370
Fax 415 227 4376

August 3, 1993

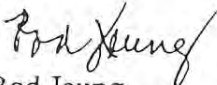
California Archaeological Inventory
Northwest Information Center
Foundation Building 300
Sonoma State University
1801 E. Cotati
Rohnert Park, CA 94928

To Whom it may Concern:

Ogden Environmental and Energy Services (Ogden Environmental) is currently preparing a Recirculated Environmental Impact Report for the BART - SF Airport project. We are hereby requesting a record search for the areas within a one-mile radius on each side of the two proposed project alignments (depicted on the enclosed map). Ogden authorizes the Northwest Information Center to devote up to four hours @ \$90 per hour for this task. Our project referral number is 3-1098-2001-0002.

Thank you, in advance.

Sincerely,


Rod Jeung
Project Manager

RJ/cr

Enclosure

California
Archaeological
Inventory



COLUSA
CONTRA COSTA
DEL NORTE
HUMBOLDT
LAKE
MARIN
MENDOCINO
MONTEREY
NAPA
SAN BENITO
SAN FRANCISCO
SAN MATEO
SANTA CLARA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Department of Anthropology
Foundation Center, Bldg. 300
Sonoma State University
Rohnert Park, California 94928
(707) 664-2494 • Fax (707) 664-3947

AGREEMENT OF CONFIDENTIALITY

FILE NO.: 93-295

I, the undersigned, have been granted access to archaeological data on file at the Northwest Information Center of the California Archaeological Inventory. I understand the confidential nature of this information and will not disclose specific site locations to unauthorized individuals or in publicly distributed documents without written consent of the State Historic Preservation Office.

I agree to submit completed site records and preliminary reports pertinent to this project to this Information Center no later than 30 days after completion of field investigation. Subsequent reports will also be forwarded.

I understand that failure to comply with the above agreement is grounds for denial of access to the archaeological data at the Northwest Information Center.

*** PLEASE SIGN AND RETURN THIS FORM. SEE ATTACHED INVOICE. ***

Name: Carolyn Rice Signature Carolyn Rice Date 8-9-13

Affiliation: Ogden Environmental Telephone 415/227-4370

Address: 221 Main St Suite 1400 San Fran. 94105

Purpose of research: planning scientific/academic other

PROJECT: BART to San Fran. Airport

COUNTY: San Fran / San Mateo

MAP: San Fran. Source / Mountain Mtn.

COMMENTS:

-----STAFF USE ONLY-----

Request Received
Telephone _____
Fax _____
In person 7/9/13
Mail _____

Response
Telephone _____
Fax _____
Mail _____

Fees
Staff processing: _____ hour(s) @ \$90/hr. \$ _____
In person research: 1 day(s) @ \$90/day \$ 90.00
Xerox: 70 page(s) @ \$.10/pg. \$ 7.00
_____ hour(s) @ \$15/hr. \$ _____
Bibliography:
staff/computer time: _____ hour(s) @ \$30/hr. \$ _____
Telephone surcharge \$10: \$ _____
Topographic map surcharge,
_____ add'l map(s) reviewed @ \$10 each: \$ _____
Rapid Response surcharge: \$ _____
Fax @ \$2 first page, \$1 thereafter: \$ _____
Other: \$ _____

Lucy Podeschini
Information Center Staff

TOTAL: \$ 97.00



RECORDS SEARCH SUPPLEMENT
BIBLIOGRAPHY/XEROX REQUEST FORM & INVOICE

DATE OF REQUEST: Aug 16, 1993 NWIC FILE NUMBER: 93-X-66

DATE OF RESPONSE: _____

Name: Carolyn Rice

Affiliation: Ozden Environmental

Address: 221 Main St, Ste 1400, S.F. 94105

Phone#: 415-227-4370

Fax#: 415-227-4376

INFORMATION REQUESTED: CA-SMA-172/H

(see: 93-295) - Bart Project SF/Airport Ext.

FEES:

Staff / Computer time: _____ hour(s) @ \$30.00/hr. \$ _____

Xerox time: .25 hour(s) @ \$15.00/hr. \$ 3.75

2 page(s) @ \$.10/pg. \$.20

Rapid Response Surcharge: \$ _____

Other: \$ _____

TOTAL: \$ 3.95

NOTES:

PLEASE ACCEPT THIS FORM AS AS INVOICE FOR \$ 3.95. Please reference our file # on the remittance check, make the check payable to the SSU Academic Foundation, and send it to the above address. Thank you.

Margie Beleg Romhelli
Information Center Staff

California
Archaeological
Inventory



ALAMEDA
COLUSA
CONTRA COSTA
DEL NORTE
HUMBOLDT
LAKE
MARIN
MENDOCINO
MONTEREY
NAPA
SAN BENITO
SAN FRANCISCO
SAN MATEO
SANTA CLARA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Department of Anthropology
Foundation Center, Bldg. 300
Sonoma State University
Rohnert Park, California 94928
(707) 664-2494 • Fax (707) 664-3947

AGREEMENT OF CONFIDENTIALITY

FILE NO.: 93-X-48

I, the undersigned, have been granted access to archaeological data on file at the Northwest Information Center of the California Archaeological Inventory. I understand the confidential nature of this information and will not disclose specific site locations to unauthorized individuals or in publicly distributed documents without written consent of the State Historic Preservation Office.

I agree to submit completed site records and preliminary reports pertinent to this project to this Information Center no later than 30 days after completion of field investigation. Subsequent reports will also be forwarded.

I understand that failure to comply with the above agreement is grounds for denial of access to the archaeological data at the Northwest Information Center.

*** PLEASE SIGN AND RETURN THIS FORM. SEE ATTACHED INVOICE. ***

Name: Richard Carrico Signature _____ Date _____

Affiliation: Ogden Environmental Telephone _____

Address: 5510 Morehouse Drive, San Diego, CA 92121

Purpose of research: XX planning _____ scientific/academic _____ other

PROJECT: site record and report xeroxing for the Daly City Bart Extension

COUNTY: San Mateo

MAP: n/a

COMMENTS: Enclosed are copies of the site record for CA-SMA-299 and S-3155 (Chavez 1980). The bibliographic printout is of reports written by Chavez that are located on the San Francisco South 7.5' quad.

-----STAFF USE ONLY-----

Request Received	Fees		
Telephone <u>8 July 1993</u>	Staff processing:	<u> </u> hour(s) @ \$90/hr.	\$ <u> </u>
Fax _____	In person research:	<u> </u> day(s) @ \$90/day	\$ <u> </u>
In person _____	Xerox:	<u>14</u> page(s) @ \$.10/pg.	\$ <u>1.40</u>
Mail _____		<u>0.25</u> hour(s) @ \$15/hr.	\$ <u>3.75</u>
Response	Bibliography:		
Telephone _____	staff/computer time:	<u> </u> hour(s) @ \$30/hr.	\$ <u> </u>
Fax _____	Telephone surcharge \$10:		\$ <u> </u>
Mail <u>12 July 1993</u>	Topographic map surcharge,		
	<u> </u> add'l map(s) reviewed @ \$10 each:		\$ <u> </u>
	Rapid Response surcharge:		\$ <u> </u>
	Fax @ \$2 first page, \$1 thereafter:		\$ <u> </u>
	Other:		\$ <u> </u>

Lisa C. Hagel
Information Center Staff

PLEASE ACCEPT THIS FORM AS AN INVOICE TOTAL: \$ 5.15
FOR \$5.15. MAKE YOUR CHECK PAYABLE TO THE SSUAF ++++++
AND REFERENCE THE ABOVE FILE NUMBER ON THE CHECK.
THANK YOU!!

Appendix C
Agency Correspondence

221 Main Street, Suite 1400
San Francisco, CA 94105
415 227 4370
Fax 415 227 4376

August 27, 1993

Debbie Treadway
Native American Heritage Commission
915 Capitol Mall
Room 364
Sacramento, CA 95814

**Re: BART San Francisco International Airport Recirculated Draft
EIR/Supplemental Draft EIS Project**

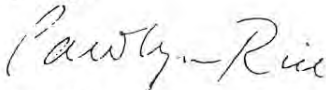
Dear Ms. Treadway:

Ogden Environmental and Energy Services Company, Inc. (abbreviated Ogden Environmental), in conjunction with Archaeological and Historic Consultants (AHC), Oakland, is currently preparing a recirculated Environmental Impact Report for the referenced project in both San Francisco and San Mateo counties. The project involves numerous historic resources that will be evaluated for their potential National Register eligibility. One prehistoric site (shell midden SMa-299) will be tested archaeologically for its potential eligibility to the Register. Diagrams of the alternatives proposed for the BART extension are provided with this letter.

We respectfully request any information and input that you may have regarding both Native American and historic concerns, either directly or indirectly associated with this project area. We would also be interested in knowing whether or not there are individuals in the area who should be contacted prior to the continuation of this project. If you have information, concerns, or other input, please submit them in writing, so that they may be incorporated in the final report.

We appreciate your assistance in this matter. If you have any questions or require any further information regarding this project, please contact me at 510/843-5709.

Sincerely,



Carolyn Rice
Cultural Resources Specialist

CR/rc

Enclosures

221 Main Street, Suite 1400
San Francisco, CA 94105
415 227 4370
Fax 415 227 4376

August 27, 1993

Hans Kreutzberg
State Historic Preservation Office
1416 9th St.
Sacramento, CA 95814

Re: BART San Francisco International Airport Recirculated Draft EIR/Supplemental Draft
EIS Project

Dear Mr. Kreutzberg:

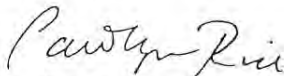
Ogden Environmental and Energy Services Company, Inc. (abbreviated Ogden Environmental), in conjunction with Archaeological and Historic Consultants (AHC), Oakland, is ready to proceed with the field investigations for the referenced project. The project involves numerous historic resources that will be evaluated for their potential National Register eligibility. One prehistoric site (shell midden SMA-299) will be tested archaeologically for its potential eligibility to the Register. Diagrams of the alternatives proposed for the BART extension are provided with this letter, along with a copy of correspondence with representatives of the Native American Heritage Commission.

Personnel who will provide cultural resources reports are listed with their phone numbers as follows:

- Laurence Shoup, History (510/654-8635)
- Mark Brack, Historical Architecture (510/644-8194)
- Carolyn Rice, Prehistory (510/843-5709)

We are eager to begin coordination with you in setting the APE and in meeting SHPO requirements and, therefore, will call you soon.

Sincerely,



Carolyn Rice
Cultural Resources Specialist

CR/rc

Enclosures

221 Main Street, Suite 1400
San Francisco, CA 94105
415 227 4370
Fax 415 227 4376

SAMPLE OF LETTER SENT TO NATIVE AMERICAN REPRESENTATIVES

August 16, 1993

Andrew Galvan
P.O. Box 3152
Mission San Jose, CA 94539

Re: BART San Francisco International Airport Extension Project

Dear Mr. Galvan:

Ogden Environmental and Energy Company, Inc., is currently preparing a recirculated Environmental Impact Report for the referenced project in both San Francisco and San Mateo counties. The project includes a corridor that is under potential impact from the proposed train route extension to San Francisco International Airport. The area under study is depicted on the enclosed map.

We respectfully request any information and input that you may have regarding both Native American and historic concerns, either directly or indirectly associated with this project area. We would also be interested in knowing whether or not there are individuals in the area who should be contacted prior to the continuation of this project. If you have information, concerns or other input, please submit them in writing, so that they may be incorporated in the final report.

We appreciate your assistance in this matter. If you have any questions or require any further information regarding this project, please contact me at the address listed above.

Sincerely,



Carolyn Rice
Cultural Resources Specialist

CR/rc

Enclosure

<u>Name address telephone</u>	<u>Tribal affiliation</u>
Amah Tribal Band Chairperson: Irene Zwierlein 789 Canada Road Woodside, CA 94062 (415) 851-7747	Ohlone
Esselen Nation Chairperson: Loretta Escobar-Wyer P.O. Box 464 Palo Alto, CA 94302 (408) 924-1572 Office (415) 390-9919	Ohlone/Esselen
Andrew Galvan P.O. Box 3152 Mission San Jose, CA 94539 (510) 656-0777 (510) 656-2364 Message	Ohlone
Frances Garcia 425 Queen Street, #33 King City, CA 93930-3719 (408) 385-5591	Ohlone/Salinan
Indian Canyon Mutsun Band of Costanoan People Chairperson: Ann Marie Sayers P.O. Box 28 Hollister, CA 95024-0028 (408) 637-4238	Ohlone
Jakki Kehl 1675 North Corral Hollow Rd. Tracy, CA 95376 (209) 832-7403	Ohlone
Kenneth Marquis 4659 Bolero Drive San Jose, CA 95111 (408) 226-3357	Ohlone

NATIVE AMERICAN REPRESENTATIVES CONTACTED BY LETTER
(SEE SAMPLE LETTER TO ANDREW GALVIN PRECEDING THIS LIST)

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NATIVE AMERICAN REPRESENTATIVES CONTACTED BY LETTER
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**Confidential Appendix A
Archaeological Site Record**

**Confidential Appendix B
Archaeological
Testing Locations**

HISTORIC RESOURCE EVALUATION
TWO COMMERCIAL BUILDINGS IN
MILLBRAE, SAN MATEO COUNTY,
CALIFORNIA
MILLBRAE SERRA CONVALESCENT
HOSPITAL (150 SERRA STREET),
MILLBRAE CABINET SHOP (190 EL
CAMINO REAL)



SEPTEMBER 8, 2015

Historic Resource Evaluation,
Two Commercial Buildings in Millbrae, San Mateo County, California
Millbrae Serra Convalescent Hospital (150 Serra Street), Millbrae Cabinet Shop (190 El Camino Real)

JONES, LAURA
HERITAGE RESOURCE CONSULTING
3905 Page Mill Road Los Altos CA



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Overview

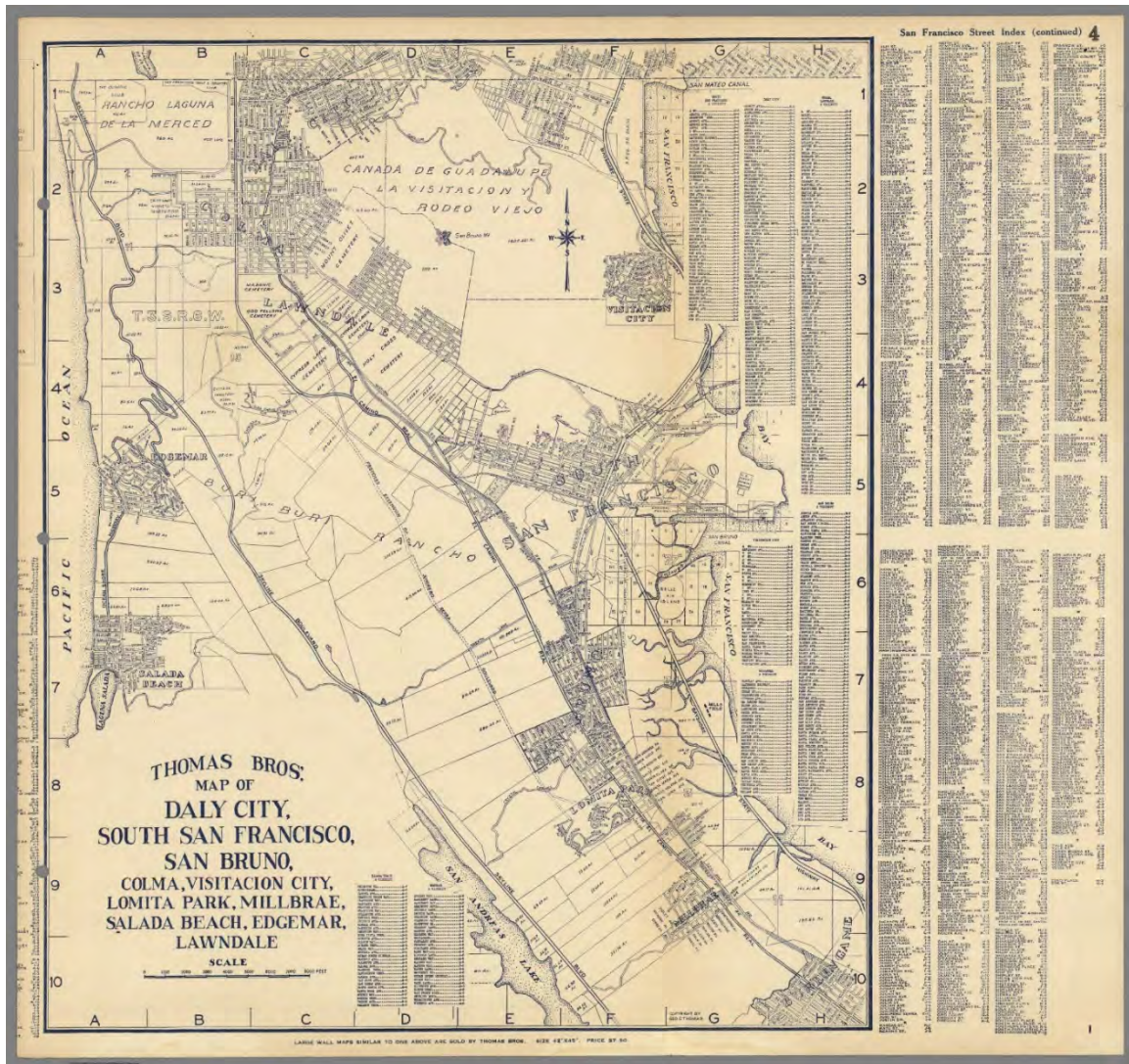
The City of Millbrae, like much of the San Francisco Bay Area, has adopted the modern planning paradigms, including “transit-oriented development,” which places higher density, mixed commercial and residential buildings near public transit lines. On the San Francisco Peninsula this trend is concentrated in the Caltrain and El Camino Real/Highway 82 corridor. Millbrae has the further intensifying effect of being the transit hub that links regional bus transit (Samtrans), Caltrain, Bay Area Rapid Transit (BART) and the San Francisco International Airport.

The two properties considered in this report are located adjacent to the major transit hub, and between Caltrain and El Camino Real in a neighborhood with small scale, mixed light industrial, residential and commercial buildings. Neither building is listed as a historic resource on any national, state or local inventory. Both were constructed during the 1930s and were operated as family-owned businesses until quite recently.

Following professional practice for historic resource evaluations, a context is presented for understanding the development of Millbrae during the mid-20th Century that serves as a framework for understanding the potential significance of these buildings.

The Development of Commerce in the City of Millbrae 1920-1950

The City of Millbrae, incorporated in 1948, was a small settlement largely dependent on market farming, the Mills Estate and Dairy, West Coast Porcelain Works (later the Royal Container Company), and vegetable and flower farming until World War 2. Southern Pacific Railroad, the 40-line streetcar line, El Camino Real and Skyline Road (in the approximate location of I-280) linked the settlement to nearby towns and San Francisco.



Thomas Brother's Map, 1938. Millbrae near lower right corner.



Map Detail

Residential development was largely confined to a small grid of streets west of El Camino Real. Two commercial areas emerged: 1) downtown Millbrae along Broadway Avenue, and 2) a commercial strip along the length of El Camino Real. These two commercial districts developed with distinctively different character. Downtown Millbrae developed as storefronts for small businesses, the Post Office, Fire Station, banks. El Camino Real developed as more modest storefronts and roadside commercial enterprises along this major regional highway (paved as a four-lane road in 1912). El Camino Real, as State Highway 82, was the major route along the peninsula before the completion of US-101 (paved from San Francisco to San Mateo in 1929; San Jose in 1937).

i

In Millbrae El Camino Real/State Highway 82 is only a short distance from the parallel alignments of the Southern Pacific Railroad (Caltrain) and the former alignment of the Line 40 Interurban Streetcar that operated between San Francisco and San Mateo from 1903-1949.ⁱⁱ

Millbrae has long been the home of the region's most important airport along the bay shore: originally Mills Field, then Mills Field Municipal Airport of San Francisco, San Francisco Airport and since the close of World War 2, the San Francisco International Airport. Many airport and airline employees made their homes in Millbrae and after completion of the first modern airport terminal in 1954, businesses developed to cater to the airport and the many travelers it drew to the region. The airport surpassed 2 million annual passengers in 1954 and hosts more than 10 million passengers a year today.ⁱⁱⁱ



Aerial view of Millbrae, circa 1930s. Streetcar visible near lower right; El Camino Real/Highway 82 above.^{iv}

During the early 20th century, Millbrae was unincorporated (incorporation 1948) and its local economy dominated by small vegetable and flower farms, the Mills Dairy and the only factory in the area: the West Coast Porcelain Works (later converted to the Royal Container Company). Another important commercial feature in this small village was entertainment: restaurants and nightclubs that promised a lively evening at a short streetcar ride from San Francisco.^v The San Francisco Water Department also had a large

yard on El Camino Real that supported operations at the large water reservoirs at Crystal Springs in the foothills above the city.

Architectural Themes Connected to Transportation Networks

Millbrae in the period 1920-1950 was beginning its transformation from its roots as a farming village supplying the produce markets of San Francisco to a small town.^{vi} Development of the town was largely governed by transportation features: the railway, streetcar line, highways and airport. In this context, historic properties that illustrate a connection between commerce and transportation could be significant. This connection could be direct and obvious, as in the case of the Southern Pacific Railway Station at Millbrae (1907, National Register).

Properties might also reflect the importance of modern transportation networks in their architectural style. For example, properties that show the influence of new, speedier forms of transportation emerged in a variant of Art Deco style known as Streamline Moderne. Streamline Moderne buildings borrowed curves, shiny metal, circular windows from newly modernized cars, train and ships.^{vii} Smooth surfaces and “speed lines” are also characteristics of the style.



The Southern Pacific Railroad Depot at Palo Alto (1941, National Register) is an excellent local example of Streamline Moderne style.

Because of the greater speed of travel on the newly paved highways, business signs became larger and more eye-catching. This phenomenon produced “roadside commercial” architecture with eye-catching roof forms and large signs (often in neon).^{viii} Millbrae had its share of eye catching commercial buildings along El Camino Real, many of which have been lost, for example the conical roof and streamline curved sign of the

Smith's Drive-In restaurant, renamed Niki's Drive-In with a new neon sign in 1948. The Millbrae Theatre sign on El Camino Real is another example of this important trend in American commercial architecture.



Roadside commercial architecture in Millbrae: Niki's Drive-In (demolished), Millbrae Theater (building demolished, sign remains).^{ix}

Central Millbrae Today

Millbrae's development continues to be shaped by the transportation network that surrounds it. As a major hub on the networks that connect rail (Caltrain), mass transit (BART and SAMTRANS) and air travel (SFO), the city has attracted higher density commercial and residential development along the rail line and State Highway 82/El Camino Real. The downtown area on Broadway and the west side of El Camino Real north of Victorian Street still display some of the small town feeling of the mid 20th Century.



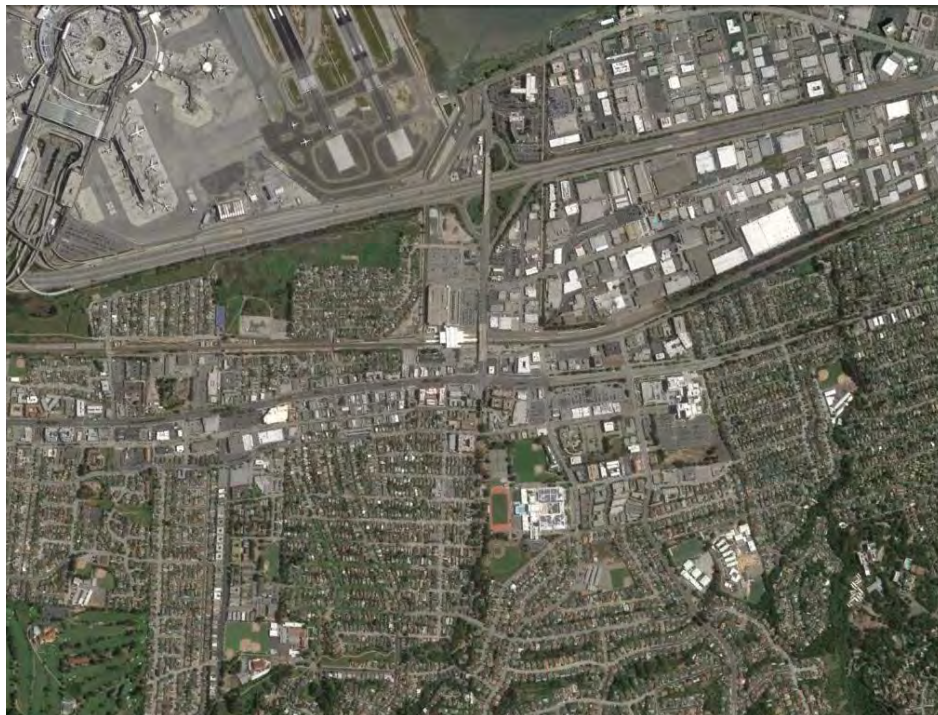
Traditional storefronts on the west side of El Camino Real and Victoria Streets, looking north (2015)



New high density development at El Camino Real and Victoria Streets, looking south (2015)



Central Millbrae 2015, looking towards the Santa Cruz Mountains (Google Earth)



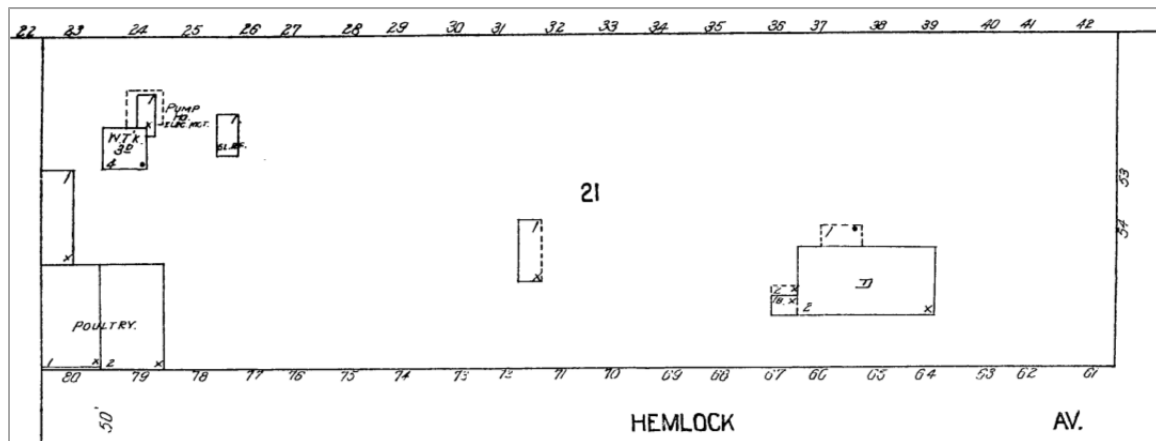
Central Millbrae 2015, SFO visible at upper left (Google Earth)

The character of these new developments – which represent a new era in transit-oriented development -- is different from the small-town commercial feeling, and limits the potential for a roadside commercial architectural historic district along El Camino Real/Highway 82 in Millbrae. Thus the two buildings under consideration will be evaluated individually, not as potential contributors to a historic district.

Millbrae Serra Convalescent Hospital, 150 Serra Street, Millbrae, San Mateo County, California

Overview

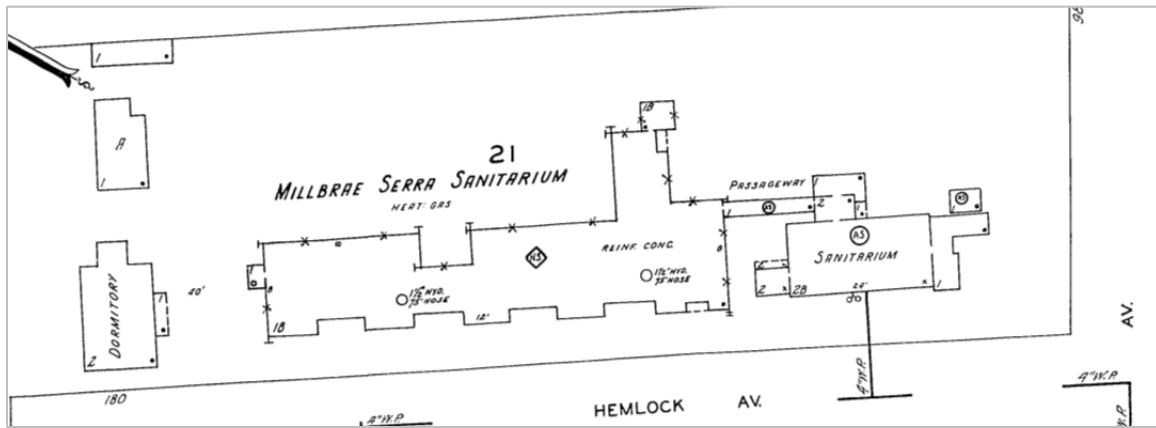
The Millbrae Serra Convalescent Hospital was founded in about 1930 by Dominic and Emma Muzzi in the former Dunphy Mansion on what was then called Hemlock Street. William Dunphy built the large house in 1883.^x The Muzzi's care facility began with six patient beds in the Dunphy Mansion and expanded to include a larger facility in the late 1930s. The facility expanded again in 1952 and 1967 and the former Dunphy Mansion was demolished in 1967. The Muzzi family operated the facility until its recent closure.



Excerpt, 1921 Sanborn Fire Insurance Map showing Dunphy Mansion and outbuildings.



Dunphy Mansion (<http://www.millbraehs.org/files/43530391.jpg>)



Excerpt, 1949 Sanborn Fire Insurance Map showing former Dunphy house to the right (“Sanitarium”), expanded facility in center and nurse’s dormitory to the left.



Aerial view 2015 showing current facility (Google Earth).

The original Dunphy house wing was removed in 1967; the nurses’ dormitory moved in 1950 for expansion of the patient wing in 1952 and later demolished. Numerous small accessory structures have come and gone on the site.

Description

The main building is a modern style flat roofed structure in an L-shape. The main entrance sits at the corner of the L. The building is finished in concrete and displays a series of double-hung and fixed windows; nearly all of which have been replaced with vinyl windows. The architect of the 1930s wing is unknown. The architect of the 1952 addition was Albert W. Kahl.^{xi} The facility housed approximately 120 patients when fully completed.

The primary façade faces Serra Street. The 1930s building sits at the south end of the complex and is a single story concrete building with a flat roof. The building plan is characterized by a series of regular “steps” towards the street and then back again. The forward sections have four double hung windows (divided into two sets of two) and the recessed sections have six double hung windows (divided into two sets of three). The massing is low and horizontal.



Entry to facility



1930s wing with stepped facade (Millbrae Bart Station canopy visible above)

The 1952 addition is a simple modern concrete rectangle with ribbon windows. Rather than stepping forwards and back, rhythm is achieved by stepping the size of the windows across the façade. Six sets of windows on each floor: two double-hung windows flank a central fixed pane in each set, with a smaller window (likely serving bathrooms) separating each set.



The 1952 addition by Albert W. Kahl

The windows have been replaced with vinyl windows and a number of mechanical and plumbing fixtures have been attached to the façade.



Oblique view of 1952 addition



Side of 1952 addition

The rear of the facility is characterized by a simple landscape of lawn panels and walkways with shading from trees along the periphery. An extensive complex of additions can be seen on the south side which appears to include a caretaker residence.



Rear view of facility

Evaluation

The property is evaluated using the criteria for listing on the California Register:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).
2. Associated with the lives of persons important to local, California or national history (Criterion 2).
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values (Criterion 3).
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation (Criterion 4).

If the property meets at least one of the eligibility criteria and maintains sufficient integrity to convey its significance, then it must be considered a historic resource.

Criterion 1: Association with significant events or patterns of local history

As discussed in the general context statement, development patterns in this area of Millbrae were structured by the regional transportation lines that border the site: the streetcar line, the Southern Pacific Railroad and El Camino Real/State Highway 82.

The Millbrae Serra Convalescent Hospital, originally known as the Millbrae Serra Sanitarium, was founded in the 1930s along the Line 40 Interurban streetcar line and only a short walk from the Southern Pacific Railway Station. While it seems likely that family and friends may have used these modes of transportation to visit patients at the facility, there is no evidence that the Sanitarium/Convalescent Hospital used the train or streetcar in its business. Line 40 had a significant sideline in funeral cars – transporting coffins and funeral parties on branch lines into the major regional cemeteries in Colma and Southern Pacific Railway also shipped coffins along its line. While local newspapers regularly reported deaths of elderly patients at the Millbrae Sanitarium, there was no apparent pattern of use of the streetcar or railway line in association with the funeral arrangements. It seems likely that funeral homes picked up the deceased from the Sanitarium in hearses. Thus the Millbrae Serra facility does not appear to have been strongly connected to the transit system features on its doorstep.

Sanitariums (also spelled sanitorium) emerged as medical facilities in the nineteenth century primarily for the isolation and treatment of tuberculosis.^{xii} Sanitariums were also popular institutions for the treatment of mental illness and alcohol abuse. The

Millbrae Serra Sanitarium advertised itself as a “rest home for the aged and convalescents,” what is sometimes known as a “nursing home.” These institutions appeared in the nineteenth century as well, primarily as charitable institutions for the poor. More affluent families cared for their aged and sick in their homes. This was a practice that depended on the labor of women. In the twentieth century as women entered the workforce outside their homes, birth rates fell, and the US population grew more mobile geographically, the likelihood of an aged or sick person having someone at home to care for them declined. The industry of nursing homes emerged to serve the need. The Millbrae Serra facility does not appear to have been a particularly important example of this trend – it was not the first nursing facility in the county, nor the largest. Medical care was not a major focus of the Millbrae economy. The facility was not a major employer in the region. It does not appear that the Millbrae Serra Convalescent Hospital was associated with events that made a major contribution to state or local history.

Criterion 2: Association with significant persons

The facility was founded and operated by the Muzzi family. Founders Dominic and Emma Muzzi made their fortune in real estate and profits from the Millbrae Serra Convalescent Hospital. Immigrants from Italy, they used the profits from the nursing home to buy large swaths of undeveloped land in Marin and San Mateo counties.^{xiii} Bruno Muzzi and Vincent Muzzi operated the facility after their father’s retirement in the late 1960s and the property remains in the Muzzi family.

Examples of significant associations with people include:

- *The home of an important merchant or labor leader.*
- *The studio of a significant artist.*
- *The business headquarters of an important industrialist.*^{xiv}

The Muzzi family has been a long standing business presence in Millbrae and San Mateo County. While their properties brought them financial success, there is little evidence to suggest that the Millbrae Serra nursing home is a historically important business enterprise or that the Muzzi family had a significant role in shaping local or state history. Sufficient time may not have passed to assess their contributions. The property does not appear to be eligible for listing under criterion 2.

Criterion 3: Design and workmanship

The Millbrae Serra Convalescent Hospital is modern but utilitarian in style. It has the flat roof and horizontal banding of windows typical of modern commercial or institutional buildings. There is a considerable literature on modern architecture in the San Francisco Bay area; this facility is not noted as a distinguished example of architecture.

The architect of the 1952 addition, Albert W. Kahl, was however a locally significant architect whose projects included Millbrae's City Hall, Calaveras County Courthouse, and a number of medical facilities including Corning Memorial Hospital in Tehama County.



Calaveras County Courthouse



Millbrae City Hall

The wide eaves, attenuated steel columns and decorative wall textures of the courthouse and city hall buildings are associated with Formalism, a type of modern architecture that aspired to create classical beauty in the arrangement of building forms. Typical features

include flat roofs, narrow metal columns, accentuated corners and decorative wall textures.

The Millbrae Serra Convalescent Hospital lacks most of the characteristic features of Formalism: it has a low horizontal mass, without columns, eaves, or surface texture. It is a simple and efficient expression of its function and provided natural light to the patient rooms through its extensive windows. Its “stepped” profile is perhaps unusual but prevents the structure from achieving the Spartan elegance of more minimalistic types of modernism.

While Albert W. Kahl may be found to be a master architect, there is little scholarly literature on his career. Certainly he did design some attractive and important public buildings. The Millbrae Serra Convalescent Hospital’s 1952 addition would not be counted as one of his important works, nor is it an important example of modern architecture. The property does not appear to be eligible under Criterion 3.

Criterion 4: Potential to Yield Scientific Information

The property was not surveyed for archaeological resources.

Summary

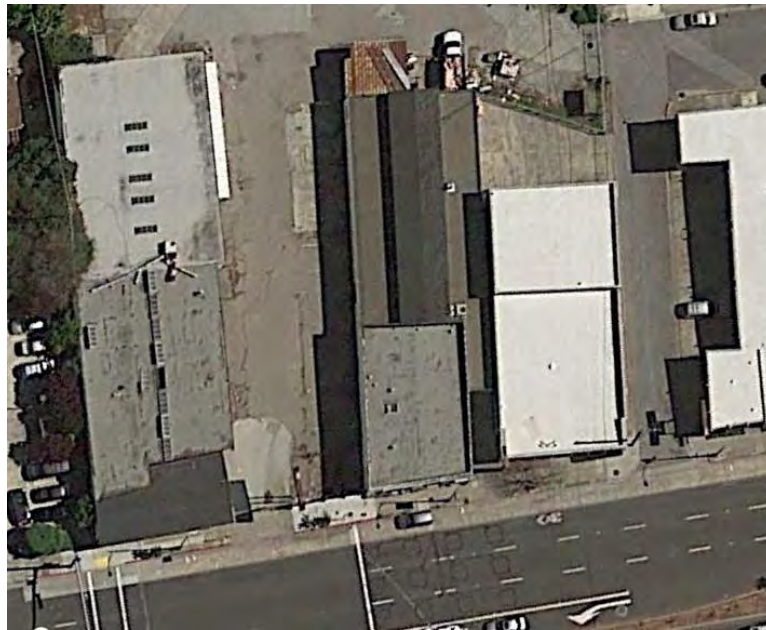
The Millbrae Serra Convalescent Hospital provided care to thousands of people over the years, and was a successful business enterprise for the Muzzi family. This was in essence a private service facility. It does not appear to have been the scene of important public events nor was it architecturally significant. The building does not appear to meet the criteria for listing on the California Register and is thus not a historic resource.

Description



Front facade on El Camino Real 2015.

The Millbrae Cabinet Shop property consists of a storefront display room (the original shop) on El Camino Real, and an abutting shop building just behind it.



Aerial view 2015, Millbrae Cabinet Shop at center (Google Earth).

The original building is concrete with a flat roof. The front is dominated by display windows and the entry doors. Two tall windows and glass door to the left, a central solid wall section, and the glass shop entry door and an additional tall glass window to the right. There is a concrete curb attached to the base of the building. The shop's sign is painted above the main entrance just below the roofline, and lit by six modern up lights attached to the wall above the door.



Front façade detail 2015

The central workshop section is wood frame with stucco finish and a flat roof, however there is a front-gabled monitor with clerestory windows running the length of the shop, most visible from the rear loading area. This structure is finished with horizontal wood lap siding.



Side of building showing shop addition with clerestory windows.



Side of shop addition.

The back of the shop building has two large doors: a large loading door at truck bed height on the left and a second double door up a small stair to the right. Five double-hung windows light on the ground floor and four fixed windows are seen at the clerestory level. A corrugated metal roof supported by steel columns shades the loading area.



Rear loading area.

There is no landscaping on the site which is entirely surrounded by pavement.

Evaluation

The property is evaluated using the criteria for listing on the California Register:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).
2. Associated with the lives of persons important to local, California or national history (Criterion 2).
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values (Criterion 3).
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation (Criterion 4).

If the property meets at least one of the eligibility criteria and maintains sufficient integrity to convey its significance, then it must be considered a historic resource.

Criterion 1: Association with significant events or patterns of local history

As discussed in the general context statement, development patterns in this area of Millbrae were structured by the regional transportation lines that border the site: the streetcar line, the Southern Pacific Railroad and El Camino Real/State Highway 82. At the time that the Millbrae Cabinet Shop opened in 1936, El Camino Real was a four-lane state highway and Millbrae was a rural unincorporated hamlet.

The Millbrae Cabinet Shop was not a particularly large or visually prominent business on El Camino Real. No notable events took place at the small shop. The property does not appear to be eligible under Criterion 1.

Criterion 2: Association with significant persons

The founder of the cabinet shop, Emil Helmig, operated his business at this location for 35 years. A search of local newspaper archives yielded a number of stories about his successes in competition bowling, and his participation in the Lion's Club. There is no indication of wider involvement in business, civic or community affairs. Lacking additional factors to distinguish Mr. Helmig from the hundreds of small family business owners in the area, the property does not appear to be eligible under Criterion 2.

Criterion 3: Design and workmanship

The Millbrae Cabinet Shop's primary façade is a storefront on El Camino Real. While fairly simple in composition it displays characteristics of historic storefronts across America: a signboard area above the entrance, transom windows, display glass, and a "bulkhead" feature that protects the front of the building.^{xv}

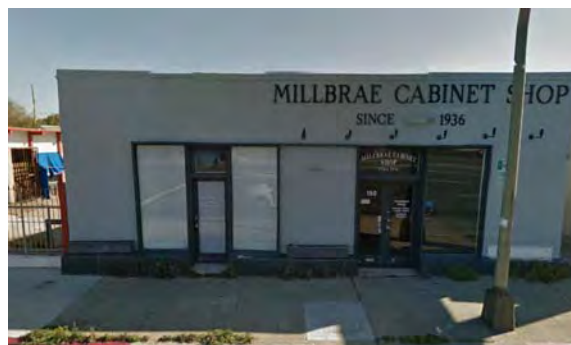
In the 1930s, storefronts became more streamlined and glass panel storefronts and, neon signs became widespread.^{xvi} The Millbrae Cabinet Shop's original storefront reflected this era with its art deco style sign and geometric feeling created by the square window grid. In the 1940s, nationwide the use of glass expanded to fill nearly the entire storefront. While the Millbrae Cabinet Shop infilled it's loading door with glass during this period, and painted a new sign, the windows were largely filled with blinds and covered by a shallow awning. The art deco feeling was lost. At a more recent date the storefront was modified again to its present condition.



1938



1940s



2015

Evolution of storefront

The Millbrae Cabinet Shop's original storefront was a modest example of art deco storefront design. Its second and third storefronts removed these elements and new replacement features lacked any of the distinguishing features of later era commercial storefront design. The property does not appear eligible under Criterion 3.

Criterion 4 is generally reserved for archaeological deposits. No archaeological investigation was conducted.

Summary

While it was the longstanding location of a family-owned business, The Millbrae Cabinet Shop property at 190 El Camino Real does not meet the criteria for listing on the California Register of Historic Properties. It does not appear to be a historic resource.

Conclusion

The two subject properties, evaluated within a context of transport-oriented commercial development, do not appear to be historic resources. These are utilitarian structures and neither exhibits the eye-catching elements of 20th Century commercial architecture, the key characteristic of commercial buildings along transportation corridors in this period.

Each property was operated by members of a single family over more than eight decades. While the Muzzi and Helmig families experienced personal success and participated in local community affairs, no specific important contribution to local, state or national history could be identified in connection with these individuals.

A brief review of the local context along the east side of El Camino Real in Millbrae, and along Serra Street, suggests that there is no potential historic district in this area, to which these properties could contribute. Thus, in addition to lacking sufficient distinction to be individually eligible for listing on the California Register, they do not appear to be contributors to a historic district.

Endnotes

- ⁱ https://en.wikipedia.org/wiki/Bayshore_Freeway
- ⁱⁱ <http://www.sfmuseum.org/hist10/sf&sm.html>
- ⁱⁱⁱ <http://www.flysfo.com/about-sfo/history-sfo>
- ^{iv} Millbrae Historical Society. *Millbrae*. Images of America. Arcadia Publishing. 2007. Page 56.
- ^v Millbrae Historical Society. *Millbrae*. Images of America. Arcadia Publishing. 2007. Pages 96-103. Mitchell Postel, *Historic Resource Study for Golden Gate National Recreational Area in San Mateo County*. National Park Service, 2010. Viewed at <http://www.nps.gov/goga/learn/historyculture/upload/San-Mateo-HRS-Introduction.pdf>.
- ^{vi} Mitchell Postel, *San Mateo County, A Sesquicentennial History*. Page 158. Star Publishing. 2007. Page 158.
- ^{vii} Chester H. Liebs, *Main Street to Miracle Mile: American Roadside Architecture*. Johns Hopkins University Press. 1995. Pages 55-58.
- ^{viii} *Ibid*. Pages 60-63. See also Alan Hess, *Googie Redux: Ultramodern Roadside Architecture*. Chronicle Books. 2004.
- ^{ix} Niki's Drive-In photograph from Millbrae Historical Society. *Millbrae*. Images of America. Arcadia Publishing. 2007. Page 97. Millbrae Theater image viewed at http://www.yelp.com/user_local_photos?userid=eUmVXP9UnoWtz9NSBwY4jA&select=EJ58GOWZplYJkj4TkDuSXw.
- ^x <http://www.millbraehs.org/millbrae-history-walk.html>
- ^{xi} *Architect and Engineer*, January 1952.
- ^{xii} The Evolution of the Sanatorium: The First Half-Century, 1854-1904 by Peter Warren. CBMH/BCHM / Volume 23:2 2006 / p. 457-476.
- ^{xiii} Marin Riches Figure in Barber's Divorce. San Rafael Daily Independent Journal. Nov. 3, 1965. Page 8.
- ^{xiv} National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.
- ^{xv} <http://www.preservationnation.org/main-street/training/conference/2013neworleans/program-and-schedule/handouts/13-Handouts-SUN-Storefront-Design.pdf>.
- ^{xvi} <https://www.illinois.gov/iHPA/Preserve/Documents/Storefronts-Shopfronts-Facades.pdf>

MILLBRAE SERRA CONVALESCENT
HOSPITAL (150 SERRA
STREET) FORMS



BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) Millbrae Sanitarium

B1. Historic Name: Millbrae Serra Sanitarium, Millbrae Serra Convalescent Hospital

B2. Common Name: Millbrae Serra Convalescent Hospital

B3. Original Use: Nursing home B4. Present Use: Vacant

*B5. Architectural Style: Modern

*B6. Construction History: (Construction date, alterations, and date of alterations)

Circa 1930s Construction of central structure	
1952 Addition	
Unknown date Replacement of windows	

*B7. Moved: No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: None

B9a. Architect: 1930s wing unknown; 1952 addition by Albert W. Kahl b. Builder: Unknown

*B10. Significance: Theme: Commercial Development Area: Millbrae

Period of Significance: 1920-1950 Property Type: Nursing Home Applicable Criteria: N/A

(Discuss Importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Millbrae Serra Convalescent Hospital provided care to thousands of people, and was a successful business enterprise for the Muzzi family. This was in essence a private service facility. It does not appear to have been the scene of important public events nor was it architecturally significant. The building does not appear to meet the criteria for listing on the California Register and is thus not a historic resource.

B11. Additional Resource Attributes: (List attributes and codes)

Continued on page _____

*B12. References:

--

(Sketch Map with north arrow required.)

--

B13. Remarks:

*B14. Evaluator: L. Jones

*Date of Evaluation: 08 September 2015

(This space reserved for official comments.)

State of California - The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code _____

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 2

*Resource Name or # (Assigned by recorder) Millbrae Sanitarium

P1. Other Identifier: Millbrae Serra Convalescent Hospital

*P2. Location: Not for Publication Unrestricted

*a. County: San Mateo County and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: _____ Date: _____ T _____ ; R _____ ; _____ 1/4 of _____ 1/4 of Sec _____ ; _____ B.M.

c. Address: 150 Serra Street City: Millbrae Zip: 94030

d. UTM: Zone: 10S ; _____ mE/ _____ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN 024-337-090

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The main building is a modern style flat roofed structure in an L-shape. The main entrance sits at the corner of the L. The building is finished in concrete and displays a series of double-hung and fixed windows; nearly all of which have been replaced with vinyl windows. The building plan is characterized by a series of regular "steps" towards the street and then back again. The massing is low and horizontal. The 1952 addition is a simple modern concrete rectangle with ribbon windows. Rather than stepping forwards and back, rhythm is achieved by stepping the size of the windows across the façade. The rear of the facility is characterized by a simple landscape of lawn panels and walkways with shading from trees along the periphery. An extensive complex of additions can be seen on the south side which appears to include a caretaker residence.

*P3b. Resource Attributes: (List attributes and codes)

Continued on page _____

HP41 Hospital

*P4. Resources Present: Building Structure Object Site District Elements of District Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #)

Serra Street facade, 2015

*P6. Date Constructed/Age and Sources: Prehistoric Both
 Historic

*P7. Owner and Address:

1818 STE 123 GILBRETH RD
 BURLINGAME 94010-1217

*P8. Recorded by: (name, affiliation, and address)

Laura Jones
 Heritage Resources Consulting
 3905 Page Mill Road Los Altos CA

*P9. Date Recorded: 08 September 2015

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

Historic Resource Evaluation: Two Commercial Buildings in Millbrae, San Mateo County, California. Prepared by L. Jones, Heritage Resources Consulting for the City of Millbrae. September 2015.

- *Attachments: None Location Map Sketch Map Continuation Sheet Building Structure and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record
 Photograph Record Other (List): _____

MILLBRAE CABINET SHOP
(190 EL CAMINO REAL) FORMS



State of California - The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____

HRI # _____

Page 2 of 2 _____

*NRHP Status Code 6Z _____

*Resource Name or # (Assigned by recorder) Millbrae_Cabinet_Shop

B1. Historic Name: Same

B2. Common Name: Same

B3. Original Use: Carpenter's shop B4. Present Use: Vacant

*B5. Architectural Style: Vernacular

*B6. Construction History: (Construction date, alterations, and date of alterations)

<p>Circa 1936 Construction of the storefront shop and a small dwelling unit at the rear (later demolished)</p> <p>Circa 1940 Sign change, infill of loading bay door at front</p> <p>After 1949 Shop addition, sign change</p>	
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*B7. Moved: No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: None.

B9a. Architect: Unknown. b. Builder: Unknown.

*B10. Significance: Theme: Commercial Development Area: Millbrae

Period of Significance: 1920-1950 Property Type: Commercial storefront Applicable Criteria: N/A

(Discuss Importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

While it was the longstanding location of a family-owned business, The Millbrae Cabinet Shop property at 190 El Camino Real does not meet the criteria for listing on the California Register of Historic Properties. The Millbrae Cabinet Shop's original storefront was a modest example of art deco storefront design. Its second and third storefronts removed these elements and new replacement features lacked any of the distinguishing features of later era commercial storefront design. It does not appear to be a historic resource.

B11. Additional Resource Attributes: (List attributes and codes) _____ Continued on page _____

*B12. References: Millbrae Historical Society. *Millbrae*. Images of America. Arcadia Publishing. 2007.

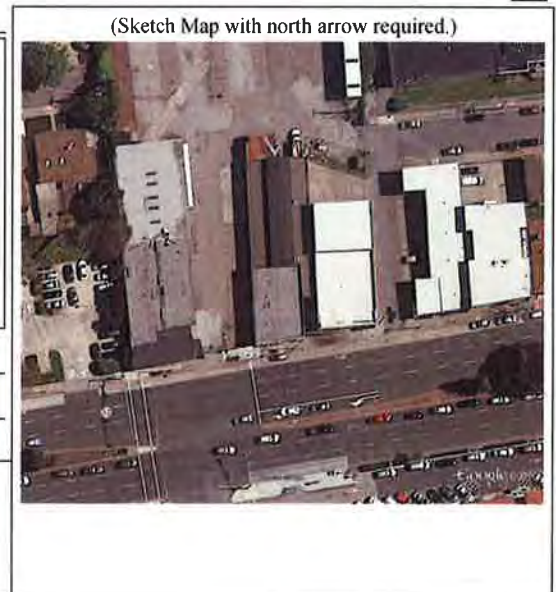
Sanborn Fire Insurance Map. *Millbrae, San Mateo County, October 1949 Sheet 3*.

B13. Remarks: _____

*B14. Evaluator: L.Jones

*Date of Evaluation: 08 September 2015

(This space reserved for official comments.)



State of California - The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
 HRI # _____
 Trinomial _____
 NRHP Status Code _____

Other Listings None

Review Code _____ Reviewer _____ Date _____

Page 1 of 2

*Resource Name or # (Assigned by recorder) Millbrae_Cabinet_Shop

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County: San Mateo County and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: _____ Date: _____ T _____ ; R _____ ; 1/4 of _____ 1/4 of Sec _____ ; B.M. _____

c. Address: 190 El Camino Real City: Millbrae Zip: 94030

d. UTM: Zone: 10S ; _____ mE/ _____ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN 024-154-200

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Single story building comprised of a flat-roofed concrete showroom on El Camino Real with a high-volume carpentry shop structure behind. The carpentry shop is cement stucco over wood frame and receives daylight through clerestory windows. The front has two tall windows and glass door to the left, a central solid wall section, and the glass shop entry door and an additional tall glass window to the right. There is a concrete curb attached to the base of the building. The shop's sign is painted above the main entrance just below the roofline, and lit by six modern uplights. The back of the shop building has two large doors: a large loading door at truck bed height on the left and a second double door up a small stair to the right. Five double-hung windows light on the ground floor and four fixed windows are seen at the clerestory level. A corrugated metal roof supported by steel columns shades the loading area. There is no landscaping on the site.

*P3b. Resource Attributes: (List attributes and codes)

Continued on page _____

HP6 Commercial Building, HP8 Industrial Building

*P4. Resources Present: Building Structure Object Site District Elements of District Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #)

View from El Camino Real, 2015

*P6. Date Constructed/Age and Sources: 1936 Prehistoric Both Historic

*P7. Owner and Address:

1818 Gilbreth Rd Ste 200
 Burlingame CA 94010

*P8. Recorded by: (name, affiliation, and address)

L. Jones
 Heritage Resources Consulting
 3905 Page Mill Rd Los Altos CA 94022

*P9. Date Recorded: 08 September 2015

*P10. Survey Type: (Describe)
 Intensive.

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

Historic Resource Evaluation: Two Commercial Buildings in Millbrae, San Mateo County, California. Prepared by L. Jones, Heritage Resources Consulting for the City of Millbrae. September 2015.

*Attachments: None Location Map Sketch Map Continuation Sheet Building Structure and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record
 Photograph Record Other (List): _____

APPENDIX C:
REVISED APPENDIX J, SPECIFIC
PLAN UPDATE POLICIES, OF THE
DRAFT EIR

Millbrae Station Area Specific Plan Update Revised Policies

The following policies are set forth to help achieve the vision and goals of the Specific Plan. The following policies shall be observed in all development.

Land Use

P-LU 1. Encourage a rich mix of transit-supportive land uses in the Plan Area in close proximity to one another to encourage transit use, walking, and bicycling.

P-LU 2. Promote a mix of uses that support a day and evening environment in the immediate vicinity of the Millbrae Station. Uses that bring evening and weekend activity include retail shopping and services, food stores, restaurants and cafes, hotels, health clubs, and other similar uses.

P-LU 3. Encourage residential mixed-use development with ground-floor retail spaces facing El Camino Real that support transit and downtown businesses.

P-LU 4. Encourage the development of hotels in the Plan Area, especially near highway frontage.

P-LU 5. Strive to concentrate active ground-level uses along major pedestrian routes and at key nodes to contribute to a safe and lively pedestrian environment.

P-LU 6. Provide public gathering places directly adjacent to the Millbrae Station that are pedestrian friendly and minimize conflict with automobiles.

P-LU 7. Preserve the historic Millbrae Depot for public-oriented uses.

P-LU 8. Ensure that proposed land uses are compatible with the noise environment, including rail, freeway, road traffic, and aircraft.

P-LU 9. Encourage the development of uses that contribute to the quality of life of residents and employees, such as childcare facilities, community centers, plazas, playgrounds, and parks.

P-LU 10. Promote Class A office development near the station and along Adrian Road to take advantage of its proximity to Highway 101, transit, and new residential development.

P-LU 11. Encourage land assemblage to create parcels that are attractive to mixed use and office development.

P-LU 12. Ensure new development includes appropriate buffers for land use compatibility between new uses and existing uses.

P-LU 13. Ensure new uses contribute to a balanced mix of uses in the Plan Area consistent with the land use regulations set forth in Chapter 5.

P-LU 14. Ensure the build out of the Plan Area advances the social, economic, environmental, and physical goals of the community and results in a series of community benefits that address the needs of existing and future Millbrae residents.

Urban Design

P-UD 1. Allow for more intensive and taller development in the immediate vicinity of the Millbrae Station as a means to bring vitality to the area and increase transit ridership.

P-UD 2. Require building heights of new development to comply with FAA standards and the San Francisco International Airport Land Use Compatibility Plan.

P-UD 3. Ensure new development includes varying and visually engaging facades to promote a pedestrian friendly environment.

P-UD 4. Require new development to employ sustainable building and site design principles, such as Leadership in Energy and Environmental Design (LEED), as promulgated by the U.S. Green Building Council, or other acceptable standards. Sustainable building and site design principles include minimizing impervious surfaces, orienting toward solar access, and incorporating energy efficient elements.

P-UD 5. Ensure that new buildings use high quality materials, visually interesting physical elements, and building modulation.

P-UD 6. Ensure new development adjacent to residential neighborhoods provides appropriate transitions that respect the scale and character of the adjacent residential neighborhoods.

P-UD 7. Require that new buildings orient toward public spaces with entries and frontages.

P-UD 8. Ensure that new development provides visual interest at the ground floor to provide pedestrian interest. Blank walls and non-transparent street frontages should be minimized.

P-UD 9. Create gateway features at the intersections of Victoria/El Camino Real, Murchison/El Camino Real, and Millbrae Avenue/Rollins Road to enhance the identity of Millbrae and the Plan Area. Gateway features include special architectural elements like corner towers, unique landscaping treatments, special intersection paving, signage, and corner development setbacks for open space. Ensure that new development buildings located at the three gateway intersections provide such features.

P-UD 10. Require all development projects provide appropriate landscaping between the street and buildings to soften the hardscape and along the edges of open spaces to define the space.

P-UD 11. Ensure all landscaping plans conform with the City's Water Efficient Landscape Ordinance.

P-UD 12. Enhance streetscapes along El Camino Real and Millbrae Avenue to enhance the gateway role and appearance of the street.

P-UD 13. Ensure new buildings that can be seen from Highway 101 include a visually pleasing building envelope and signage.

P-UD 14. Encourage office development with state-of-the-art design techniques to maximize space, flexibility, and functionality. Ensure office buildings are oriented towards public streets or open space.

P-UD 15. Ensure parking structures are screened from pedestrian views and/or wrapped with active uses. Pay attention to design of the upper portions of parking structures to ensure attractive architecture.

Housing

P-H 1. Require the provision of housing for people of all incomes in new development projects in the Plan Area.

P-H 2. Develop housing consistent with the goals, policies, and programs specified in the City's adopted Housing Element.

P-H 3. Designate the Plan Area as a Housing Opportunity Site consistent with the Housing Element and require at least 15 percent affordability for residential projects to the extent consistent with prevailing law.

Open Space

P-OS 1. Provide a variety of public and private open spaces, pedestrian-oriented streetscapes, and gathering spaces to meet the needs of new and existing residents, visitors, workers and businesses.

P-OS 2. Require the development of new publicly accessible open space and necessary pedestrian connections as part of new development projects or the payment of in-lieu fees.

P-OS 3. Frame potential open spaces with buildings or structures to provide a sense of enclosure to the open spaces and their users.

P-OS 4. Streetscape improvements should incorporate open spaces, such as pocket parks in bulbouts, to the extent feasible

P-OS 5. Require open spaces and parks to incorporate sustainability measures, such as including native plant species, drought tolerant plants that require minimal irrigation, permeable paving, solar-powered lighting, and other similar features.

P-OS 6. Integrate public art into public space design consistent with the City's Public Art Policy.

P-OS 7. In light of the identified absence of parklands in the Plan Area and no specific requirement for private open space in new residential development, all new residential development shall provide a parkland dedication of 5 acres per 1,000 population or payment of a development impact fee.

Circulation and Parking

P-CP 1. Provide superior pedestrian access and circulation in the Plan Area, especially to Millbrae Station, by providing sidewalks on ~~both sides of~~ all roadways and adding new routes where feasible.

P-CP 2. Accommodate projected pedestrian volumes by increasing sidewalk widths to a minimum of 6 to 10 feet.

P-CP 3. Create a direct pedestrian connection between El Camino Real (including the northbound bus stop on El Camino Real) and the west side Millbrae Station entrance through a pedestrian paseo or similar.

P-CP 4. Enhance pedestrian safety at signalized intersections with pedestrian countdown signals, signal timing that minimizes pedestrian wait times and provides adequate crossing times (3.5 feet per second), crosswalks at all approaches, continental and/or high visibility cross-walk stripping, corner bulbouts, and perpendicular ADA-standard curb cuts on all corners.

P-CP 5. Design all streets to provide an attractive pedestrian and visual environment, including by adding pedestrian-scale lighting, benches, and street furniture.

P-CP 6. Improve bicycle access to Millbrae Station and bicycle connections among the surrounding Plan Area land uses through a system of on-street and off-street bicycle facilities including Class I bicycle paths and Class II bicycle lanes.

P-CP 7. Increase bicycle visibility to other road users through enhanced treatments at intersections, including bicycle signal detection (using bicycle-oriented loop detectors or push buttons) and colored pavement markings.

P-CP 8. Provide secure, short- and long-term bicycle parking facilities at the Millbrae Station and at all developments.

P-CP 9. Provide wayfinding signage in the Plan Area for all modes with emphasis at the nearest entrances and exits, and web available maps for users, as required in Chapters 6 and 7 of this Specific Plan.

P-CP 10. Require development projects in the vicinity of the station to provide wayfinding signage along wayfinding paths, which include all streets and paseos within the Plan Area, major intersections, and designated bicycle routes.

P-CP 11. Accommodate kiss-n-ride (passenger pick-up and drop-off) and taxis near station entrances on both the east side and west side of the Millbrae Station.

P-CP 12. Provide bus and shuttle transfer facilities near station entrances on both the east side and west side of the Millbrae Station to accommodate the peak projected vehicles to support bus and shuttle as a ~~priority~~ alternative access mode to BART, Caltrain, and future rail service, such as High Speed Rail (HSR).

P-CP 13. Accommodate SamTrans Route ECR bus service by enhancing stops at Linden Avenue (El Camino Real) northbound at pedestrian paseo) and Murchison Drive (El Camino Real) northbound and southbound) and by providing a deviated route southbound (off El Camino Real) on California Drive Extension with a stop at the pedestrian paseo near the station entrance.

P-CP 14. Coordinate with SamTrans, the Peninsula Corridor Joint Powers Board and BART to ensure implementation of all Millbrae station area improvements.

P-CP 15. Extend California Drive from Linden Avenue north to intersect El Camino Real at Victoria Ave.

P-CP 16. Expand the South Station Road as a two-way public street connecting from the station entrance to Adrian Road.

P-CP 17. Operate Victoria Avenue between El Camino Real and Broadway as a two-way roadway. Add special paving treatments and pedestrian and bicycle facilities to emphasize this critical connection between Downtown and Millbrae Station.

P-CP 18. Encourage the shared use of station area parking facilities for off-peak users. For example, drivers visiting restaurants in the evening could use station area parking during evening hours.

P-CP 19. Establish parking standards that are adequate to serve new development but encourage the use of transit and alternate modes.

P-CP 20. Explore the feasibility and desirability of a residential permit parking program to manage potential spillover parking from the Millbrae Station in the residential areas immediately adjacent to the Plan Area.

P-CP 21. Design and locate parking facilities to be compatible with adjacent areas and to reinforce the pedestrian environment.

P-CP 22. Require new developments within the Plan Area to accommodate alternative modes of transportation and to provide support facilities for bicyclists, such as showers and changing areas.

P-CP 23. Require Plan Area employers to prepare Transportation Demand Management (TDM) Plans that include measures to increase the number of employees walking, biking, using transit, or ridesharing (using carpools and vanpools) as commute modes and to reduce vehicle congestion. Where future projects have the potential to impact facilities under the Congestion Management Plan, the TDM Plan shall meet the current City/ County Association of Governments of San Mateo County (C/CAG) requirements to reduce the number of trips on the CMP roadway network be approved by both the City and C/CAG.

P-CP 24. Require site-specific transportation studies to address on-site circulation, drive- way designs, loading, access, and safety for all modes as part of the development review process.

P-CP 25. Plan for and implement public parking on the west side of the BART/Caltrain Station should transit parking be lost due to the development of the BART parking lot on the east side of the station.

P-CP 26. The City shall work with Caltrans to modify the existing El Camino Real/Millbrae Avenue intersection footprint through restriping.

P-CP 27. The City shall work with Caltrans to determine if it is feasible to construct an additional mixed flow and/or HOV lane on northbound and southbound US 101.

P-CP 28. The City of Millbrae shall work with the City of Burlingame to modify the El Camino Real/Murchison Drive intersection footprint. The modified intersection footprint can be accommodated within the existing right of way.

P-CP 29. The City of Millbrae shall work with the City of Burlingame to conduct a full signal warrant analysis at the California Drive/Murchison Drive intersection and determine feasibility.

P-CP 30. The City shall work with the City of Burlingame to improve the El Camino Real/Millbrae Avenue intersection lane configurations, as appropriate.

P-CP 31. Development projects shall participate in funding and implementing a comprehensive, multi-agency, multi-modal access plan to the Millbrae Transit Station. In the event the access plan is not complete at the time of application for projects within the TOD zone, applicants shall submit a plan of how multi-modal access and circulation to the transit station will be accomplished prior to City entitlement approval.

Utilities and Public Services

P-UTIL 1. Establish a water supply distribution system that is adequate to serve the potable and fire protection needs of new development.

P-UTIL 2. Conduct a hydraulic study to determine necessary system upgrades.

P-UTIL 3. Reduce water consumption through a program of water conservation measures.

P-UTIL 4. Encourage use of gray water where available.

P-UTIL 5. Provide improvements to the Millbrae treatment plant in order to accommodate planned new growth within the Plan Area and the city as a whole.

P-UTIL 6. Improve the wastewater collection system to accommodate demands from new development.

P-UTIL 7. Provide necessary storm drainage facilities as new development is constructed.

P-UTIL 8. Incorporate sustainable stormwater management features in new development and public improvements, including low impact development (LID) features and swales, permeable pavers, and other similar features to manage stormwater runoff from public streets.

P-UTIL 9. Provide adequate electrical, gas, and telecommunications services to support new development.

P-UTIL 10. Incorporate energy conserving design and equipment into new development in order to promote energy conservation.

P-UTIL 11. Allow co-generation systems utilizing all methods of alternative energy production where feasible.

P-UTIL 12. Promote recycling of construction and demolition debris.

P-UTIL 13. Encourage the use of recycled content building materials.

P-UTIL 14. Cooperate with the Millbrae Elementary School District and the San Mateo Union High School District in planning for adequate public school facilities.

P-UTIL 15. Ensure the Millbrae Police Department and BART Police Department work together to determine the boundary of each department's primary jurisdiction should development projects come forward in the areas near the Millbrae Station.

P-UTIL 16. Require installation of infrastructure for "purple pipes" for future use of recycled water when available.

P-UTIL 17. The City shall require future project applicants to clearly demonstrate how the project complies with the water conservation and water efficiency ordinances adopted by the City, and any other applicable regulations.

P-UTIL 18. The City shall work with the San Francisco Public Utilities Commission (SFPU) to ensure that supplemental water supply sources for the 2035 buildout year of the Plan are identified and developed by SFPU.

Telecommunications

P-TEL 17. Develop a plan to expand current fiber optic networks throughout the Plan Area to attract new high-tech businesses and provide new hotel development with a significant amenity to business travelers.

P-TEL 18. Require all new development projects to incorporate broadband infrastructure in their planning and construction. All development projects shall install telecommunications conduits in all streets that are affected by the development.

P-TEL 19. Ensure street improvement projects incorporate the laying of fiber and conduit.

Implementation

P-IMP 1. Implement the Specific Plan through coordination and/or outreach to all City departments, landowners, Plan Area developers, advocates, and other stake- holders.

P-IMP 2. Continue to carry out design review procedures to ensure that new development is of a high quality and consistent with Specific Plan vision and goals.

P-IMP 3. Ensure all future development projects are compatible and consistent with the vision, goals, policies, and requirements set forth in this Specific Plan.

P-IMP 4. Require all new development projects pay their fair share for any needed infrastructure improvements, including ~~the all pedestrian/bicycle path and pedestrian/ bicycle overcrossing over Highway 101 north of the Millbrae Avenue overcrossing facilities identified in this Plan.~~

P-IMP 5. Monitor future development and public improvements to reconsider and reevaluate phasing, financing, and funding strategies.

P-IMP 6. Ensure the timely construction of circulation improvements necessary to support the Millbrae BART/Caltrain Station.

P-IMP 7. Pursue State and federal grants for station area improvements.

P-IMP 8. Initiate studies as necessary to further the vision, concepts, and principles outlined in this Specific Plan.

P-IMP 9. Complete a nexus study to apportion fair share costs of all necessary infrastructure in the Plan Area.

P-IMP 10. Require applicants for new development to prepare a technical assessment evaluating potential project construction- related air quality impacts in conformance with current Bay Area Air Quality Management District's methodology.

P-IMP 11. Require applicants for new development to prepare and implement construction management plans to control construction-related impacts from fugitive dust, emissions, noise, and traffic. Project construction management plans shall include, but are not limited to, the following:

- Current Bay Area Air Quality Control Management District (BAAQMD) basic control measures for fugitive dust control in addition to other feasible measures that may be identified in project-level technical air quality assessments, when required;
- A list of all construction equipment to be used during construction that identifies the make, model, and number of each piece of equipment;
- Location of construction staging areas for materials, equipment, and vehicles;
- Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur;

- Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation, and safety; and provision for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project sponsors;
- Provisions for pedestrian and bicycle circulation through the congestion zone;
- Provisions for removal of trash generated by project construction activity; and
- A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an on-site complaint manager.

P-IMP 12. All new development projects that take advantage of the Community Benefits Program shall enter into a Development Agreement that specifies the types of community benefits

