El Camino Real Roadway Renewal Project

SAN MATEO COUNTY, CALIFORNIA
04-SM-82 – PM 12.3/15.9
EA 04-0K810 / Project ID 0416000142
EA 04-1G900 / Project ID 0400020619

Appendix A
Draft Section 4(f) Evaluation

Prepared by the
State of California, Department of Transportation

June 2021

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans.

Chapter A1 Individual Section 4(f) Evaluation

A1.1 Introduction

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project . . . "requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use."

Section 4(f) further requires coordination with the Department of the Interior and, as appropriate, the involved offices of the Department of Agriculture and the Department of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer (SHPO) is also needed.

Responsibility for compliance with Section 4(f) has been assigned to the Department pursuant to 23 USC 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

A1.2 Use of a Section 4(f) Property

In general, a Section 4(f) "use" occurs when:

- Section 4(f) land is permanently incorporated into a transportation facility (permanent acquisition or permanent easement);
- There is a temporary occupancy of Section 4(f) land that is adverse in terms of the Section 4(f) preservationist purposes as determined by specified criteria (23 Code of Federal Regulations [CFR] 774.13[d]); or
- Section 4(f) land is not incorporated into the transportation project, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (constructive use) (23 CFR 774.15[a]).

This Draft Section 4(f) Evaluation has been prepared in compliance with 23 CFR 774. Caltrans is the lead agency, as assigned by the Federal Highway Administration (FHWA) under the National Environmental Policy Act (NEPA) and is the lead agency under the California Environmental Quality Act (CEQA).

A1.3 Section 4(f) and Section 106

The consideration of historic properties under Section 4(f) differs from their consideration under Section 106 of the National Historic Preservation Act (NHPA). The results of the Section 106 process produces a list of historic properties determined to be significant (i.e., eligible or listed for inclusion in the National Register of Historic Places [NRHP]), and the potential impacts that the proposed project would have on those properties. The historic properties identified through the Section 106 process are then considered in the Section 4(f) evaluation. One key difference between the two regulations and processes is that Section 106 requires a consultation process between the federal agency and the SHPO in order to identify historic properties, evaluate effects, and then consult on ways to avoid, minimize or mitigate those effects. The Section 4(f) process requires federal agencies to avoid the use of significant historic sites unless there is no prudent or feasible alternative, and if no prudent and feasible alternative exists, then include in the project all possible planning to minimize harm. Thus, the Section 106 process is more consultative, while the Section 4(f) process requires consideration of specific outcomes.

Section 4(f) applies only to programs and projects undertaken by the United States (U.S.) Department of Transportation (DOT) and only to publicly owned parks, recreation areas, and wildlife refuges, and to historic sites, whether publicly or privately owned. Historic sites are generally those listed on or eligible for the NRHP. For protected historic sites, Section 4(f) is triggered when:

- Land from a historic site is permanently incorporated into a transportation facility;
- The project temporarily occupies land from the historic site in a manner that results in adverse impacts to the qualities that made the historic site eligible for the NRHP; or
- No land from a historic site is permanently incorporated into the project, but "proximity impacts" to the historic site are so severe that the qualities that made the historic site eligible for the NRHP are substantially impaired. This is referred to as a "constructive use."

Section 106 is an element of a separate federal statute, the NHPA, that requires any federal agency undertaking a federal project (either by funding or approval) to consider the effects of their project on cultural resources on or eligible for the NRHP, thus making them "historic properties." Section 106 addresses direct and indirect "effects" of a project on historic properties. Section 106 evaluates "effects" on a historic property, while Section 4(f) protects a historic site from "use" by a project. Therefore, even though there may be an adverse effect under Section 106 because of the effects upon the historic property, the provisions of Section 4(f) are not triggered unless the project results in an "actual use" (permanent or certain temporary occupancies of land) or a "constructive use" (substantial impairment of the features or attributes that qualified the site for the NRHP) on the historic site.

Most importantly, except in the case of *de minimis* uses,[1] Section 4(f) requires avoidance of a historic site unless there is no feasible and prudent alternative, and, if avoidance is not feasible and prudent, requires "all possible planning" to minimize harm to the historic site. This means that all reasonable measures identified to minimize harm or mitigate for adverse effects must be included in the project (23 CFR 774.117). Section 106 does not include a specific requirement

[1] A *de minimis* impact is one that, after taking into account avoidance, minimization, mitigation and enhancement measures, results in no adverse effect to the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f).

for avoidance or minimization of harm, but a Section 106 consultation agreement — a Memorandum of Agreement (MOA) — often involves extensive mitigation activities when adverse effects to historic properties cannot be avoided or minimized. The mitigation measures identified in the MOA are typically those used as the Section 4(f) measures to minimize harm.

Finally, Section 4(f) requires that when there are no "prudent and feasible" avoidance alternatives to the "use" of Section 4(f) properties, the lead federal agency must choose the alternative that causes the "least overall harm" based on the criteria listed in 23 CFR 774.3(c), which requires a balancing of seven factors to determine which alternative causes the "least overall harm." The least overall harm is determined by balancing the following factors:

- Ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property).
- Relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection.
- Relative significance of each Section 4(f) property.
- Views of the official(s) with jurisdiction over each Section 4(f) property.
- Degree to which each alternative meets the Purpose and Need for the proposed project.
- After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f).
- Substantial differences in costs among the alternatives.

Chapter A2 Description of the Proposed Project

A2.1 Background

The California Department of Transportation (Caltrans) proposes to rehabilitate the roadway and sidewalks, improve safety and visibility, remedy drainage issues, and upgrade curb ramps to be compliant with the Americans with Disabilities Act (ADA) along a 3.6-mile segment of State Route (SR) 82 (El Camino Real) in San Mateo County. SR 82 extends from Interstate 880 (I-880) in San Jose to I-280 in San Francisco. SR 82 is known as El Camino Real throughout much of the San Francisco Peninsula and within the project limits. El Camino Real was a historic mission trail and has long been an important travel way for the communities along the Peninsula. It runs roughly parallel to U.S. 101 and the Caltrain rail corridor within the project limits.

Between 2014 and 2017, Caltrans undertook preliminary investigations to evaluate the condition of the roadway, sidewalks, and other infrastructure of SR 82 in the project limits (Caltrans 2014, Caltrans 2016, Caltrans 2017). Caltrans then included funding for these items in its State Highway Operation and Protection Program (SHOPP).

In 2017, Caltrans participated in a series of meetings and workshops as part of the Burlingame El Camino Real Task Force. The Task Force was composed of members of the Burlingame Historical Society; Beautification Commission; Traffic, Parking, and Safety Commission; the City's arborist and public works representative; City residents; and some City council members (Burlingame 2018). The Task Force reviewed a two-block section of El Camino Real from Palm Drive to Sanchez Drive and made recommendations for Caltrans to consider when developing the project in terms of trees, sidewalks, roadway, and drainage facilities. These recommendations have been reviewed carefully by members of the Project Development Team (PDT), and the project has been designed to incorporate recommendations where feasible.

A2.2 Purpose and Need

A2.2.1 Project Purpose

The purposes of the project are to:

- Preserve and extend the life of the roadway and improve ride quality;
- Improve drainage efficiency to reduce localized flooding;
- Enhance user visibility and safety; and
- Enhance pedestrian infrastructure and bring it into compliance with Title II of the Americans with Disabilities Act (ADA).

A2.2.2 Project Need

This project is needed to correct roadway deficiencies and improve safety. Specifically, the project is needed due to the following:

- The overall condition of the pavement is rated as poor due to signs of moderate alligator cracking and very poor ride quality, which indicate roadway structural inadequacy.

- Water ponding and flooding occurs frequently during rain events due to uneven roadway surfaces and inadequate or impacted drainage systems.

- Pedestrian access is impaired due to a lack of updated curb ramps and uneven sidewalks.

- Pedestrian infrastructure is not compliant with state and federal ADA requirements.

- Existing sidewalks lack accessible pedestrian signal (APS) systems. Countdown pedestrian systems (CPS) and high-visibility striping or current devices as well as pavement markings are missing or outdated.

A2.3 Project Alternatives

This section describes the proposed action and the project alternatives developed to meet the purpose and need of the project, while avoiding or minimizing environmental impacts. The alternatives include a No Build Alternative and one Build Alternative. Other alternatives were considered and set aside as set forth in Chapter A7.

The project is located in San Mateo County on El Camino Real (SR 82) from East Santa Inez Avenue (Post Mile [PM] 12.3) to Millbrae Avenue (PM 15.9). The project limits extend for 3.6 miles through San Mateo, Burlingame, Hillsborough, and Millbrae (Figure A2.3-1). Within the project limits, El Camino Real is a four-lane undivided highway from PM 12.3 to 15.2 and is a six-lane divided highway from PM 15.2 to 15.9.

The following sections describe the Build Alternative and design option under consideration for the project.

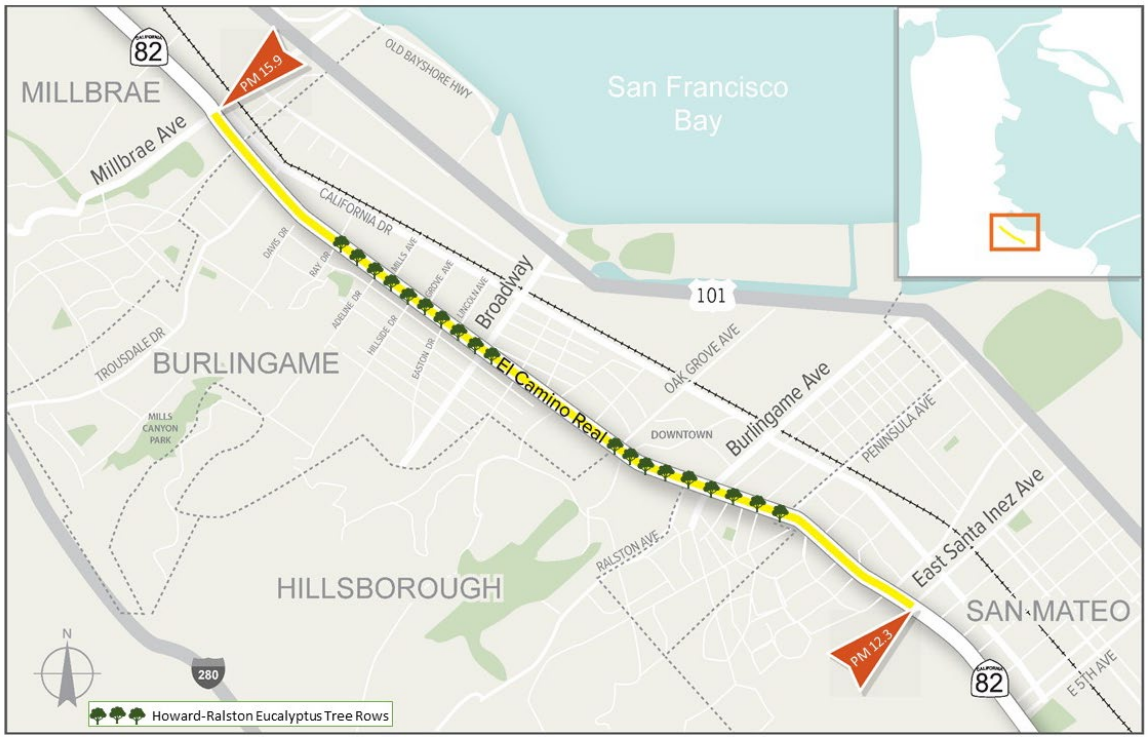


Figure A2.3-1: Project Limits

A2.3.1 Build Alternative

Under the Build Alternative, the roadway would be rehabilitated, and drainage and pedestrian infrastructure would be upgraded. There would be no change to the number of travel lanes on El Camino Real. See Figure A2.3-2 for a typical cross-section the Build Alternative.

Under the Build Alternative, the roadway would maintain its existing 44- to 46-foot width including two 10- to 11-foot-wide travel lanes in each direction. All permanent improvements would occur within existing state and city/town right-of-way.

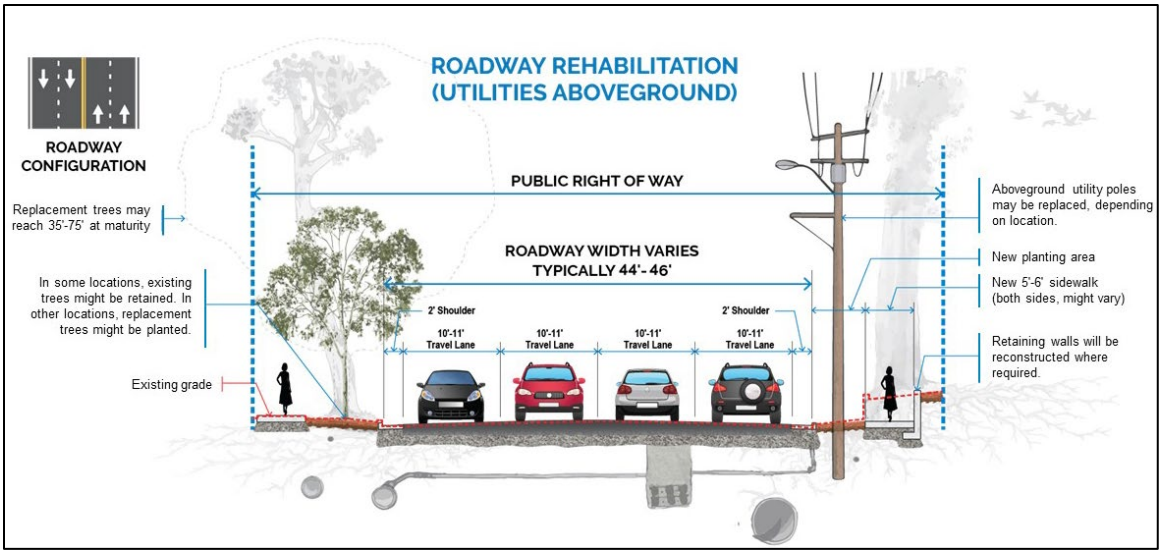


Figure A2.3-2: Build Alternative

Roadway Rehabilitation

To address structural inadequacy of the roadway, the entire pavement structural section would be removed and reconstructed between East Santa Inez (PM 12.3) and Murchison Drive (PM 15.8). To do this, construction crews would use saw cutters, excavators, and jack hammers to remove the existing pavement, concrete structures, and bus pads. The existing subgrade would be re-compacted with vibratory compactors and the road base would be reconstructed and graded. Construction crews would use cement trucks to install Portland cement concrete pavement and other concrete surfaces and an asphalt paving machine would be used to install a new layer of asphalt flexible pavement. This would be followed by roadway re-striping.

Drainage Improvements

There are 79 existing roadway drainage inlets within the project limits. A total of 34 new drainage inlets would be installed, and 25 existing drainage inlets would be modified or relocated to accommodate changes to existing curb ramps. In addition, all existing reinforced concrete pipes, clay pipes, and metal pipes smaller than 18 inches would be replaced with 18-inch polyvinyl chloride pipes. These improvements would minimize roadway ponding caused by the existing deficiencies. Drainage work would require the use of excavators and backhoes for trenching and vibratory compactors for pipe backfill.

Pedestrian Improvements

All existing sidewalks within the project limits from East Santa Inez Avenue (PM 12.3) in San Mateo to Dufferin Avenue (PM 15.3) in Burlingame would be upgraded as part of the project. This coincides with the portion of the project limits that is an undivided, four-lane roadway. The upgraded sidewalks would range from 5 feet to 6 feet in width and would be compliant with ADA standards. The sidewalks north of Dufferin Avenue in Burlingame and Millbrae are already compliant with ADA standards and would not be changed as part of the project. The only portion of the project limits that currently lacks sidewalks is on the southbound side of El Camino Real from Bellevue Avenue to Floribunda Avenue. There are existing crosswalks at both the El Camino Real/Bellevue Avenue intersection and the El Camino Real/Floribunda Avenue intersection to assist pedestrians in navigating to the northbound side of the roadway and

continuing along El Camino Real. No new sidewalk is being proposed between Bellevue Avenue and Floribunda Avenue in order to preserve existing street trees at this location.

The Build Alternative would not change the number of intersections within the project limits. All existing crosswalks would be marked with high-visibility paint (comprised of one layer of thermoplastic and two layers of glass beads) following project construction. Within the existing intersections, 183 curb ramps at 43 intersections in the project limits (from East Santa Inez Avenue [PM 12.3] to Millbrae Avenue [PM 15.9]) would be upgraded to meet ADA standards.

In addition, APS and CPS systems would be installed at 20 intersections from Poplar Avenue (PM 12.4) to Millbrae Avenue (PM 15.9). Pedestrian hybrid beacons would be installed at the intersections of Bellevue Avenue, Willow Avenue, and Palm Drive.

The APS systems would provide an audible and vibrating signal designed to make street crossings safer for people who are blind, deaf, or who have low vision. These signals provide information in non-visual formats (e.g., audible tones, speech messages, and/or vibrating surfaces) designed to increase awareness for all pedestrians, which can lead to fewer pedestrian-related collisions with vehicles. The APS system would be integrated into the pedestrian pushbutton detector, so the audible tones and messages would come from the pushbutton housing and have a pushbutton locator tone and tactile arrow. These electronic buttons are actuated by pedestrians to change traffic signal timing to accommodate pedestrian crossings. Locator tones would be used to help pedestrians with visual impairments find the pushbuttons that also activate CPS signals. CPS signals inform pedestrians of the number of seconds remaining in the pedestrian crossing time and reduce the number of pedestrians caught in the crosswalk at the end of the cycle.

Pedestrian hybrid beacons would be located at uncontrolled intersections where there is no traffic signal. A pedestrian hybrid beacon is a traffic control device designed to help pedestrians safely cross busy or higher-speed roadways at midblock crossings and uncontrolled intersections. The beacon head consists of two red lenses above a single yellow lens. The lenses remain "dark" until a pedestrian desiring to cross the street pushes the call button to activate the beacon. The signal then initiates a yellow to red lighting sequence consisting of steady and flashing lights that directs motorists to slow and come to a stop. The pedestrian signal then flashes a WALK display to the pedestrian. Once the pedestrian has safely crossed, the hybrid beacon again goes dark.

Demolition of existing pavement for sidewalk replacement and curb ramp upgrades would require the use of pavement breaking equipment (e.g. jackhammers, hoe-rams, etc.). New concrete would require the installation of concrete formwork using hand tools and concrete pouring using concrete pumps.

Associated relocation, adjustment, and upgrading of traffic signal poles, light poles, signs, utility cabinets, fire hydrants, and other utilities (such as gas, fiber optic cables, sewer and water lines) may be required to conform to infrastructure upgrades within the scope of the project.

Traffic signal and lighting upgrades would require the use of drilling machines for the construction of new signal foundations and cranes for the placement of new signal and lighting poles and mast arms.

Utilities

Under the Build Alternative, utility poles would be disturbed and relocated at various locations during construction to conform to infrastructure upgrades. There would be no change in the services provided to customers following project construction, however there could be short-term minor disruptions during construction.

A2.3.1.1 Design Option to Underground Utilities

A design option is being evaluated for the Build Alternative. With this design option, the existing electrical transmission, telecommunications, and cable TV lines that currently run along poles above the roadway would be relocated underground from Barroilhet Avenue (PM 12.9) to Ray Drive/Rosedale Avenue (PM 15.2) in Burlingame. See Figure A2.3-3 for a typical cross-section of this design option.

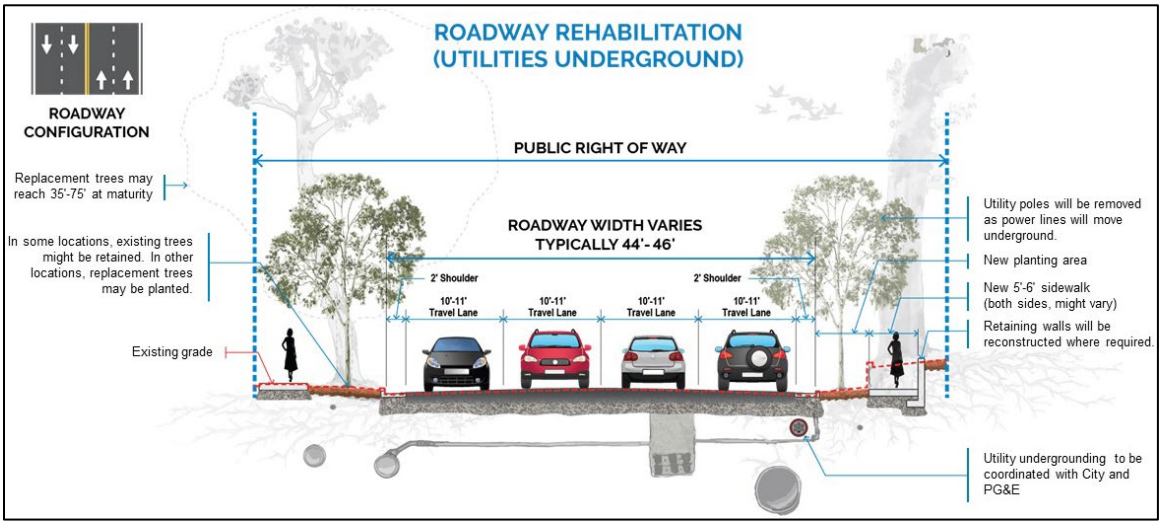


Figure A2.3-3: Design Option to Underground Utilities

Utility undergrounding is being considered to minimize conflicts between overhead utilities and tree replanting as well as at the request of Burlingame. Current Pacific Gas and Electric Company (PG&E) standards require that replacement trees placed near existing distribution lines be no more than 25 feet tall at maturity, 50 feet from power lines, and 10 feet from power poles. Therefore, the existing aboveground utilities limit the potential number and size of replacement plantings along El Camino Real within the project limits.

Utility undergrounding efforts are being funded, led, and coordinated by the City of Burlingame. On June 17, 2019, the Burlingame City Council established the El Camino Real Underground Utility District to initiate proceedings for implementing the proposed utility undergrounding. Burlingame estimates this work will cost $25-30M if done as part of the Build Alternative. Burlingame will coordinate with Caltrans Design on the placement of utility infrastructure to avoid impacts to the environment. Final approval of utility undergrounding would depend upon agreements between Burlingame, Caltrans, PG&E and other utility providers. This design option would be constructed as long as necessary funding and approvals are secured by Burlingame. Should funding and approvals not be secured in time to meet the project schedule, the Build Alternative would be constructed without this design option. Since the ability to move forward with this design option is beyond the decision-making capability of Caltrans, it does not represent a distinct Build Alternative. However, it is being evaluated for potential effects to the

environment throughout this EIR/EIS and the public, stakeholders, and agencies are invited to provide comments on this action.

A2.3.2 No Build Alternative

Under the No Build Alternative, no modifications would be made to El Camino Real other than routine maintenance. The existing configuration as shown in Figure A2.3-4 would be maintained. Deteriorated roadway conditions would continue to be addressed through pothole repair and other short-term surface remedies. The sidewalks and existing drainage facilities would not be upgraded. Localized flooding due to damaged and outdated drainage infrastructure would continue to occur on the roadway. Under this alternative, the utilities would not be relocated underground.

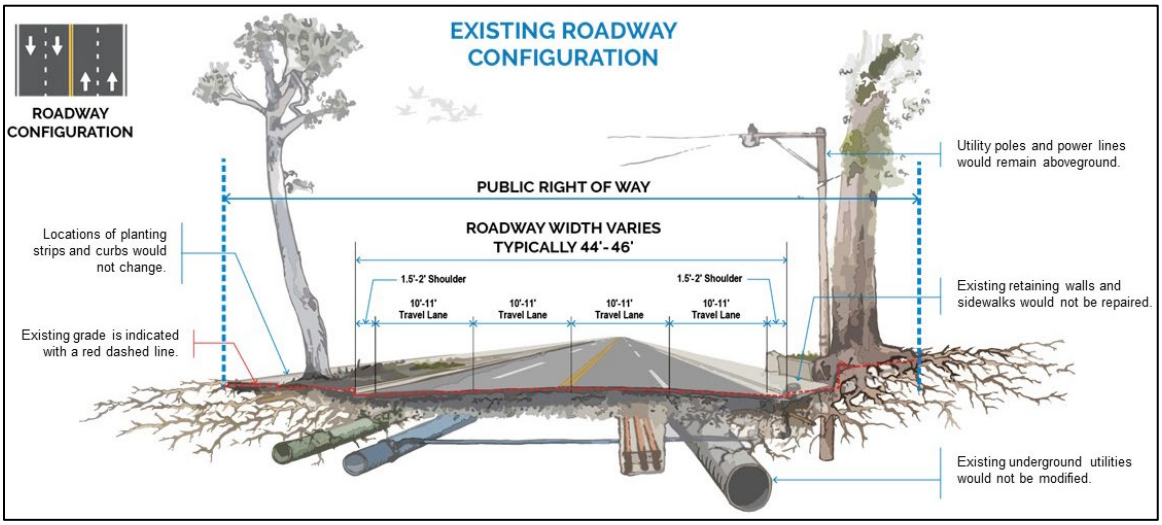


Figure A2.3-4: No Build Alternative

Existing trees along El Camino Real would continue to age and may eventually decline in health. Any existing historic trees (part of the Howard-Ralston Eucalyptus Tree Rows) that must be removed due to safety or routine maintenance projects would continue to be replaced with elm trees, per the existing agreement between Caltrans and the SHPO.

The No Build Alternative represents the baseline condition against which the Build Alternative will be compared.

Chapter A3 Description of Section 4(f) Properties

The proposed project is located in proximity to several publicly owned parks and recreational facilities, as well as resources both listed and eligible for listing on the NRHP. The following description of Section 4(f) properties includes publicly owned parks and recreational facilities within approximately 1,000 feet of the project limits and historic resources within the Architectural Area of Potential Effects (APE). No areas designated as “open space” exist within the study area.

A3.1 Publicly Owned Parks

The study area for parks and recreational facilities is defined as the area within 1,000 feet of the project limits. These resources are listed in Table A3.1-1, shown on Figures A3.1-1A and A3.1-1B, and further described below.

Table A3.1-1. Study Area Parks and Recreational Facilities

Name/Address	Acreage Total/ Within Study Area	Facilities	Official(s) with Jurisdiction	Distance from Project Limits (feet)[1]
Spur Trail Phase I South of Millbrae Avenue Millbrae	7.3/6.2	Paved Trail, Landscaped Areas, Exercise Equipment	Millbrae Department of Public Works, Parks Unit	620
Village Park 1535 California Drive Burlingame	1.9/1.9	Basketball Court, Play Area, Picnic Area, Open Turfed Area, Restrooms, Preschool	Burlingame Department of Parks and Recreation	590
Ray Park 1525 Balboa Avenue Burlingame	4.3/4.3	Tennis Courts, Basketball Court, Football Field, Soccer Field, Picnic Tables, Restrooms	Burlingame Department of Parks and Recreation	400
Laguna Park 1414 Laguna Street Burlingame	0.5/0.01	Tennis Courts, Play Area, Turfed Area	Burlingame Department of Parks and Recreation	870
Paloma Playground Paloma Avenue/ Edgehill Drive Burlingame	0.8/0.8	Playground, Picnic Table	Burlingame Department of Parks and Recreation	730
Pershing Park 138 Crescent Avenue Burlingame	1.2/1.2	Basketball Court, Playground, Turfed Area	Burlingame Department of Parks and Recreation	650
Mills High School 400 Murchison Drive Millbrae	N/A	Tennis Courts, Basketball Courts, Softball Fields	Millbrae Recreation Department	630
Lincoln Elementary School 1801 Devereux Drive Burlingame	N/A	Baseball/Softball Field, Tennis Courts, Multi-use Courts	Burlingame Department of Parks and Recreation	700
McKinley Elementary School 701 Paloma Avenue Burlingame	N/A	Basketball Court, Playground	Burlingame Department of Parks and Recreation	Adjacent

Note:
1. As measured from edge of property closest to the project limits.

Figure A3.1-1A: Study Area for Parks and Recreational Facilities

Figure A3.1-1B: Study Area for Parks and Recreational Facilities

A3.1.1 Spur Trail Phase I

Spur Trail Phase I is a publicly owned paved 0.5-mile recreational trail for pedestrians and cyclists within a landscaped corridor in Millbrae. The trail is south of Millbrae Avenue and extends from Magnolia Avenue on the east to South Ashton Avenue on the west. The trail is managed by the Millbrae Department of Public Works, Parks Unit. The trail is approximately 7.3 acres, of which approximately 6.2 acres are in the study area. The trail is accessible year-round. Facilities along the trail are limited to the paved trail, landscaped areas with mature trees, and exercise equipment.

A3.1.2 Village Park

Village Park is a 1.9-acre publicly owned park northeast of the project limits at 1535 California Drive in Burlingame. The entire park is within the study limits. Village Park is managed by the Burlingame Department of Parks and Recreation. Recreational facilities at the park include a full basketball court, a child play area, picnic area, a large open turfed area, restrooms, and a preschool.

A3.1.3 Ray Park

Ray Park is a publicly owned 4.3 acre neighborhood park at 1525 Balboa Avenue in Burlingame. The entire park is within the study limits. Ray Park is managed by the Burlingame Department of Parks and Recreation. Recreational facilities at the park include tennis courts, basketball court, football field, soccer field, picnic tables, and restrooms.

A3.1.4 Laguna Park

Laguna Park is a publicly owned neighborhood park at 1414 Laguna Street in Burlingame and is managed by the Burlingame Department of Parks and Recreation. The park is 0.5 acre and contains two tennis courts, a child play area, as well as a turfed open area. Only approximately 0.01 acre of the park is within the study limits.

A3.1.5 Paloma Playground

Paloma Playground is an 0.08-acre publicly-owned neighborhood playground at the corner of Paloma Avenue and Edgehill Drive in Burlingame. The playground is managed by the Burlingame Department of Parks and Recreation and serves the residential areas west of the Caltrain railroad corridor and south of the downtown area. Recreational facilities at Paloma Playground include a playground and picnic table. The entire playground is within the study area.

A3.1.6 Pershing Park

Pershing Park is a 1.2-acre area at 138 Crescent Avenue in Burlingame. The entire park is within the study limits. The park is managed by the Burlingame Department of Parks and Recreation. The park includes a basketball court, child play area, and a turfed open area.

A3.2 Public Schools/Public Recreational Facilities

Per the FHWA Section 4(f) Policy Paper, when a public school playground is open to the public and serves either organized or substantial walk-on recreational purposes that are determined to be significant, such playgrounds are subject to the requirements of Section

4(f). There are three public schools within the study area that provide recreational opportunities to the general public outside of regular school hours and therefore qualify for protection under Section 4(f). These three schools are listed in Table A3.1-1 above, shown on Figures A3.1-1A and A3.1-1B, and further described below.

A3.2.1 Mills High School

Mills High School, at 400 Murchison Drive in Millbrae, is part of the San Mateo Union High School District. Mills High School has a variety of recreation facilities that include eight tennis courts, three basketball courts, and two softball fields, all of which are within the project study area. The school district has a joint powers agreement with Millbrae in order to provide playgrounds and playfields to the community at large. While the Millbrae School District owns all athletic fields, the Millbrae Recreation Department manages the fields, and the Millbrae Parks Department maintains the fields. Per the agreement between Millbrae and the Millbrae School District, the School District is given priority over all other scheduled games, practices, events, activities, and programs.

A3.2.2 Lincoln Elementary School

Lincoln Elementary School, at 1801 Devereux Drive in Burlingame, is adjacent to Ray Park (see Section A3.1.3). Public schools in Burlingame provide open spaces for general public use and several schools are combined with parks to provide joint recreational facilities for Burlingame residents. The Burlingame Department of Parks and Recreation manages joint-use agreements for community use of the Lincoln school recreational facilities. This combined school and park site provides recreational facilities for the northern part of the Burlingame. City-owned facilities in Ray Park are shared with the school, including baseball and softball fields, tennis courts, and multi-use courts.

A3.2.3 McKinley Elementary School

McKinley Elementary School, at 701 Paloma Avenue in Burlingame, provides community use as part of the joint-use agreements with the Burlingame Department of Parks and Recreation. The elementary school has a basketball court and a playground on the 3.4-acre school site for public and community use.

A3.3 Historic Properties

A Supplemental APE was established as part of the Section 106 compliance process for the proposed project (see Attachment 1). The APE includes all areas with the potential for direct and indirect impacts. The APE includes the El Camino Real right-of-way between PM 12.3 and PM 15.9. The state-owned NRHP-listed Howard-Ralston Eucalyptus Tree Rows (PM 13.0 to 15.2) is within the project limits. The APE also includes the proposed ADA and roadway rehabilitation project limits for sidewalk improvements and reconfiguration, landscape removal, reconfiguration of driveways, and other work that extends outside of the existing Caltrans right-of-way. For properties within the APE that contain built environment resources and where there is the potential for direct and indirect project impacts, the full parcel boundary is included in the APE. The Section 106 historic resources depicted on the APE also qualify for protection under Section 4(f). These resources are listed in Table A3.3-1 and are further described below. There are no archaeological resources in the APE that would qualify as Section 4(f) resources. The SHPO is the official with jurisdiction over historic properties.

Table A3.3-1. Historic Properties in APE

Address/Name	NRHP Criteria[1]	Period of Significance[2]
Howard-Ralston Eucalyptus Tree Rows NRHP #12000127	A and C	1873 to 1930
Adeline Apartments 1479 El Camino Real Burlingame	C	1958
1265 El Camino Real Burlingame	A and C	1938; 1946
The El Camino 1136 El Camino Real Burlingame	C	1928
La Solana 1124 El Camino Real Burlingame	C	1930
1045 El Camino Real, Burlingame	C	1936
1041 El Camino Real Burlingame	A	1924
El Rey Apartments 1021 El Camino Real Burlingame	C	1931
1501 Forest View Avenue Burlingame	C	1931
New Life Community Church 1430 Palm Drive Burlingame	C	1930 to 1950
Russian Church of All Saints 744 El Camino Real Burlingame	C; Criterion Consideration A	1963
Arcamino West 1515 Arc Way Burlingame	A and C	1961 to 1964
Sharon Estate Speculative House / Newlands Estate 1615 Floribunda Avenue Hillsborough	A and C	1893 to 1940s
Sharon Estate Speculative House / A. Page Brown Cottage 50 Kammerer Court Hillsborough	A and C	1893 to 1940s
The Viking 500 El Camino Real Burlingame	C	1958

Address/Name	NRHP Criteria[1]	Period of Significance[2]
St. Paul's Episcopal Church complex 415 El Camino Real Burlingame	B and C	1936 to 1953
Former office and residence of Dr. A.L. Lachman 405 El Camino Real Burlingame	C	Circa 1934
Burlingame Towers 1469 Bellevue Avenue Burlingame	A and C	1962
Burlingame United Methodist Church 1443 Howard Avenue Burlingame	C; Criterion Consideration A	1925 to 1952
120 El Camino Real Burlingame	C	1929
90 El Camino Real Burlingame	C	1963
15 Park Road Burlingame	C	1928
The Carol 55 El Camino Real Burlingame	C	1961
1500-1504 Barroilhet Avenue Burlingame	C	1922
St. Joseph Parish 770 North El Camino Real San Mateo	C; Criteria Considerations A and B	Circa 1870
Two Clark Drive Apartments 2 Clark Drive San Mateo	C	1961
Royal Pines Apartments 525 North El Camino Real San Mateo	C	1959
Easton Drive Eucalyptus Tree Rows	C	1873 to 1876

Notes:

1. NRHP Criteria:
   - A: Associated with events that have made a significant contribution to the broad patterns of our history.
   - B: Associated with the lives of persons significant in our past.
   - C: Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

   NRHP Criteria Considerations

A. A religious property deriving primary significance from architectural or artistic distinction or historical importance.
B. A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event.
C. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life.
D. A cemetery which derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events.
E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived.
F. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance.
G. A property achieving significance within the past 50 years if it is of exceptional importance.

2. All resources listed are significant at the local level.

A3.3.1 Howard-Ralston Eucalyptus Tree Rows, Burlingame and Hillsborough

The Howard-Ralston Eucalyptus Tree Rows (Figure A3.3-1) along El Camino Real in Burlingame and Hillsborough (from Peninsula Avenue [PM 12.3] to Ray Drive/Rosedale Avenue [PM 15.9]) is listed in the NRHP (NRHP #12000127). The Howard-Ralston Eucalyptus Tree Rows is listed under NRHP Criterion A for its association with the founding of the City of Burlingame and the Town of Hillsborough and under Criterion C as an excellent example of master landscape gardener John McLaren's early work. The period of significance for the Howard-Ralston Eucalyptus Tree Rows is 1873, the first year the trees were planted, to 1930, when voters elected to create zoning restrictions to prohibit commercial development along El Camino Real/SR 82 to save the Howard-Ralston Eucalyptus Tree Rows. The Howard-Ralston Eucalyptus Tree Rows today consist of 390 trees, 252 of which are original trees (238 eucalyptus, 14 elms) and 138 are new replacement elm trees. Non-contributing trees include redwood, sycamore, horse chestnut, and liquidambar.

Figure A3.3-1: Howard-Ralston Eucalyptus Tree Rows, Burlingame

A3.3.2 1479 El Camino Real, Burlingame

The Adeline Apartments at 1479 El Camino Real, Burlingame (Figure A3.3-2), is eligible for inclusion in the NRHP at the local level of significance under Criterion C as a rare surviving example of Dingbat architecture that retains a high level of historic integrity and as an important local example of a multi-story, multi-family building designed by Danish-born architect Mogens Mogensen, AIA.[2] Its period of significance is 1958. The boundary of the property is its legal parcel. The character-defining features are its footprint and form, scale and massing, flat roof, stone veneer façade, Adeline Apartments signage, vertical wood pilasters and projecting wood trellis, cantilevered wood frame balconies and railings, concrete terrace with low stone wall/planter along the facade, and yucca trees within the setback of the property.

[2] Integrity is the ability of a property to convey its significance.

Figure A3.3-2: Adeline Apartments
1479 El Camino Real, Burlingame

A3.3.3 1265 El Camino Real, Burlingame

This property consists of a Monterey style apartment house constructed in 1938, a Minimal Traditional Stucco Box-type ancillary building with Monterey style details constructed in 1946, and associated landscaping at 1265 El Camino Real, Burlingame (Figure A3.3-3). The property is eligible for inclusion in the NRHP at the local level of significance under Criterion A as an excellent example of 1930s and post-war multi-family residential development along El Camino Real in Burlingame; and under Criterion C as an excellent example of a Monterey style apartment house constructed in 1938 with a relatively high-style Minimal Traditional Stucco Box-type ancillary building with Monterey style details, and their associated landscaping.

Figure A3.3-3: 1265 El Camino Real, Burlingame

The deep setback of the apartment house from El Camino Real with the curved driveway, lawn, and ornamental plantings is a rare feature for properties along the busy transportation corridor and serves as a stark visual contrast to the densely built-up surroundings. Overall, the property retains a high level of historic integrity to its periods of significance (1938 and 1946). The character-defining features of this property are the footprint and form; small scale and massing

of the apartment house and the ancillary building; the location of the ancillary building behind the apartment house; and the deep setback of the apartment house from El Camino Real with the curved driveway, lawn, and ornamental plantings. Character-defining features of the apartment house are the symmetrical façade with a centrally located entry; horizontal wood board and wood shingle siding; entry with five-light double doors between full-height, decorative wood shutters and crowned by a simple cornice; façade bays; two wood-frame Monterey style balconies and French doors that access them; and the octagonal and narrow, three-light wood frame casements on the façade. Character-defining features of the ancillary building is the stucco siding; original multi-light casement, double-hung and fixed wood windows flanked by decorative wood shutters; metal balconet; cantilevered upper story with decorative wood braces; Spanish tile recessed central entry; gable-roofed porches; and original overhead tilt-up wood garage doors.

A3.3.4 1136 El Camino Real, Burlingame

The El Camino apartment house at 1136 El Camino Real, Burlingame (Figure A3.3-4), is eligible for inclusion in the NRHP at the local level of significance under Criterion C as an excellent example of 1920s to 1930s Revival style suburban apartment house architecture in Burlingame. Its period of significance is 1928. The boundaries of the property are its legal parcel. The character-defining features are its footprint and form, scale and massing, thick stucco siding, Mission style parapet with red tile on the two-story bay on the façade, wood frame casement windows, metal balconets, and the external chimney on the façade

Figure A3.3-4: The El Camino
1136 El Camino Real, Burlingame

A3.3.5 1124 El Camino Real, Burlingame

La Solana apartment house at 1124 El Camino Real, Burlingame (Figure A3.3-5), is eligible for inclusion in the NRHP at the local level of significance under Criterion C as an excellent example of 1920s to 1930s Revival style suburban apartment house architecture in Burlingame. Its period of significance is 1930. The boundaries of the property are its legal parcel. The character-defining features are its footprint and form, scale and massing, thick stucco siding, red tile roof, two-story bays with decorative angles wood brackets, wood frame casement windows, balconies, and the integrated garage with vertical wood plank doors with small metal grilles.

Figure A3.3-5: La Solana
1124 El Camino Real, Burlingame

A3.3.6 1045 El Camino Real, Burlingame

The apartment house at 1045 El Camino Real, Burlingame (Figure A3.3-6), is eligible for inclusion in the NRHP at the local level of significance under Criterion C as an excellent example of 1920s to 1930s European Eclectic style suburban apartment house architecture in Burlingame. Its period of significance is 1936. The boundaries of the property are its legal parcel. The character-defining features are its footprint and form; scale and massing; stucco siding with quoins on the first floor of the façade; pent roof; Flemish ends and brick chimneys; circular, arched, and spade-shaped wood windows with fixed and casement operation; metal balconets; and decorative metal grilles on the third-story circular windows. The carport at the rear of the property is not a character-defining feature, nor is the landscaping along the façade of the apartment house.

Figure A3.3-6: 1045 El Camino Real, Burlingame

A3.3.7 1041 El Camino Real, Burlingame

The Craftsman Bungalow single-family residence at 1041 El Camino Real, Burlingame (Figure A3.3-7), is eligible for inclusion in the NRHP at the local level of significance under Criterion A as a rare, surviving example of early single-family residential development along El Camino Real in Burlingame. The deep setback of the house from El Camino Real and the mature trees in the front yard are rare features for properties along the busy transportation corridor and serve as a stark visual contrast to the densely built-up surroundings. The period of significance is 1924. The boundaries of the property are its legal parcel. The character-defining features are its footprint and form, small scale and massing, horizontal wood board and wood shingle siding, gable roof porch, row of tall sash windows in the sunroom, deep setback from the street, mature trees and landscaping in the front yard, and wood picket fence.

Figure A3.3-7: 1041 El Camino Real, Burlingame

A3.3.8 1021 El Camino Real, Burlingame

El Rey Apartments at 1021 El Camino Real, Burlingame (Figure A3.3-8), is eligible for inclusion in the NRHP at the local level of significance under Criterion C as an excellent example of 1920s to 1930s Spanish Revival style suburban apartment house architecture in Burlingame. Its period of significance is 1931. The boundaries of the property are its legal parcel. The character-defining features are its footprint and form, scale and massing, troweled stucco siding, multi-pane wood casements with transoms and wood sashes, French doors, decorative iron window grilles, oriel window with red clay barrel roof tiles, and clay tiles that accent other roof sections, Plateresque door surround, arched wall openings, and integrated parking on the ground level with arched vehicular opening. The carport, which was constructed between 1949 and 1956, and the landscaping are not character-defining features of the apartment house.

Figure A3.3-8: El Rey Apartments
1021 El Camino Real, Burlingame

A3.3.9 1501 Forest View Avenue, Burlingame

The apartment house at 1501 Forest View Avenue, Burlingame (Figure A3.3-9), is eligible for inclusion in the NRHP at the local level of significance under Criterion C as an excellent example of 1920s to 1930s Revival and Classical style suburban apartment house architecture in Burlingame. Its period of significance is 1931. The boundaries of the property are its legal parcel. The character-defining features are its footprint and form, scale and massing, symmetrical façade, thick stucco siding, flat roof with parapet with pent sections clad in red clay tiles along the façade, simplified pilasters with decorative Classical-inspired corbels, flat roof porch hood with cornices sheltering the entrance, multi-pane wood front door with arched multi-pane sidelights, and wood frame windows. The detached carport and the landscaping planted within the setback from Forest View Avenue are not character-defining features.

Figure A3.3-9: 1501 Forest View Avenue, Burlingame

A3.3.10 1430 Palm Drive, Burlingame

New Life Community Church at 1430 Palm Drive, Burlingame (Figure A3.3-10), is eligible for inclusion in the NRHP at the local level of significance under Criterion C as an important example of Spanish Colonial Revival architecture in Burlingame designed by master architectural firm Willis Polk & Company. The period of significance is 1930 to 1950. The boundaries of the property are its legal parcel. The character-defining features are the hand troweled stucco exterior, offset four-story tower with arcaded windows at the top of the tower, Spanish clay tile roof, large rose-style window divided by floral petals above the main entry, Neo-Gothic style coping below the roof eave in the tower and gable front of the school, arched wood doors, decorative columns, arched metal windows and triple, rectangular, divided-light metal casement windows throughout. The building also meets NRHP Criterion Consideration A.

Figure A3.3-10: New Life Community Church
1430 Palm Drive, Burlingame

A3.3.11 744 El Camino Real, Burlingame

Russian Church of All Saints at 744 El Camino Real, Burlingame (Figure A3.3-11), is eligible for inclusion in the NRHP at the local level of significance under Criterion C as a rare example of Russian-influenced architecture in Burlingame constructed in the 1960s. The period of significance is 1963. The boundaries of the property are its legal parcel. The character-defining features are its massing, smooth stucco exterior with recessed arches, onion domes on corner towers and central tower capped with Orthodox crosses, exterior murals, decorative main entrance doors, and low-sloped gable rooflines with wide overhangs. The perimeter fence built in 1967 is not a character-defining feature. The building also meets NRHP Criterion Consideration A.

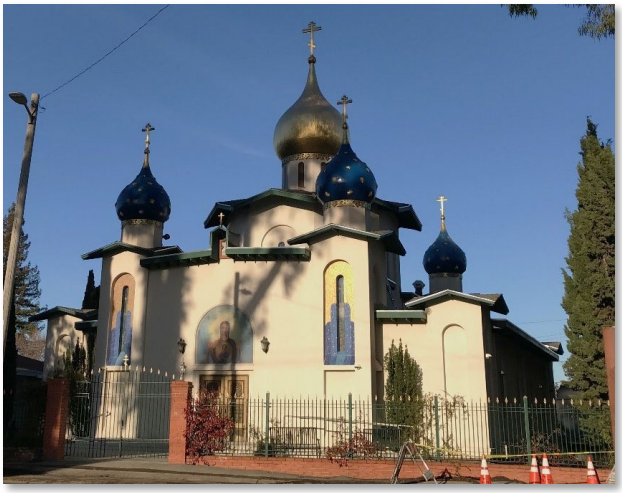


Figure A3.3-11: Russian Church of All Saints
744 El Camino Real, Burlingame

A3.3.12 1515 Arc Way, Burlingame

The Arcamino West apartment building at 1515 Arc Way, Burlingame (Figure A3.3-12) is eligible for inclusion in the NRHP at the local level of significance under Criterion A for its contribution to the broad patterns of Burlingame history. The building is associated with the local fight against high-rise apartments in residential areas along El Camino Real, which ultimately prevented further high-rise apartment tower development along the corridor. It is also eligible for inclusion in the NRHP at the local level of significance under Criterion C as a rare example of New Formalism multi-family residential architecture in Burlingame. Its period of significance is 1961 to 1964. The boundaries of the property are its legal parcel. The character-defining features are the full-height recessed arches on the exterior, the heavy flat roof, the first-story parking with units above, the exterior lanai balconies with solid panels visually connected with vertical supports, and the parabolic canopy to the lobby entrance.

Figure A3.3-12: Arcamino West
1515 Arc Way, Burlingame

A3.3.13 1615 Floribunda Avenue, Hillsborough

The Sharon Estate Speculative House/Newlands Estate, 1615 Floribunda Avenue, Hillsborough (Figure A3.3-13), was determined eligible for inclusion in the NRHP at the local level of significance under both Criterion A for its association with the planning and development of Hillsborough and Burlingame and Criterion C for residential architecture and the work of a master, A. Page Brown. Its period of significance is 1893 to the 1940s. The boundaries of the property are its legal parcel. Previous recordations did not identify character-defining features of the residence. However, they appear to be its footprint and form; cross-gable and gable roof dormers on the symmetrical façade; verge boards in the gables; smooth stucco siding with half-timbering; second-story balustrade on the façade; curved knee-brackets; wood framed casement and double-hung windows, some with diamond-pane leaded glass; and oriel windows next to the primary entry door. Curvilinear half-timbering added in the 1990s, a two-story addition at the rear, and a garage addition are not character-defining features of the property.

Figure A3.3-13: Sharon Estate Speculative House/Newlands Estate 1615 Floribunda Avenue, Hillsborough

A3.3.14 50 Kammerer Court, Hillsborough

The Sharon Estate Speculative House/A. Page Brown Cottage, 50 Kammerer Court, Hillsborough (Figure A3.3-14), was determined eligible for inclusion in the NRHP at the local level of significance under both Criterion A for its association with the planning and development of Hillsborough and Burlingame and Criterion C for residential architecture and the work of a master, A. Page Brown. Its period of significance is 1893 to the 1940s. The boundaries of the property are its legal parcel. Previous recordations did not identify character-defining features of the residence. However, they appear to be its footprint and form; cross-gable roofs; symmetrical façade; boards in the gables; smooth stucco siding with half-timbering; wood framed casement, double-hung, and arched windows, some with diamond-pane leaded glass; and single-story glass-enclosed porch on the west end. The modern gate entry is not a character-defining feature. Caltrans Office of Cultural Resources identified character-defining and non-character-defining features of the property in 1999 as: “The dirt path at the north boundary of the property and the adjacent modern-era wall are not contributors to its historic significance; neither is the modern gate at the Kammerer Court entrance to the property. The eucalyptus trees on El Camino Real were planted before the house was built, and contribute to its historic setting, but

do so in a minor way, as they are separated from the house by the modern-era wall" (Kostura 1999).

Figure A3.3-14: Sharon Estate Speculative House/A. Page Brown Cottage
50 Kammerer Court, Hillsborough

A3.3.15 500 El Camino Real, Burlingame

The Viking apartment building at 500 El Camino Real, Burlingame (Figure A3.3-15), is eligible for inclusion in the NRHP at the local level of significance under Criterion C as an important local example of a multi-story, multi-family building designed by Danish-born architect Mogens Mogensen. Its period of significance is 1958. The boundaries of the property are its legal parcel. The character-defining features are its footprint and form, scale and massing, tuck-under parking, stepped-height building sections, flat roofs, wood frame curtain walls with plastic laminate panels and windows, tile entry wall, board-and-batten entry wall, and sculptural dingbat. The landscaping on the property is not a character-defining feature.

Figure A3.3-15: The Viking
500 El Camino Real, Burlingame

A3.3.16 415 El Camino Real, Burlingame

The religious buildings on the St. Paul's Episcopal Church complex at 415 El Camino Real, Burlingame (Figure A3.3-16), are eligible for inclusion in the NRHP at the local level under both Criteria B and C as a rare example of Late Gothic Revival architecture in Burlingame. The period of significance is 1936 to 1953. The boundary of the historical resources are the footprints of the religious buildings. The character-defining features are the footprint and form, scale and massing, scored stucco exteriors to mimic stone, steeply pitched roofs with parapets and slate tiles, the three-story steeple church tower with pinnacles and battlements, buttresses, stained-glass lancet windows with traceries, stained-glass rose window, heavy wood door entrances, multi-light windows, toothed quoins, and window crowns. The building at 405 El Camino Real within the legal parcel of church property was acquired in 1960 and is not a character-defining feature of, or a contributor to, the historical resource. Neither the landscaping within the parcel boundary nor the trees in the El Camino Real right-of-way are character-defining features. The complex also meets NRHP Criterion Consideration A.

Figure A3.3-16: St. Paul's Episcopal Church
415 El Camino Real

A3.3.17 405 El Camino Real, Burlingame

The former office and residence of Dr. A.L. Lachman at 405 El Camino Real, Burlingame (Figure A3.3-17), is eligible for inclusion in the NRHP at the local level under Criterion C as a rare surviving example of 1930s Colonial Revival commercial architecture in Burlingame. The period of significance is circa 1934. The boundaries of the property are the footprint of the building. The character-defining features are its footprint and form, scale and massing, stucco siding, cross-gable roof system, two small gable-roof dormers with vents, symmetrical façade with the arched porch hood, wood frame casement windows, and flat roof porches with paired pilasters and plain cornices on the façade. The use of the building changed in 1960 from a doctor's office and residence to the Nursey School for St. Paul's Episcopal Church, so it no longer retains integrity of association, but it retains sufficient physical features to convey its significance.

Figure A3.3-17: Former office and residence of Dr. A.L. Lachman
405 El Camino Real, Burlingame

A3.3.18 1469 Bellevue Avenue, Burlingame

The Burlingame Towers high-rise apartment building at 1469 Bellevue Avenue, Burlingame (Figure A3.3-18) is eligible for inclusion in the NRHP at the local level of significance under Criterion A for its contribution to the broad patterns of Burlingame history. The building is associated with the local fight against high-rise apartments in residential areas along El Camino Real, which ultimately prevented further high-rise apartment tower development along the corridor. It is also eligible for inclusion in the NRHP at the local level of significance under Criterion C as a rare example of high-rise apartment tower construction in Burlingame. Burlingame Towers is the only apartment building that was granted a height variance over four stories and is also the tallest building in Burlingame. Its period of significance is 1962. The boundaries of the property are its legal parcel. The character-defining features are its location on El Camino Real, rectangular footprint, eight stories and parking area, cantilevered balconies, curtain wall system with aluminum frame windows sets and spandrels, and decorative concrete screen block in the north tower and parking area.

Figure A3.3-18: Burlingame Towers
1469 Bellevue Avenue, Burlingame

A3.3.19 1443 Howard Avenue, Burlingame

The Burlingame United Methodist Church complex at 1443 Howard Avenue, Burlingame (Figure A3.3-19), is eligible for inclusion in the NRHP at the local level under Criterion C as a rare example of 1920s Romanesque Revival religious architecture in Burlingame. The period of significance is 1925 to 1952. The boundaries of the historical resources are the footprints of the religious buildings. The character-defining features are the smooth stucco exterior, Spanish tile roof, arcaded corbel table below the roof lines, tall central tower/dome, round stained-glass window in the gable end, heavy wood door entrances, decorative doorways, arched doorways and windows, multi-light windows, and massing. The complex also meets NRHP Criterion Consideration A.

Figure A3.3-19: Burlingame United Methodist Church
1443 Howard Avenue, Burlingame

A3.3.20 120 El Camino Real, Burlingame

The former County Road Garage at 120 El Camino Real, Burlingame (Figure A3.3-20), is eligible for inclusion in the NRHP at the local level under Criterion C because it is a good example of 1920s Mission Revival commercial automotive architecture that retains a high level of historic integrity. The period of significance is 1929. The boundaries of the property are the footprint of the building. The character-defining features are its footprint and form, scale and massing, hump-and-bump troweled stucco pattern on the façade, Mission Revival shaped parapet on the façade, two window openings on the façade, and overhead garage door flanked by four large multi-light metal frame windows. A detached residence on the parcel is not a character-defining feature of the property.

Figure A3.3-20: Former County Road Garage
120 El Camino Real, Burlingame

A3.3.21 90 El Camino Real, Burlingame

The office building at 90 El Camino Real, Burlingame (Figure A3.3-21), is eligible for inclusion in the NRHP at the local level of significance under Criterion C as an important local example of a commercial building designed by Danish-born architect Mogens Mogensen. Its period of significance is 1963. The boundaries of the property are its legal parcel. The character-defining features are its footprint and form, scale and massing, floating foundation with subterranean parking, flat roof with wide overhang and a tall, plastic-paneled cornice, parabolic shaped roof vent, vertical grooved plywood siding, and aluminum frame windows with blue mosaic panels below, and light-green tile entry wall and planter.

Figure A3.3-21: 90 El Camino Real, Burlingame

A3.3.22 15 Park Road, Burlingame

The apartment house at 15 Park Road, Burlingame (Figure A3.3-22), is eligible for inclusion in the NRHP at the local level of significance under Criterion C as an excellent example of 1920s to 1930s Spanish Revival style suburban apartment house architecture in Burlingame. Its period of significance is 1928. The boundaries of the property are its legal parcel. The character-defining features are its footprint and form, scale and massing, troweled stucco siding, flat roof with tile coping, Mission style parapet with red tile on the southeast elevation, recessed main entrance under the parapet, red tile gable roofs on façade and rear elevations, applied decorative tile in the parapet and gable roof projections, multi-light metal frame casement windows throughout, metal balconet in parapet projection, wood balconies, multi-light glazed wood balcony doors, single-light glazed wood doors, integrated garage with wood panel doors, decorative metal grilles on ground level windows, and full-height stuccoed chimney.

Figure A3.3-22: 15 Park Road, Burlingame

A3.3.23 55 El Camino Real, Burlingame

The Carol at 55 El Camino Real, Burlingame (Figure A3.3-23), is eligible for inclusion in the NRHP at the local level of significance under Criterion C as an important local example of a multi-story, multi-family building designed by Danish-born architect Mogens Mogensen. Its period of significance is 1961. The boundaries of the property are its legal parcel. The character-defining features are its footprint and form, scale and massing, subterranean parking, flat roof with wide boxed overhangs, walls clad with vertical grooved plywood siding, aluminum-frame curtain walls with fixed and one-over-one sash windows sets with two sizes and two colors of blue plastic laminate panels. The landscaping on the property is not a character-defining feature of the building.

Figure A3.3-23: Carol Apartments 55 El Camino Real, Burlingame

A3.3.24 1500-1504 Barroilhet Avenue, Burlingame

The duplex at 1500-1504 Barroilhet Avenue, Burlingame (Figure A3.3-24), is eligible for inclusion in the NRHP at the local level of significance under Criterion C as a rare, surviving example of low-density multi-family housing. The property appears to be one of the few remaining of this building type and period that fully embodies the high-quality, early 1920s Revival style residential architecture in Burlingame. The duplex exhibits high artistic value through a combination of Spanish Revival and Italian Renaissance Revival details. Its period of significance is 1922. The boundaries of the property are its legal parcel. The character-defining features of the duplex are its U-shaped footprint and form, scale and massing, stucco siding, tall water table, symmetrical stepped façade featuring two primary mirror-image entrances within the center courtyard, angled recessed main entries with arched openings and multi-light glazed wood doors, multi-light casement door adjacent to each main entrance, red tile roofs, applied vigas, rope pilasters, decorative chimney hoods capped with red clay tiles, three groups of multi-light wood frame casement windows topped by recessed arched and rectangular panels and cartouches, and eight-over-one and six-over-one wood sashes and six-pane wood casement windows. The detached garages' character-defining features are their footprint, form, scale, and massing, stucco cladding, flat parapet roofs with central pent roof with red clay tiles, one-car vehicular opening, and 12-light wood windows. The landscaping and hardscaping in the setbacks from El Camino Real and Barroilhet Avenue are not character-defining features.

Figure A3.3-24: 1500-1504 Barroilhet Avenue, Burlingame

A3.3.25 770 North El Camino Real, San Mateo

St. Joseph Parish at 770 North El Camino Real, San Mateo (Figure A3.3-25), is eligible for inclusion in the NRHP at the local level under Criterion C as a rare example of nineteenth century Carpenter Gothic Revival architecture. The redwood-constructed church is one of the last surviving examples of this property type in the Bay Area. The period of significance is circa 1870. The boundaries of the property are its legal parcel. The character-defining features are its redwood-framed construction and exterior wide-wood boards, decorative-shaped wood shingle roof, symmetrical façade with offset tall steeple capped with a cross, buttresses, lancet window openings, oculus and lancet stained-glass windows, steep pitched front gable roof with no overhang, decorative finial topped with a cross at the gable peak of the façade, and shorter gable roof building section at the rear. It also meets NRHP Criteria Considerations A and B.

Figure A3.3-25: St. Joseph Parish
770 North El Camino Real, San Mateo

A3.3.26 2 Clark Drive, San Mateo

Two Clark Drive Apartments at 2 Clark Drive, San Mateo (Figure A3.3-26), is eligible for inclusion in the NRHP at the local level of significance under Criterion C as an important local example of a multi-story, multi-family building designed by Danish-born architect Mogens Mogensen. Its period of significance is 1961. The boundaries of the property are its legal parcel. The character-defining features are its footprint and form, scale and massing, flat roofs, aluminum frame curtain walls, and cantilevered balconies connected by vertical wood beams. The landscaping is not a character-defining feature of the building.

Figure A3.3-26: Two Clark Drive Apartments
2 Clark Drive, San Mateo

A3.3.27 525 North El Camino Real, San Mateo

Royal Pines Apartments at 525 North El Camino Real, San Mateo (Figure A3.3-27), is eligible for inclusion in the NRHP at the local level of significance under Criterion C as an important local example of a multi-story, multi-family building designed by Danish-born architect Mogens Mogensen. Its period of significance is 1959. The boundaries of the property are its legal parcel. The character-defining features are its footprint and form, scale and massing, stepped-height building sections, flat roofs, wood frame curtain walls with colored plastic laminate panels, and large angle concrete bends. The pine trees on the parcel are character-defining features of the property.

Figure A3.3-27 Royal Pines Apartments
525 North El Camino Real, San Mateo

A3.3.28 Easton Drive Eucalyptus Tree Rows

The Easton Drive Eucalyptus Tree Rows, between El Camino Real and Vancouver Avenue in Burlingame (Figure A3.3-28), is assumed eligible for the NRHP under Criterion C as an excellent example of master landscape gardener John McLaren's early work. The period of significance for the Easton Drive Eucalyptus Tree Rows is 1873 to 1876 when the trees were planted.

Figure A3.3-28 Easton Drive Eucalyptus Tree Rows, Burlingame

Chapter A4 Use of Section 4(f) Property

A4.1 Introduction

This chapter discusses the potential actual use, temporary occupancy, and constructive use of the Section 4(f) resources described in Chapter A3 of this appendix. As defined in 23 CFR 774.17, "use" of Section 4(f) property occurs:

1. When land is permanently incorporated into a transportation facility.

2. When there is a temporary occupancy of land that is adverse in terms of the statute's preservation purpose as determined by the criteria in 23 CFR 774.13(d). CFR 774.13(d) indicates that temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f) are exceptions to the requirement for Section 4(f) approval. Specifically, for the purposes of Section 4(f), such temporary occupancy of a Section 4(f) resource does not normally constitute use if each of the following five conditions is met 23 CFR 774.13(d):

    a. Duration must be temporary (i.e., less than the time needed for construction of the Project), and there should be no change in ownership of the land;

    b. Scope of work must be minor (i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal);

    c. There are no anticipated permanent adverse physical impacts, nor would there be interference with the protected activities, features, or attributes of the property, on either temporary or permanent basis;

    d. The land being used must be fully restored (i.e., the property must be returned to a condition that is at least as good as that which existed prior to the project); and

    e. There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

3. When there is a constructive use of a Section 4(f) property as determined by the criteria in 23 CFR 774.15. 23 CFR 774.15(a) indicates a constructive use occurs when the transportation project does not incorporate land from a Section 4(f) property, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the property are substantially diminished.

A4.1.1 Use of Section 4(f) Properties Under the No Build Alternative

The No Build Alternative would not include any of the elements of the Build Alternative; therefore, it would not result in the use of any land from any of the Section 4(f) recreational resources included in this evaluation. In addition, the No Build Alternative would have No Effect on the 28 built environment historic properties in the project APE. Under the No Build Alternative, none of the proposed improvements to SR 82 would be constructed and the existing conditions would be maintained; therefore, the No Build Alternative would not result in adverse impacts to the 28 built environment historic properties as a result of construction activities.

Therefore, the No Build Alternative is not discussed in this section. It is discussed in Chapter A6, Section 4(f) Avoidance Alternatives, of this Section 4(f) Evaluation. The No Build Alternative has no use of any of the recreational or historic properties within the project limits.

A4.1.1.1 Use of Section 4(f) Properties Under the Build Alternative

The project limits and construction footprints are the same for the Build Alternative with or without the Design Option. Therefore, potential effects to Section 4(f) resources would be similar and are discussed together in this section.

Potential uses of the historic resources included in this evaluation are summarized in Table A4.1-1. As shown, implementation of the Build Alternative would potentially result in an adverse effect to four historic resources. Also, implementation of the Build Alternative would require temporary construction easements (TCEs) at four additional historic resources. Potential use of these eight historic resources (as defined by Section 4[f]) is described in this section.

FHWA Section 4(f) regulations (23 CFR § 774.15(f)(1)) state that no constructive use occurs on a historic resource when review in accordance with Section 106 for proximity impacts results in an agreement of “no adverse effect.” Therefore, no Section 4(f) use would occur for the remaining historic resources listed in Table A4-1.1 for which the preliminary Section 106 determination is no adverse effect and for which no permanent or temporary incorporation of land from these resources into a transportation facility would result. These resources are therefore not discussed further in this evaluation.

Table A4.1-1 Historic Properties Preliminary Section 106 Effects and Section 4(f) Use Determinations

Address/Name	Incorporation of Land?	Potential Effect	Preliminary Section 4(f) Use Determination
Howard-Ralston Eucalyptus Tree Rows NRHP #12000127	Yes	Adverse Effect	Use
1479 El Camino Real, Burlingame / Adeline Apartments	No	Adverse Effect	No Use
1265 El Camino Real, Burlingame	No	Adverse Effect	No Use
1136 El Camino Real, Burlingame / The El Camino	No	No Adverse Effect	No Use
1124 El Camino Real, Burlingame / La Solana	Yes (TCE)	No Adverse Effect	No Use
1045 El Camino Real, Burlingame	Yes (TCE)	No Adverse Effect	No Use
1041 El Camino Real, Burlingame	No	Adverse Effect	No Use
1021 El Camino Real, Burlingame / El Rey Apartments	Yes (TCE)	No Adverse Effect	No Use
1501 Forest View Avenue, Burlingame	Yes (TCE)	No Adverse Effect	No Use
1430 Palm Drive, Burlingame / New Life Community Church	No	No Adverse Effect	No Use
744 El Camino Real, Burlingame / Russian Church of All Saints	No	No Adverse Effect	No Use
1515 Arc Way, Burlingame / Arcamino West	No	No Adverse Effect	No Use
1615 Floribunda Avenue, Hillsborough / Sharon Estate Speculative House / Newlands Estate	No	No Adverse Effect	No Use
50 Kammerer Court, Hillsborough / Sharon Estate Speculative House / A. Page Brown Cottage	No	No Adverse Effect	No Use
500 El Camino Real, Burlingame / The Viking	No	No Adverse Effect	No Use
415 El Camino Real, Burlingame / St. Paul's Episcopal Church complex	No	No Adverse Effect	No Use
405 El Camino Real, Burlingame / Former office	No	No Adverse Effect	No Use

Address/Name	Incorporation of Land?	Potential Effect	Preliminary Section 4(f) Use Determination
and residence of Dr. A.L. Lachman			
1469 Bellevue Avenue, Burlingame / Burlingame Towers	No	No Adverse Effect	No Use
1443 Howard Avenue, Burlingame / Burlingame United Methodist Church	No	No Adverse Effect	No Use
120 El Camino Real, Burlingame	No	No Adverse Effect	No Use
90 El Camino Real, Burlingame	No	No Adverse Effect	No Use
15 Park Road, Burlingame	No	No Adverse Effect	No Use
55 El Camino Real, Burlingame / The Carol	No	No Adverse Effect	No Use
1500-1504 Barroilhet Avenue, Burlingame	No	No Adverse Effect	No Use
770 North El Camino Real, San Mateo / St. Joseph Parish	No	No Adverse Effect	No Use
2 Clark Dr, San Mateo / Two Clark Drive Apartments	No	No Adverse Effect	No Use
525 North El Camino Real, San Mateo / Royal Pines Apartments	No	No Adverse Effect	No Use
Easton Drive Eucalyptus Tree Rows	Yes (TCE)	No Adverse Effect	No Use

A4.1.1.2 Spur Trail Phase I

At its closest point, Spur Trail Phase I is approximately 620 feet from the project limits. No lands would be acquired from Spur Trail Phase I either on a permanent or temporary basis due to implementation of the Build Alternative. Project improvements and any potential project-related loss of trees within the project limits would not be visible from Spur Trail Phase I due to the distance of the trail from the project limits and limited expansive views due to the built-up, urban character of the project area. While the Build Alternative would result in construction noise, noise increases over No Build conditions would be temporary and likely inaudible from Spur Trail Phase I due the distance from the project limits. The Roadway Construction Noise Model was used to estimate the noise levels during construction. The results of the model indicated that noise would not exceed 86 dBA Lmax at distances greater than or equal to 100 feet from

construction activities.[3] In addition, construction noise avoidance, minimization, and/or abatement measures would be implemented during construction of the Build Alternative (with or without the Design Option), further minimizing temporary increases in noise. The Build Alternative (with or without the Design Option) would not result in an increase in roadway capacity within the project limits. Therefore, no permanent change in roadway noise would occur from operation of the Build Alternative (with or without the Design Option).

Based on the above, implementation of the Build Alternative (with or without the Design Option) would not substantially diminish the activities, features, or attributes of Spur Trail Phase I that qualify it for protection under Section 4(f). No use of this resource (direct, temporary, or constructive) would occur.

A4.1.1.3 Village Park

At its closest point, Village Park is approximately 590 feet from the project limits. No lands would be acquired from Village Park either on a permanent or temporary basis due to implementation of the Build Alternative (with or without the Design Option). While the removal of some of the trees within the project limits may be visible from Village Park, changes to the distant viewshed from the park would be minimal. In addition, the recreational activities at the park are focused on the facilities within the park, not on the viewshed from the park. While the Build Alternative (with or without the Design Option) would result in construction noise, noise increases over No Build conditions would be temporary and likely inaudible from Village Park due the distance from the project limits and shielding from existing buildings between the park and the project limits. The Roadway Construction Noise Model was used to estimate the noise levels during construction. The results of the model indicated that noise would not exceed 86 dBA Lmax at distances greater than or equal to 100 feet from construction activities. In addition, construction noise avoidance, minimization, and/or abatement measures would be implemented during construction to minimize temporary increases in noise. The Build Alternative (with or without the Design Option) would not result in an increase in roadway capacity within the project limits. Therefore, no permanent change in roadway noise would occur from operation of the Build Alternative (with or without the Design Option).

Based on the above, implementation of the Build Alternative (with or without the Design Option) would not substantially diminish the activities, features, or attributes of Village Park that qualify it for protection under Section 4(f). No use of this resource (direct, temporary, or constructive) would occur.

A4.1.1.4 Ray Park

At its closest point, Ray Park is approximately 400 feet from the project limits. No lands would be acquired from Ray Park either on a permanent or temporary basis due to implementation of the Build Alternative (with or without the Design Option). While the removal of some of the trees within the project limits may be visible from Ray Park, changes to the distant viewshed from the park would be minimal. In addition, the recreational activities at the park are focused on the facilities within the park, not on the viewshed from the park. While the Build Alternative (with or without the Design Option) would result in construction noise, noise increases over No Build conditions would be temporary and likely inaudible from Ray Park due the distance from the

[3] Maximum hourly noise levels (Lmax) is the highest instantaneous noise level modelled for each specific activity.

project limits and shielding from existing buildings between the park and the project limits. The Roadway Construction Noise Model was used to estimate the noise levels during construction. The results of the model indicated that noise would not exceed 86 dBA Lmax at distances greater than or equal to 100 feet from construction activities. In addition, construction noise avoidance, minimization, and/or abatement measures would be implemented during construction to minimize temporary increases in noise. The Build Alternative (with or without the Design Option) would not result in an increase in roadway capacity within the project limits. Therefore, no permanent change in roadway noise would occur from operation of the Build Alternative (with or without the Design Option).

Based on the above, implementation of the Build Alternative (with or without the Design Option) would not substantially diminish the activities, features, or attributes of Ray Park that qualify it for protection under Section 4(f). No use of this resource (direct, temporary, or constructive) would occur.

A4.1.1.5 Laguna Park

At its closest point, Laguna Park is approximately 870 feet from the project limits. No lands would be acquired from Laguna Park either on a permanent or temporary basis due to implementation of the Build Alternative (with or without the Design Option). While the removal of some of the trees within the project limits may be visible from Laguna Park, changes to the distant viewshed from the park would be minimal. In addition, the recreational activities at the park are focused on the facilities within the park, not on the viewshed from the park. While the Build Alternative (with or without the Design Option) would result in construction noise, noise increases over No Build conditions would be temporary and likely inaudible from Laguna Park due the distance from the project limits and shielding from existing buildings between the park and the project limits. The Roadway Construction Noise Model was used to estimate the noise levels during construction. The results of the model indicated that noise would not exceed 86 dBA Lmax at distances greater than or equal to 100 feet from construction activities. In addition, construction noise avoidance, minimization, and/or abatement measures would be implemented during construction to minimize temporary increases in noise. The Build Alternative (with or without the Design Option) would not result in an increase in roadway capacity within the project limits. Therefore, no permanent change in roadway noise would occur from operation of the Build Alternative (with or without the Design Option).

As such, implementation of the Build Alternative (with or without the Design Option) would not substantially diminish the activities, features, or attributes of Laguna Park that qualify it for protection under Section 4(f). No use of this resource (direct, temporary, or constructive) would occur.

A4.1.1.6 Paloma Playground

At its closest point, Paloma Playground is approximately 730 feet from the project limits. No lands would be acquired from Paloma Playground either on a permanent or temporary basis due to implementation of the Build Alternative (with or without the Design Option). While the removal of some of the trees within the project limits may be visible from Paloma Playground, changes to the distant viewshed from the playground would be minimal. In addition, the recreational activities at the playground are focused on the facilities within the playground, not on the viewshed from the playground. While the Build Alternative (with or without the Design Option) would result in construction noise, noise increases over No Build conditions would be temporary and likely inaudible from Paloma Playground due the distance from the project limits

and shielding from existing buildings between the playground and the project limits. The Roadway Construction Noise Model was used to estimate the noise levels during construction. The results of the model indicated that noise would not exceed 86 dBA Lmax at distances greater than or equal to 100 feet from construction activities. In addition, construction noise avoidance, minimization, and/or abatement measures would be implemented during construction to minimize temporary increases in noise. The Build Alternative (with or without the Design Option) would not result in an increase in roadway capacity within the project limits. Therefore, no permanent change in roadway noise would occur from operation of the Build Alternative (with or without the Design Option).

As such, implementation of the Build Alternative (with or without the Design Option) would not substantially diminish the activities, features, or attributes of Paloma Playground that qualify it for protection under Section 4(f). No use of this resource (direct, temporary, or constructive) would occur.

A4.1.1.7 Pershing Park

At its closest point, Pershing Park is approximately 650 feet from the project limits. No lands would be acquired from Pershing Park either on a permanent or temporary basis due to implementation of the Build Alternative (with or without the Design Option). While the removal of some of the trees within the project limits may be visible from Pershing Park, changes to the distant viewshed from the park would be minimal. In addition, the recreational activities at the park are focused on the facilities within the park, not on the viewshed from the park. While the Build Alternative (with or without the Design Option) would result in construction noise, noise increases over No Build conditions would be temporary and likely inaudible from Pershing Park due the distance from the project limits and shielding from existing buildings between the park and the project limits. The Roadway Construction Noise Model was used to estimate the noise levels during construction. The results of the model indicated that noise would not exceed 86 dBA Lmax at distances greater than or equal to 100 feet from construction activities. In addition, construction noise avoidance, minimization, and/or abatement measures would be implemented during construction to minimize temporary increases in noise. The Build Alternative (with or without the Design Option) would not result in an increase in roadway capacity within the project limits. Therefore, no permanent change in roadway noise would occur from operation of the Build Alternative (with or without the Design Option).

As such, implementation of the Build Alternative (with or without the Design Option) would not substantially diminish the activities, features, or attributes of Pershing Park that qualify it for protection under Section 4(f). No use of this resource (direct, temporary, or constructive) would occur.

A4.1.1.8 Mills High School

At its closest point, the recreational facilities at Mills High School are approximately 630 feet from the project limits. No lands would be acquired from Mills High School either on a permanent or temporary basis due to implementation of the Build Alternative (with or without the Design Option). Due to the distance and the built-up, urban nature of the project area, project improvements and any potential project-related loss of trees within the project limits would not be visible from Mills High School. While the Build Alternative (with or without the Design Option) would result in construction noise, noise increases over No Build conditions would be temporary and likely inaudible from the recreational facilities at Mills High School due the distance from the project limits and shielding from existing buildings between the recreational facilities and the

project limits. The Roadway Construction Noise Model was used to estimate the noise levels during construction. The results of the model indicated that noise would not exceed 86 dBA Lmax at distances greater than or equal to 100 feet from construction activities. In addition, construction noise avoidance, minimization, and/or abatement measures would be implemented during construction to minimize temporary increases in noise. The Build Alternative (with or without the Design Option) would not result in an increase in roadway capacity within the project limits. Therefore, no permanent change in roadway noise would occur from operation of the Build Alternative (with or without the Design Option).

As such, implementation of the Build Alternative (with or without the Design Option) would not substantially diminish the activities, features, or attributes of Mills High School that qualify it for protection under Section 4(f). No use of this resource (direct, temporary, or constructive) would occur.

A4.1.1.9 Lincoln Elementary School

At its closest point, the recreational facilities at Lincoln Elementary School are approximately 700 feet from the project limits. No lands would be acquired from Lincoln Elementary School either on a permanent or temporary basis due to implementation of the Build Alternative (with or without the Design Option). While the removal of some of the trees within the project limits may be visible from the school, changes to the distant viewshed from the school would be minimal due to the urban character of the project area and limited expansive views. In addition, the recreational activities at the school are focused on the facilities within the school grounds, not on the viewshed from the school. While the Build Alternative (with or without the Design Option) would result in construction noise, noise increases over No Build conditions would be temporary and likely inaudible from the recreational facilities at Lincoln Elementary School due the distance from the project limits and shielding from existing buildings between the recreational facilities and the project limits. The Roadway Construction Noise Model was used to estimate the noise levels during construction. The results of the model indicated that noise would not exceed 86 dBA Lmax at distances greater than or equal to 100 feet from construction activities. In addition, construction noise avoidance, minimization, and/or abatement measures would be implemented during construction to minimize temporary increases in noise. The Build Alternative (with or without the Design Option) would not result in an increase in roadway capacity within the project limits. Therefore, no permanent change in roadway noise would occur from operation of the Build Alternative (with or without the Design Option).

As such, implementation of the Build Alternative (with or without the Design Option) would not substantially diminish the activities, features, or attributes of Lincoln Elementary School that qualify it for protection under Section 4(f). No use of this resource (direct, temporary, or constructive) would occur.

A4.1.1.10 McKinley Elementary School

Some of the recreational facilities at McKinley Elementary School are immediately adjacent to project limits. No lands would be acquired from the school either on a permanent or temporary basis due to implementation of the Build Alternative (with or without the Design Option). While the potential project-related loss of trees within the project limits would be visible from the school, the recreational activities at the school are focused on the facilities within the school grounds, not on the viewshed from the school. While the Build Alternative (with or without the Design Option) would result in increases in construction noise, these increases would be temporary in nature. The Roadway Construction Noise Model was used to estimate the noise

levels during construction. The results of the model indicated that Caltrans standard noise limits would be exceeded at distances less than 50 feet from construction activities. However, the recreational activities at McKinley Elementary School are not noise sensitive. In addition, construction noise avoidance, minimization, and/or abatement measures would be implemented during construction to minimize temporary increases in noise. The Build Alternative (with or without the Design Option) would not result in an increase in roadway capacity within the project limits. Therefore, no permanent change in roadway noise would occur from operation of the Build Alternative (with or without the Design Option).

As such, implementation of the Build Alternative (with or without the Design Option) would not substantially diminish the activities, features, or attributes of McKinley Elementary School that qualify it for protection under Section 4(f). No use of this resource (direct, temporary, or constructive) would occur.

A4.1.1.11 Howard-Ralston Eucalyptus Tree Rows, Burlingame and Hillsborough

Under the Build Alternative (with or without the Design Option), the project would include sidewalk replacement, curb ramp upgrades, roadway pavement reconstruction, drainage work, installation of APS and CPS systems, as well as associated relocation, adjustment, and upgrading of traffic signal poles, light poles, signs, utility cabinets, fire hydrants, and other utilities (such as gas, fiber optic cables, sewer, and water lines). The Build Alternative (with or without the Design Option) would introduce new visual elements of roadway and utilities infrastructure. However, visual elements of the roadway and utilities infrastructure would replace existing infrastructure that does not date to the period of significance of the Howard-Ralston Eucalyptus Tree Rows and has already resulted in alteration of its setting. Implementation of the Build Alternative (with or without the Design Option) would result in the removal of approximately 200 of the 390 contributing trees in the NRHP-listed Howard-Ralston Eucalyptus Howard-Ralston Eucalyptus Tree Rows. The Build Alternative (with or without the Design Option) also has the potential to directly affect roots of contributing trees that may be within the existing roadway. Potential damage to tree roots encountered during construction could result in additional unanticipated tree removal. The loss of contributing trees would constitute physical destruction of part of the historic property. Removal of the contributing trees would diminish the integrity of location, design, materials, workmanship, feeling, and association of the Howard-Ralston Eucalyptus Tree Rows, resulting in an adverse effect on the Howard-Ralston Eucalyptus Tree Rows and direct use of this historic property.

A4.1.1.12 1479 El Camino Real, Burlingame

The acquisition of property on a temporary or permanent basis from 1479 El Camino Real would not be required with implementation of the Build Alternative (with or without the Design Option). Therefore, actual use of this historic resource would not occur.

However, implementation of the Build Alternative (with or without the Design Option) would require the removal of the concrete terrace with low stone wall/planter along the façade that currently exists within the Caltrans right-of-way adjacent to 1479 El Camino Real (outside the boundary for the historic property) to reconstruct the existing sidewalk, curb, and gutter to conform to the reconstructed roadway. This direct impact on a character-defining feature of the property would diminish the property's integrity of design, materials, and workmanship, resulting in an adverse effect to 1479 El Camino Real. Implementation of the Build Alternative (with or without the Design Option) would also result in a change to physical features of the property's setting by removing contributing elements of the Howard-Ralston Eucalyptus Tree Rows that

are adjacent to but not within the historic property and by introducing new visual elements of roadway and utilities infrastructure. However, the significance of 1479 El Camino Real is derived from its physical characteristics and its association with architect Mogens Mogensen; therefore, the indirect visual changes to the setting of the historic property would not diminish the physical features of the historic integrity to physically convey its significance. In addition, the Build Alternative (with or without the Design Option) would not cause the property to be removed from its historic location.

Although the Build Alternative (with or without the Design Option) would result in an adverse effect to this historic resource due to removal of one of the character-defining features of the property within Caltrans right-of-way, implementation would not result in substantial impairment of this historic resource. The remaining character-defining features (including its footprint and form, scale and massing, flat roof, stone veneer façade, “Adeline Apartments” signage, vertical wood pilasters and projecting wood trellis, cantilevered wood frame balconies and railings, and yucca trees within the setback of the property) would not be impacted by the Build Alternative (with or without the Design Option). Therefore, no constructive use of 1479 El Camino Real would occur.

A4.1.1.13 1265 El Camino Real, Burlingame

The acquisition of property on a temporary or permanent basis from 1265 El Camino Real would not be required with implementation of the Build Alternative (with or without the Design Option). Therefore, actual use of this historic resource would not occur.

However, the Build Alternative (with or without the Design Option) would require the removal of existing character-defining features of the property, including the ornamental planting, and would alter the property’s setback, curved driveway, and lawn, which are within the Caltrans right-of-way and outside the boundary for the historic property. The removal of these character-defining features within Caltrans right-of-way is necessary to install a sidewalk and a new planting strip. The loss of these character-defining features would result in an adverse effect to 1265 El Camino Real. The Build Alternative (with or without the Design Option) would introduce new visual elements of roadway and utilities infrastructure. However, visual elements of the roadway and utilities infrastructure would replace existing infrastructure that does not date to the period of significance of the property and has already altered its setting. These indirect visual impacts would not diminish the integrity of 1265 El Camino Real. In addition, the Build Alternative (with or without the Design Option) would not cause the property to be removed from its historic location.

Although the Build Alternative (with or without the Design Option) would result in an adverse effect to 1265 El Camino Real due to removal of some of the character-defining features of the property within Caltrans right-of-way, implementation of the Build Alternative (with or without the Design Option) would not result in substantial impairment of 1265 El Camino Real. The remaining character-defining features (including the footprint and form, small scale and massing of the apartment house and the ancillary building, and the location of the ancillary building behind the apartment house) would not be impacted by the Build Alternative (with or without the Design Option). Therefore, no constructive use of 1265 El Camino Real would occur.

A4.1.1.14 1041 El Camino Real, Burlingame

The acquisition of property on a temporary or permanent basis from 1041 El Camino Real would not be required with implementation of the Build Alternative (with or without the Design Option). Therefore, actual use of this historic resource would not occur.

However, the Build Alternative (with or without the Design Option) would require the removal or alteration of the existing wood picket fence and landscaping that currently exists within the Caltrans right-of-way adjacent to 1041 El Camino Real and outside the boundary for the historic property. Removal of these character-defining features is necessary for sidewalk improvements along the property line. This direct impact on a character-defining feature of the property would diminish the property's setting, design, materials, workmanship, and feeling, resulting in an adverse effect to this historic resource. Implementation of the Build Alternative (with or without the Design Option) would also reconfigure the existing driveways within existing Caltrans right-of-way. However, these are not character-defining features of 1041 El Camino Real. Indirect impacts would include potential removal of adjacent historic trees that are contributing elements of the Howard-Ralston Eucalyptus Tree Rows. However, the Howard-Ralston Eucalyptus Tree Rows does not contribute to the historic significance of 1041 El Camino Real. The Build Alternative (with or without the Design Option) would introduce visual elements of roadway and utilities infrastructure. However, visual elements of the roadway and utilities infrastructure would replace existing infrastructure that does not date to the period of significance of the property and has already altered its setting. These indirect visual impacts would not diminish the property's integrity. In addition, the Build Alternative (with or without the Design Option) would not cause 1041 El Camino Real to be removed from its historic location.

Although the Build Alternative (with or without the Design Option) would result in an adverse effect to1041 El Camino Real due to removal of some of the character-defining features of the property within Caltrans right-of-way, implementation of the Build Alternative (with or without the Design Option) would not result in substantial impairment of this historic resource. The remaining character-defining features (including its footprint and form, small scale and massing, horizontal wood board and wood shingle siding, gable roof porch, row of tall sash windows in the sunroom, deep setback from the street, and mature trees and landscaping in the front yard) would not be impacted by the Build Alternative (with or without the Design Option). Therefore, no constructive use of 1041 El Camino Real would occur.

Chapter A5 Section 4(f) *De Minimis* Determination

This section of the document discusses *de minimis* impact determinations under Section 4(f). Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 United States Code (USC) 138 and 49 USC 303 to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). This amendment provides that once the U.S. Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) *de minimis* findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to the Department pursuant to 23 USC 326 and 327, including *de minimis* impact determinations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

A5.1 Easton Drive Eucalyptus Tree Rows

Under the Build Alternative (with or without the Design Option), the project would include sidewalk replacement, curb ramp upgrades, roadway pavement reconstruction, drainage work, installation of APS and CPS systems, as well as associated relocation, adjustment, and upgrading of traffic signal poles, light poles, signs, utility cabinets, fire hydrants, and other utilities (such as gas, fiber optic cables, sewer, and water lines). The Build Alternative (with or without the Design Option) would introduce new visual elements of roadway and utilities infrastructure. However, visual elements of the roadway and utilities infrastructure would replace existing infrastructure that does not date to the period of significance of the Easton Drive Eucalyptus Tree Rows and has already resulted in alteration of its setting.

Implementation of the Build Alternative (with or without the Design Option) would result in the removal of a single contributing tree in the Easton Drive Eucalyptus Tree Rows at the corner of Easton Avenue and El Camino Real. However, the loss of this single tree would not diminish the integrity of location, design, materials, workmanship, feeling, and association of the Easton Drive Eucalyptus Tree Rows, and no adverse effect on the Easton Drive Eucalyptus Tree Rows is anticipated. Therefore, the Build Alternative (with or without the Design Option) would result in a *de minimis* impact on the Easton Drive Eucalyptus Tree Rows.

Chapter A6 Section 4(f) Avoidance Alternatives

A6.1 Feasible and Prudent Standards

This analysis of avoidance alternatives used the feasible and prudent standards of Section 4(f). This assessment is based on the definition of "feasible and prudent avoidance alternative" in 23 CFR 774.17 of the Section 4(f) regulations, which state that an avoidance alternative is feasible and prudent if it "does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property." An alternative is not feasible "if it cannot be built as a matter of sound engineering judgment."

The regulations do not provide a single clear definition of "prudence"; instead, they list a series of findings that can support a finding that an alternative is not prudent. This approach allows a wide range of factors to support a finding of imprudence. The definition of "feasible and prudent avoidance alternative" in 23 CFR 774.17 provides the following direction for determining whether an alternative is prudent:

> An alternative ***is not*** prudent if:
>
> i. It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;
>
> ii. It results in unacceptable safety or operational problems;
>
> iii. After reasonable mitigation, it still causes
>
> a) Severe social, economic, or environmental impacts;
> b) Severe disruption to established communities;
> c) Severe disproportionate impacts to minority or low income populations; or
> d) Severe impacts to environmental resources protected under other federal statutes;
>
> iv. It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
>
> v. It causes other unique problems or unusual factors; or
>
> vi. It involves multiple factors listed above that while individually minor, cumulatively cause unique problems of extraordinary magnitude.

As discussed in Chapter A4, implementation of the Build Alternative (with or without the Design Option) would result a direct use of the Howard-Ralston Eucalyptus Tree Rows. This section discusses whether there are any prudent and feasible alternatives to the use of the Howard-Ralston Eucalyptus Tree Rows.

A6.2 Avoidance Alternative

The No Build Alternative is the only alternative that would avoid the use of a Section 4(f) property. The No Build Alternative would not cause severe social, economic, or environmental impacts; severe disruption to established communities; severe environmental justice impacts;

severe impacts to federally protected resources; or result in additional construction, maintenance, or operational costs of an extraordinary magnitude.

A6.2.1 No Build Alternative

Under the No Build Alternative, there would be no action and the improvements associated with the Build Alternative would not be constructed. However, the No Build Alternative would result in deteriorated roadway conditions would continue to be addressed through filling potholes and other short-term surface remedies. The sidewalks and existing drainage facilities would not be upgraded. Localized flooding due to damaged and outdated drainage infrastructure would continue to be present on the roadway. Under this alternative, the utilities would not be relocated underground.

Existing trees that line El Camino Real would continue to age and may decline in health. Any existing historic trees (part of the Howard-Ralston Eucalyptus Tree Rows) that must be removed due to safety or routine maintenance projects would continue to be replaced with elm trees, per the existing agreement between Caltrans and the State Historic Preservation Officer (SHPO).

A6.2.2 SR 82 Relocation Alternative

During the Project Approval and Environmental Document (PA&ED) phase, the PDT considered relinquishing the existing SR 82 corridor to the cities of Burlingame, Millbrae, San Mateo and the Town of Hillsborough and moving the alignment to an alternate route. This alternative was considered to provide a facility that is less deteriorated (i.e. has better drainage, visibility, roadway condition, closer to meeting ADA standards, etc.), thereby leaving the existing facility in place, in the hopes of avoiding impacts to Section 4(f) resources.

Under the SR 82 Relocation Alternative, the route would start at East Poplar Avenue in San Mateo; heading north from its current alignment, proceed east on East Poplar Avenue, then left (north) on San Mateo Avenue; continue on California Drive, turn right (east) on Broadway, turn left (north) on Rollins Road, turn left (west) on to Millbrae Avenue, then turn right (north) back to the current SR 82 alignment. Southbound would be the reverse. The route realignment could also begin at 3rd Avenue in San Mateo, this would result in an even longer route segment on 2-lane residential streets compared to East Poplar Avenue, however. This alternative would require extensive new agreements and right-of-way to be acquired by Caltrans.

This alternative was considered primarily in an attempt to avoid impacts to the Howard-Ralston Eucalyptus Tree Rows. The reasons for rejecting this alternative are as follows:

Under Streets and Highways Code § 73, existing SR 82 cannot be relinquished to local jurisdictions until Caltrans has placed the existing highway (including pavement, culverts, curbs, and drains) “in a state of good repair.” Improvements necessary to bring existing SR 82 up to a “state of good repair” would be similar to the roadway rehabilitation, drainage, and pedestrian infrastructure improvements included in the proposed project. This would result in the same potentially adverse impacts the SM 82 Relocation Alternative is seeking to avoid and minimize, i.e., impacts to the Howard-Ralston Eucalyptus Tree Rows. Also, without the rehabilitation of the existing roadway, the Relocation Alternative would compromise the Purpose and Need of the proposed project.

The alternate route would also be subject to infrastructure upgrades to meet Caltrans standards (safety and operational). Costs associated with these upgrades (as well as right-of-way

acquisition costs), together with costs required to improve the existing highway in compliance with Streets and Highways Code § 73, would total a substantial increase over the cost of the proposed project alone.

Also, Caltrans identified additional potentially historic resources along the alternative route that could also qualify for protection under Section 4(f). These additional resources could be subject to impacts and potential use due to infrastructure upgrades included in the SR 82 Relocation Alternative, similar to the Section 4(f) resources along existing SM 82 affected by the Build Alternative. Implementation of infrastructure upgrades could result in impacts to these potential Section 4(f) resources thereby making the Relocation Alternative not prudent as an avoidance alternative. Therefore, the SR 82 Relocation Alternative is not an avoidance alternative.

For these reasons, the SR 82 Relocation Alternative is not considered a prudent alternative.

A6.2.3 Determination

The No Build Alternative is the only alternative that would avoid the use of a Section 4(f) property. However, based upon the continuation of unacceptable roadway deficiencies and safety conditions, the No Build Alternative would not meet the proposed project's Purpose and Need and would not be a prudent avoidance alternative because it compromises the project to the degree that it is unreasonable to proceed with the project in light of its stated Purpose and Need.

A6.2.4 Consideration of Section 4(f) Avoidance Alternatives

After evaluation of potential avoidance alternatives, the No Build Alternative is the only alternative that would avoid the use of a Section 4(f) property. The No Build Alternative would not cause severe social, economic, or environmental impacts; severe disruption to established communities; severe environmental justice impacts; severe impacts to federally protected resources; or result in additional construction, maintenance, or operational costs of an extraordinary magnitude. However, it would result in unacceptable roadway deficiencies and safety conditions, and it would compromise the proposed project to the degree that it is unreasonable to proceed with the project in light of its stated Purpose and Need. The No Build Alternative was evaluated using the criteria outlined in 23 CFR 774.17. Based on this evaluation, there is no feasible and prudent avoidance alternative to avoid the use of land from any and all Section 4(f) properties. Other alternatives that were considered and eliminated from further consideration are discussed in Chapter A7.

Chapter A7 Other Project Alternatives

The following alternatives were considered and analyzed during the project initiation phase and early stages of the PA&ED phase. Other than specific components of alternatives that were incorporated into previous projects or the Build Alternative, these alternatives were ultimately rejected and withdrawn from further study for the reasons described below.

A7.1 Road Diet (with and without utilities undergrounded) (Traffic Systems Management [TSM] and Traffic Demand Management [TDM] Alternative)

Throughout the early part of the PA&ED phase and during environmental scoping, the PDT considered road diet alternatives with and without undergrounding utilities. These alternatives would have converted the existing four-lane configuration from Peninsula Avenue (PM 12.95) to Ray Drive/ Rosedale Avenue (PM 15.2) in Burlingame to a two-lane configuration with a center turn lane. The curb and gutter would have been shifted three feet toward the center median on either side allowing for a wider area for vegetation adjacent to the roadway. Relocation of the curb and gutter would have narrowed the roadway from the existing 44- to 46-foot width to 36- to 38-foot width. These alternatives did not propose including bicycle lanes and narrowing the roadway width permanently would preclude bicycle lanes in the future on El Camino Real within the project limits.

Relocation of the curb and gutter would have altered the drainage flow line requiring replaced storm water pipes to be installed at the new flow line. Existing pipes would have been abandoned in place. Where storm water pipes would not have required replacement, modifications to the drainage system would have been made to connect to any relocated pipes.

Because this alternative would have resulted in only one through-lane of traffic in each direction from Peninsula Avenue (PM 12.95) to Ray Drive/Rosedale Avenue (PM 15.2), this alternative would have required bus pull outs at 21 bus stops (10 northbound and 11 southbound). The bus pull outs would have allowed buses to pull clear of the lane of traffic while stopped to drop off and pick up passengers. Bus pull outs would have been 10 feet wide and 75 feet long with a 125-foot taper at the entry and a 225-foot taper at the exit. At bus pull out locations, the existing roadway width would have been widened.

This alternative was considered by the PDT to try to minimize tree removal, thereby reducing adverse effects to the Howard-Ralston Eucalyptus Tree Rows. It was, therefore, evaluated in the project's technical studies. By abandoning the existing curb and gutter in-place and creating a new curb and gutter three feet toward the center of the roadway in both directions, there could not only be more room for replanting trees but also construction impacts to existing trees could potentially be reduced, allowing more of the existing trees to be retained. However, after a thorough review of this alternative, the PDT came to the following conclusions:

Reducing the number of through-lanes from two lanes to one lane in each direction would require adding bus pull outs to the roadway in order to allow SamTrans buses to clear the travel lane for operational concerns. This alternative was evaluated to the same standards as the Build Alternative and was found to cause unacceptable safety and operational problems. The Road Diet Alternative would result in a severe increase in vehicle delays and congestion during the PM peak hour in Burlingame and San Mateo. This alternative would also result in reduced speeds and degradation of level of service at 24 intersections within the project limits in the AM peak hour and 32 intersections in the PM peak hour. The greatest traffic degradations would be

seen in the northbound direction during the PM peak hour, where individual delay would increase by more than 11 minutes and average speeds would be reduced by 13 miles per hour. In addition, this alternative would not have accommodated traffic growth projected for the cities within the project limits. Even with the inclusion of the bus pull outs, the increased congestion would also have degraded bus service within the project limits resulting in operational problems for transit providers.

This alternative would have resulted in a 2 percent decrease in the number of trees being removed for this project overall and a 5 percent decrease in the number of trees being removed that contribute to the Howard-Ralston Eucalyptus Tree Rows. However, this reduction is not enough to decrease any severe environmental impacts from tree removal. These alternatives would also have the potential to create additional severe environmental impacts from increased congestion (as described above) with the potential to increase greenhouse gas emissions.

For these reasons, the Road Diet Alternative is not considered a prudent alternative.

A7.2 Extended Phased Construction

The PDT considered extending the proposed industry standard construction phase to address public scoping comments that requested Caltrans consider methods to reduce the temporary visual effects of tree removal by slowly replacing the trees over an extended period of time. The PDT considered the alternative as a staging plan that could remove and replace some trees prior to construction, some during construction, and some after construction as well as evaluating reconstructing the project in small segments over time to allow replanted trees to mature prior to commencing the next segment of construction.

However, trees replanted in the pre-construction planting phase would have sub-optimal growing conditions. These trees would also be subject to damage and further soil compaction when construction activities do occur. Trees replanted during construction activities could benefit from installation of new soil systems and be installed at the end of construction to reduce likelihood of damage, leaving sections bare during the construction phase. Trees replanted after construction would similarly benefit from soil systems and be protected from construction activities.

Under this alternative, the resulting canopy in the corridor would be expected to be less consistent and vigorous than under the standard practice to remove trees in advance of work and replant all trees at the end of construction because standard practice would enable installation of large-scale soil systems to benefit all replacement trees within the project limits. While this alternative may reduce sensitivity to tree loss if trees were replaced in stages, it wouldn’t diminish or avoid effects to the environment, particularly to the Howard-Ralston Eucalyptus Tree Rows.

In addition, this Alternative would add considerable time and inconvenience to residents, businesses, and commuters via traffic disruptions through the project area during a longer construction period (by as much as 5-10 years). Extending the construction period would substantially increase the cost of construction based on increase in number of days multiplied by the daily overhead cost.

However, the elimination of this Alternative does not limit consideration of design or construction best management practices or innovative solutions to minimize harm to environmental resources wherever feasible.

Chapter A8 Measures to Minimize Harm to the Section 4(f) Property

A8.1 Introduction

After determining there are no feasible and prudent alternatives to avoid the use of a Section 4(f) property, the project approval process for the Individual Section 4(f) Evaluation requires that the action includes all possible planning, as defined in 23 CFR 774.17, to minimize harm to a Section 4(f) property resulting from such use, as stated in project approval as defined in 23 CFR 774.3(a)(2).

All possible planning, as defined in 23 CFR 774.17, means that all reasonable measures (identified in the Individual Section 4(f) Evaluation) to minimize harm or mitigate adverse impacts and effects must be included in the proposed project:

1. With regard to public parks, recreation areas, and wildlife and waterfowl refuges, the measures may include, but not be limited to, design modifications or design goals; replacement of land or facilities of comparable value and function; or monetary compensation to enhance the remaining property or to mitigate the adverse impacts of the project in other ways.
2. With regard to historic sites, the measures normally serve to preserve the historic activities, features, or attributes of the site as agreed to by Caltrans as the NEPA-federal lead agency and the official(s) with jurisdiction over the Section 4(f) resource in accordance with the Section 106 consultation process under 36 CFR part 800 Protection of Historic Properties.
3. In evaluating the reasonableness of measures to minimize harm under 23 CFR 774.3(a)(2), Caltrans will consider the preservation purpose of the statute and:
    a. The views of the official(s) with jurisdiction over the Section 4(f) property;
    b. Whether the cost of the measures is a reasonable public expenditure in light of the adverse impacts of the project on the Section 4(f) property and the benefits of the measure to the property, in accordance with 23 CFR 771.105(d); and
    c. Any impacts or benefits of the measures to communities or environmental resources outside of the Section 4(f) property.
4. All possible planning does not require analysis of feasible and prudent avoidance alternatives, since such analysis will have already occurred in the context of searching for feasible and prudent alternatives that avoid Section 4(f) properties altogether under 23 CFR 774.3(a)(1) or is not necessary in the case of a de minimis impact determination under 23 CFR 774.3(b).

A8.2 Protection of Historic Properties 36 CFR Part 800 (Section 106)

The following cultural resource (CUL) avoidance, minimization, and mitigation measures will be implemented to adequately offset impacts to historic properties under Section 106, depending upon the final Proposed Action. Caltrans will develop additional mitigation measures in consultation with Section 106 stakeholders and the SHPO during the Design phase. An MOA between Caltrans and the SHPO will document the avoidance, minimization, and mitigation measures with regard to effects on cultural resources.

CUL-1. Prior to construction, all construction personnel will be instructed on the protection and avoidance of cultural resources including state and federal laws regarding cultural resources, the importance of these resources, and the purpose and necessity of protecting them.

CUL-2. Mitigation Measures VIS-2 and VIS-5 will be done in accordance with Secretary of the Interior's Standards for the Treatment of Historic Properties, where possible.

CUL-3. Caltrans is continuing to consult with the SHPO regarding the effect's findings and resolutions of these effects and will continue to consult with stakeholders to develop mitigation measures for impacted historic properties, pursuant to Stipulation XI of the 2014 Section 106 PA and 36 CFR Part 800.6. The mitigation measures will be included in an MOA, which will be executed in consultation with the SHPO and other stakeholders.

VIS-1. The following minimization measures will be incorporated into the final design and construction of the project to minimize effects to trees:

Design modifications including but not limited to sidewalk meanders around tree trunks, sidewalk ramping over tree roots, and adjustment of driveway conforms to sidewalks and the roadway will be implemented where feasible.

Alternative construction practices including but not limited to hand excavation around structural roots and trenchless drilling will be implemented where feasible.

Trees and vegetation outside of clearing and grubbing limits shall be protected from construction operations, equipment, and materials storage.

Soils within planting areas shall be protected from construction operations, equipment, and materials storage to maintain suitable growing conditions for existing and replacement street trees. Protective measures shall include avoiding compaction and introduction of materials inconducive to plant growth. Corrective amendments and treatments will be used if planting area soils are damaged during construction.

VIS-2. Following completion of roadway construction, replacement street trees shall be planted in roadside areas of the right-of-way consistent with horticultural and maintenance guidelines and safety and sight distance standards. Removed vegetation will be replaced at a 1:1 ratio provided there is adequate space within the roadside areas of the project limits within Caltrans right-of-way. Replacement planting species and size will be determined during final design.

VIS-3. A permanent irrigation system for replacement plantings will be specified during final design and installed prior to replacement street tree planting within the limits of the Howard-Ralston Eucalyptus Tree Rows.

VIS-4. A three-year plant establishment period will be specified during final design and implemented immediately following construction of planting and irrigation systems. The three-year plant establishment period will be implemented in accordance with Section 20-4 of the standard specification..

VIS-5. A 20-year management plan shall be prepared in consultation with a certified consulting arborist and shall prescribe methods for the long-term care of both retained trees and replacement trees within the limits of the Howard-Ralston Eucalyptus Tree Rows, in order to ensure the sustained health and viability of the trees within the Tree Rows.

Chapter A9 Least Overall Harm and Concluding Statement

As stated in Chapter A1, Section 4(f) requires that when there are no "prudent and feasible" avoidance alternatives to the "use" of Section 4(f) properties, and multiple build alternatives are being evaluated, the lead federal agency must choose from the remaining build alternatives that use the Section 4(f) property and select the alternative that causes the "least overall harm" in light of the statute's preservation purpose. The least overall harm is determined by balancing the following seven factors:

1. Ability to mitigate adverse impacts on each Section 4(f) property, including any measures that result in benefits to the property.
2. Relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection.
3. Relative significance of each Section 4(f) property.
4. Views of the official(s) with jurisdiction over each Section 4(f) property.
5. Degree to which each alternative meets the Purpose and Need for the project.
6. After reasonable mitigation, the magnitude of any adverse impacts on resources not protected by Section 4(f).
7. Substantial differences in cost among the project alternatives.

The first four factors relate to the net harm that each project alternative would cause to the Section 4(f) property, and the remaining three factors take into account concerns with the project alternatives that are not specific to Section 4(f).

As discussed in Chapter A6, there is no feasible and prudent avoidance alternative that meets the Purpose and Need and avoids the use of the Section 4(f) property (Howard-Ralston Eucalyptus Tree Rows). The No Build Alternative is the only avoidance alternative under consideration, but it is not prudent because it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated Purpose and Need.

Section 3.3.3.2 of the FHWA Section 4(f) Policy Paper states that the least harm alternative analysis is required when multiple alternatives that use a Section 4(f) property remain under consideration. For the proposed project, the Build Alternative is the only alternative that uses a Section 4(f) property; therefore, a least harm alternative analysis is not required. For more information on alternatives that were previously considered by eliminated from consideration, please see Chapter A7 of this evaluation for a detailed explanation.

Chapter A10 Consultation and Coordination

A10.1 Introduction

This section focuses on coordination with agencies, stakeholders, or the public regarding potential Section 4(f) properties and consultation with agencies having jurisdiction over potentially affected Section 4(f) properties.

A10.2 Consultation and Coordination Requirements Under Section 4(f)

Under 23 CFR 774.5, prior to making Section 4(f) approvals under 23 CFR 774.3(a), this Draft Section 4(f) Evaluation will be provided for coordination and comment to the official with jurisdiction over the Section 4(f) resource and to the Department of the Interior, and as appropriate to the Department of Agriculture and to the Department of Housing and Urban Development. A minimum of 45 days will be provided for receipt of comments. If comments are not received within 15 days after the comment deadline, a lack of objection is assumed, and the action may proceed.

In the case of historic properties, the official with jurisdiction is the SHPO for the state wherein the property is located or, if the property is located on tribal land, the official with jurisdiction is the Tribal Historic Preservation Officer. When the Advisory Council on Historic Preservation (ACHP) is involved with consultation concerning a property under Section 106 of the NHPA, the ACHP is also an official with jurisdiction over the resource for purposes of this part. When the property is a National Historic Landmark, the National Park Service is also an official with jurisdiction over the resource.

The regulations require written concurrence of the official(s) with jurisdiction in the following situations:

- Finding that there are no adverse effects prior to making a de minimis impact finding (23 CFR 774.5 [b]);
- Applying the exception for temporary occupancies (23 CFR 774.13 [d]); and
- Applying the exception for transportation enhancement activities and mitigation activities (23 CFR 774.13 [g]).

As described in Section A4.1.2, concurrence with the SHPO (the official with jurisdiction over historic resources) on all temporary occupancy determinations will be obtained following public review of this Draft Section 4(f) Evaluation.

Per 23 CFR 774.5, prior to making a Section 4(f) approval under 23 CFR 774.3(a), the Section 4(f) Evaluation will be provided for consultation and comment to SHPO, the official with jurisdiction over the Section 4(f) resource and to the Department of the Interior (DOI). The Draft Individual Section 4(f) Evaluation was provided to the SHPO and DOI by June 10, 2021 (the start of the public circulation period for the Draft EIR/EIS).

A10.3 Section 106 Consultation

Consultation with the SHPO was initiated on March 11, 2020, with an in-person meeting with Natalie Lindquist and Lucinda Woodward of the California Office of Historic Preservation (OHP) and the following Caltrans staff: Frances Schierenbeck, Senior Environmental Planner, Caltrans District 4 Office of Cultural Resources Studies (OCRS); Christopher Caputo, Office Chief,

OCRS; and David Price, Section 106 Coordinator, Caltrans Cultural Studies Office (CSO) - Sacramento. Caltrans sent the results of cultural resource studies to the SHPO on August 4, 2020 for concurrence on property eligibility for the NRHP; no response was received. On October 15, 2020, Caltrans sent the SHPO a Notice of Moving Forward without SHPO concurrence on its Determination of Eligibility for the SM 82 ADA and Rehabilitation Improvements Project (EA 0K810, EFIS 046000142).

Additionally, Caltrans conducted public participation and interested parties' outreach for project cultural resources. Caltrans identified potential local interested parties and sent notification letters to the following organizations:

- Burlingame Historical Society (August 1, 2019)
- City of Burlingame Planning Department (August 1, 2019)
- City of Burlingame Planning Commission (September 9, 2019)
- Cultural Landscape Foundation (September 9, 2019)
- California Garden & Landscape History Society (September 9, 2019)
- Town of Hillsborough (August 1, 2019)
- City of San Mateo Planning Department (August 1, 2019)
- Millbrae Historical Society (January 8, 2020)
- San Mateo County Historical Society (August 1, 2019)

A summary of the responses received are below:

- The Cultural Landscape Foundation would like to review the draft environmental document for the project when it becomes available.
- The California Garden & Landscape History Society responded that the organization did not have any comments on the project.
- The City of San Mateo responded that the Saint Joseph Parish at 770 N. El Camino Real located within the APE for the project is an informal community landmark.
- Jennifer Pfaff, President of the Burlingame Historical Society, initially responded in August 2019 and consultation is ongoing with the organization regarding the project. Ms. Pfaff has assisted with background research of the materials held within the Burlingame Historic Society archives.
- The Millbrae Historical Society responded with no concerns.

A10.4 Stakeholder Engagement

Caltrans has conducted outreach with the following stakeholders:

- Burlingame – September 24, 2019; November 20, 2019; January 9, 2020; April 27, 2020; May 19, 2020; October 30, 2020

- Millbrae – January 28, 2020
- San Mateo – November 20, 2019
- El Camino Real Task Force - September 24, 2019 and April 20, 2021
- San Mateo Unified School District – November 20, 2019
- Burlingame Citizens Environmental Council – November 20, 2019
- Burlingame High School Parents Group – November 20, 2019
- Burlingame School District PTA Council – November 20, 2019

A10.4.1 NEPA Scoping Meeting/Period

A scoping period for the NEPA Notice of Intent (NOI) was observed from November 16 to January 8, 2021, following publication of the NOI in the Federal Register. Additional time was applied to the NEPA scoping period due to COVID-related delays with publishing the NOI in the Federal Register, thus extending the public comment period to 30 days after publication of the NOI. A website (www.ECRalternatives.com) was used to provide public information regarding the project in support of the NOI, including presentations on cultural resources and visual resources in the project area, the alternatives analysis process, and the alternatives being considered. Throughout the NOI scoping period, the public had the opportunity to submit comments on the project using an online submission form, via email, or U.S. mail. In addition, the public could post comments in an online public forum and others could “thumbs up” or “thumbs down” posted comments to indicate agreement or disagreement. Caltrans sent approximately 15,000 postcard invitations to participate in the scoping process to the communities and stakeholders potentially affected by the project. Caltrans also posted notice of the scoping period on the project webpage at www.ElCaminoRealProject.com. During this period, commenters were able to engage with the project team and provide feedback regarding the project alternatives.

A summary of comments received during the NEPA scoping periods is included in Chapter 5 of the Draft EIS.

Chapter A11 List of Preparers

A11.1 Office of Environmental Analysis

Yolanda Rivas, Senior Environmental Planner

Lindsay Vivian, Office Chief

A11.2 Office of Cultural Resource Studies

Frances Schierenbeck, Senior Environmental Planner, Architectural History

Christopher Caputo, Office

A11.3 Office of Landscape Architecture

Adrienne St. John, Associate Landscape Architect

Kimberly White, Branch Chief

A11.4 Office of Roadway Design

Atif Abrar, Project Engineer

Marc Wong, Senior Transportation Engineer

A11.5 Environmental Engineering

Kevin Krewson, Office Chief

Kenny Tsan, Acting Branch Chief

Daisy Loida Laurino, Transportation Engineer, Air Quality/Noise & Vibration/Energy

Christopher Katrak, Air Quality/Noise Specialist

A11.6 Consultant Services

Catherine Clark, Environmental Planner, AECOM

Michael Kay, Environmental Planner, AECOM

Lynn McIntyre, Environmental Planner, AECOM

Heather Miller, Architectural Historian, AECOM

Chandra Miller, Architectural Historian, AECOM

Chapter A12 References:

Burlingame. 2015. General Plan and Zoning Ordinance Update – Existing Conditions. https://www.envisionburlingame.org/files/managed/Document/121/Ch%207%20Burlingame%20ECR%20Final%20Draft%20PARKS.pdf Accessed November 2020.

Burlingame. 2020. Parks Master Plan. https://cms6.revize.com/revize/burlingamecity/burlingameparksandrecs/document_center/Projects/Parks%20Master%20Plan/BurlingameParksMasterPlan_FINAL%20ADOPTED_1-29-20_spreads.pdf. Accessed November 2020.

Burlingame Parks & Recreation. 2020. Parks & Amenities. https://www.burlingame.org/parksandrec/facilities/parks_and_playgrounds/index.php Accessed November 2020.

Caltrans. 2020a. Historic Resources Evaluation Report (HRER) for the El Camino Real Roadway Preservation Project, San Mateo County, State Route 82, Post Miles 12.3-15.9. AECOM, Caltrans District 4, Oakland.

Caltrans. 2020b. Historic Property Survey Report (HPSR) for the El Camino Real Roadway Preservation Project, San Mateo County, State Route 82, Post Miles 12.3-15.9. On file at Caltrans District 4, Oakland.

Federal Highway Administration. July 20, 2012. Section 4(f) Policy Paper. https://www.environment.fhwa.dot.gov/4f/4fpolicy.asp. Accessed January 2021.

Kostura, William. 1999. Historical Architectural Survey Report for the Proposed Widening of State Highway 82 between Bellevue Avenue and Floribunda Avenue in Hillsborough, San Mateo County. California Department of Transportation, District 4.

Millbrae. 2020. Spur Trail Phases I & II. Public Works – Parks Unit. https://www.ci.millbrae.ca.us/departments-services/public-works/parks-division/spur-trail-phases-i-ii. Accessed November 2020.

Millbrae. 2016. General Plan Update: Public Facilities and Services. http://www.millbrae2040.com/wp-content/uploads/2015/12/MillGPU_PRD_BR_06_Public-Facilities-and-Services.pdf. Accessed November 2020.

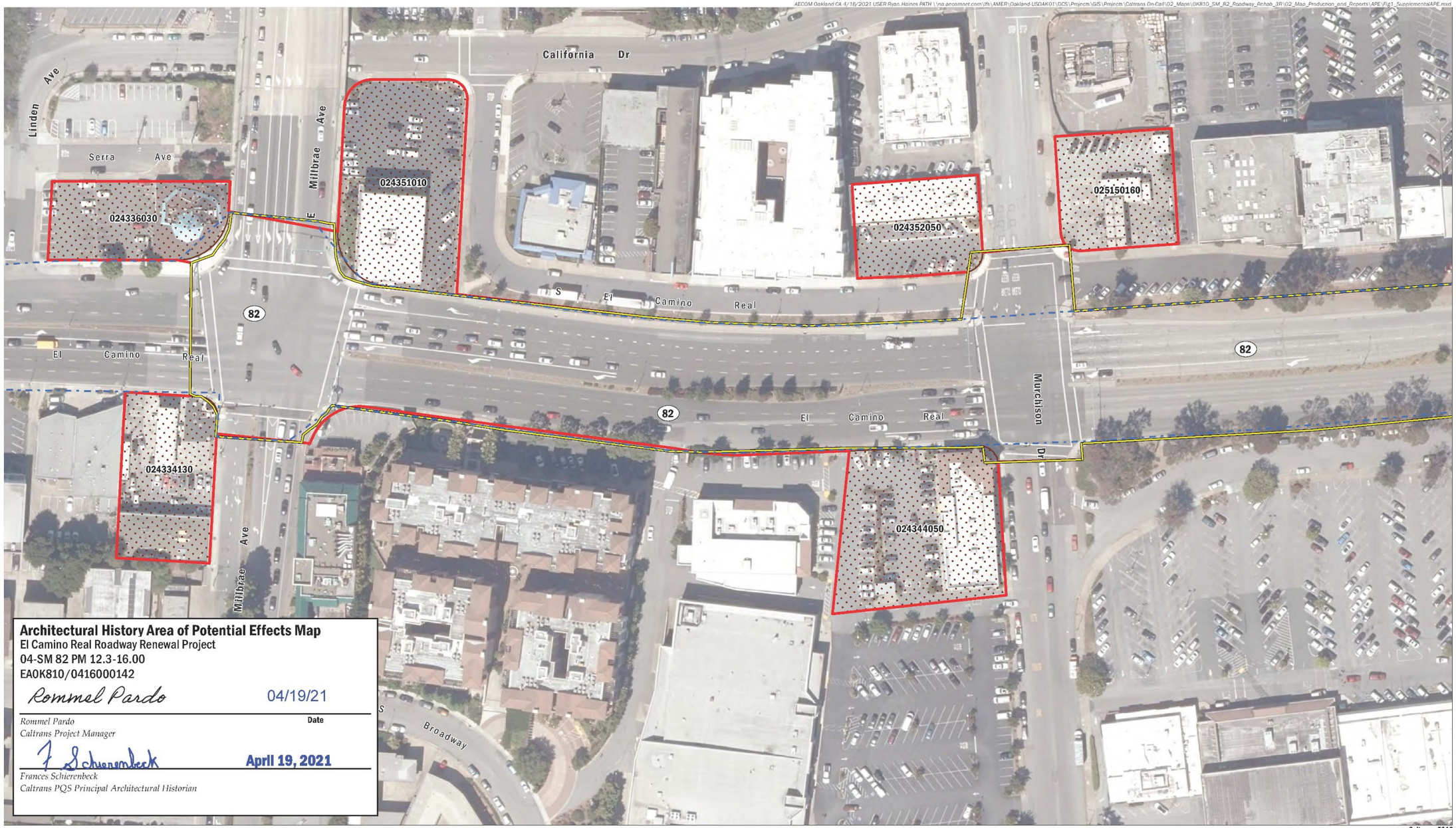
Millbrae. 1998. General Plan – Parks, Open Space and Conservation Element. https://www.ci.millbrae.ca.us/home/showpublisheddocument?id=6369. Accessed November 2020.

Millbrae. 2016. General Plan Update: Public Facilities and Services. http://www.millbrae2040.com/wp-content/uploads/2015/12/MillGPU_PRD_BR_06_Public-Facilities-and-Services.pdf. Accessed November 2020.

Millbrae. 2020. Athletic Fields*. https://www.ci.millbrae.ca.us/departments-services/recreation/athletic-fields-copy#ad-image-0.* Accessed November 2020.

Attachment 1

Area of Potential Effects



Architectural History Area of Potential Effects Map
El Camino Real Roadway Renewal Project
04-SM 82 PM 12.3-16.00
EA0K810/0416000142

Rommel Pardo 04/19/21

Rommel Pardo — Date
Caltrans Project Manager

F. Schierenbeck **April 19, 2021**

Frances Schierenbeck
Caltrans PQS Principal Architectural Historian

0 100
Feet

AECOM
Caltrans
El Camino Real Roadway Renewal Project

Cal trans Project Limits
Caltrans Right of Way
Architectural APE
Assessor's Parcel

Caltrans, 2019
AECOM, 2021
San Mateo County Parcel, 2020
ESRI Basemap & Imagery, 2016 & 2021

FIGURE 1
Supplemental Area of Potential Effects

0 100 Feet

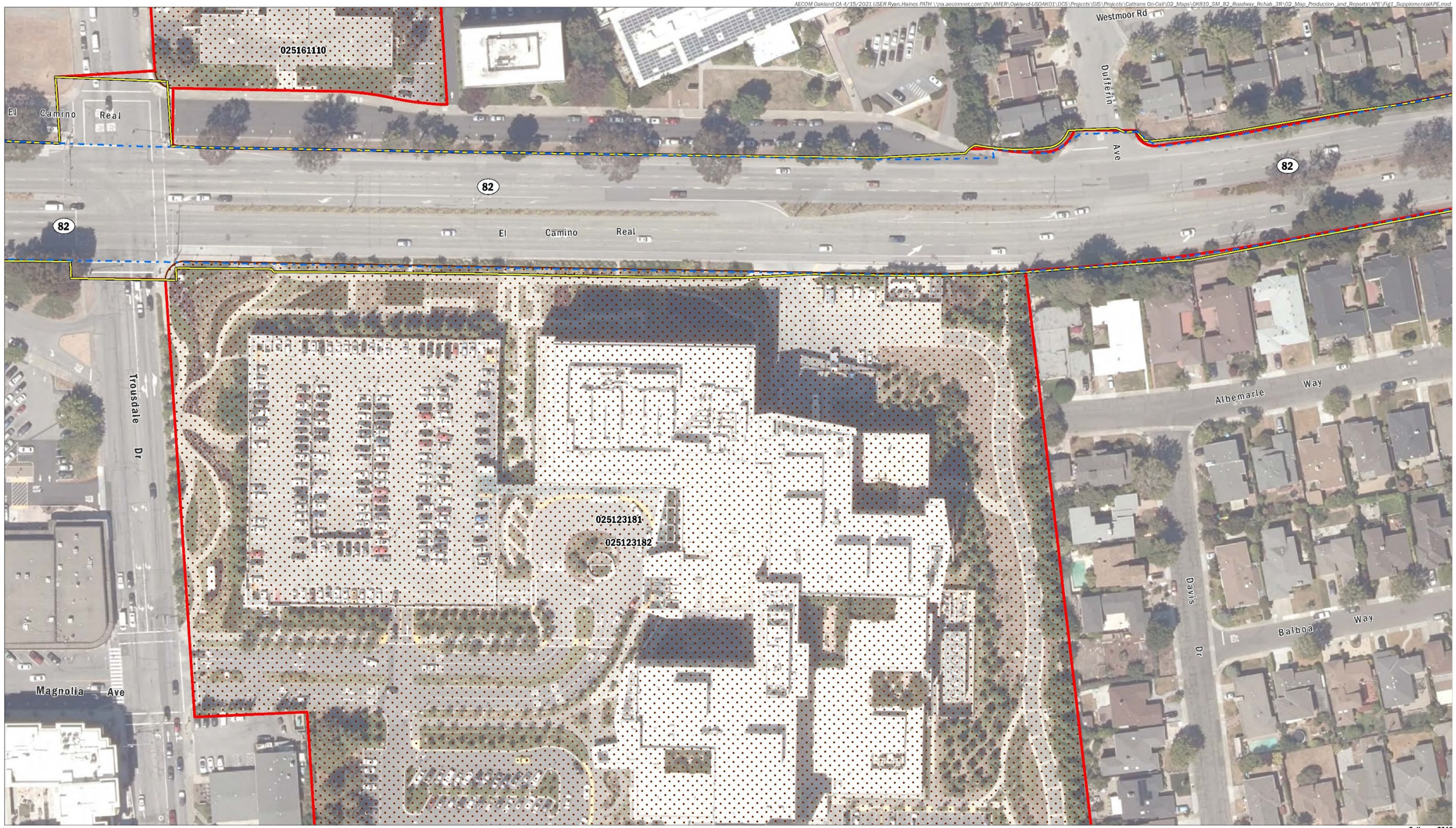
AECOM
Caltrans
El Camino Real Roadway Renewal Project

Cal trans Project Limits
Caltrans Right of Way
Architectural APE
Assessor's Parcel

Caltrans, 2019
AECOM, 2021
San Mateo County Parcel, 2020
ESRI Basemap & Imagery, 2016 & 2021

FIGURE 1

Supplemental Area of Potential Effects



0 100 Feet

AECOM

Caltrans

El Camino Real Roadway Renewal Project

Cal trans Project Limits

Caltrans Right of Way

Architectural APE

Assessor's Parcel

Caltrans, 2019
AECOM, 2021
San Mateo County Parcel, 2020
ESRI Basemap & Imagery, 2016 & 2021

FIGURE 1

Supplemental Area of Potential Effects

0 100 Feet

AECOM

Caltrans

El Camino Real Roadway Renewal Project

Architectural APE

Assessor's Parcel

Caltrans, 2019
AECOM, 2021
San Mateo County Parcel, 2020
ESRI Basemap & Imagery, 2016 & 2021

FIGURE 1

Supplemental Area of Potential Effects

AECOM Oakland CA 4/15/2021 USER Ryan.Haines PATH \\na.aecomnet.com\ffs\AMER\Oakland-USOAK01\DCS\Projects\GIS\Projects\Caltrans On-Call\02_Maps\OKR10_SM_82_Roadway_Rehab_3R\02_Map_Production_and_Reports\APE\Fig1_SupplementalAPE.mxd

0 100 Feet

AECOM

Caltrans

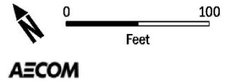
El Camino Real Roadway Renewal Project

- Caltrans Tree Number
- NRHP Howard - Ralston Tree Row Limits
- Cal trans Project Limits
- Caltrans Right of Way
- Architectural APE
- Assessor's Parcel

Caltrans, 2019
AECOM, 2021
San Mateo County Parcel, 2020
ESRI Basemap & Imagery, 2016 & 2021

FIGURE 1

Supplemental Area of Potential Effects
Page 5 of 17



Caltrans Tree Number
NRHP Howard - Ralston Tree Row Limits
Cal trans Project Limits
Caltrans Right of Way
Architectural APE
Assessor's Parcel

AECOM
Caltrans
El Camino Real Roadway Renewal Project

Caltrans, 2019
AECOM, 2021
San Mateo County Parcel, 2020
ESRI Basemap & Imagery, 2016 & 2021

FIGURE 1

Supplemental Area of Potential Effects
Page 6 of 17

0 100 Feet

AECOM
Caltrans
El Camino Real Roadway Renewal Project

- Easton Drive Tree Rows
- Caltrans Tree Number
- NRHP Howard - Ralston Tree Row Limits
- Cal trans Project Limits
- Caltrans Right of Way
- Architectural APE
- Assessor's Parcel

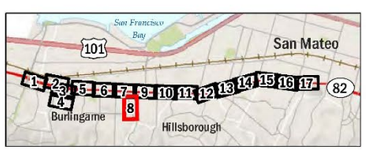
Caltrans, 2019
AECOM, 2021
San Mateo County Parcel, 2020
ESRI Basemap & Imagery, 2016 & 2021

FIGURE 1

Supplemental Area of Potential Effects
Page 7 of 17

0 100
Feet

AECOM
Caltrans
El Camino Real Roadway Renewal Project



Architectural APE

Caltrans, 2019
AECOM, 2021
San Mateo County Parcel, 2020
ESRI Basemap & Imagery, 2016 & 2021

FIGURE 1
Supplemental Area of Potential Effects

0 100 Feet

AECOM
Caltrans
El Camino Real Roadway Renewal Project

- Caltrans Tree Number
- NRHP Howard - Ralston Tree Row Limits
- Cal trans Project Limits
- Caltrans Right of Way
- Architectural APE
- Assessor's Parcel

Caltrans, 2019
AECOM, 2021
San Mateo County Parcel, 2020
ESRI Basemap & Imagery, 2016 & 2021

FIGURE 1

Supplemental Area of Potential Effects

FIGURE 1

Supplemental Area of Potential Effects

0 100 Feet

AECOM
Caltrans
El Camino Real Roadway Renewal Project

- Caltrans Tree Number
- NRHP Howard - Ralston Tree Row Limits
- Cal trans Project Limits
- Caltrans Right of Way
- Architectural APE
- Assessor's Parcel

Caltrans, 2019
AECOM, 2021
San Mateo County Parcel, 2020
ESRI Basemap & Imagery, 2016 & 2021

FIGURE 1

Supplemental Area of Potential Effects

AECOM Oakland CA 1/15/2021 USER Ryan.Haines PATH \\na.aecomnet.com\ifs\AMER\Oakland-USOAK01\DCS\Projects\GIS\Projects\Caltrans On-Call\02_Maps\OKR10_SM_82_Roadway_Rehab_3R\02_Map_Production_and_Reports\APE\Fig1_SupplementalAPE.mxd

AECOM
Caltrans
El Camino Real Roadway Renewal Project

- Caltrans Tree Number
- NRHP Howard - Ralston Tree Row Limits
- Cal trans Project Limits
- Caltrans Right of Way
- Architectural APE
- Assessor's Parcel

Caltrans, 2019
AECOM, 2021
San Mateo County Parcel, 2020
ESRI Basemap & Imagery, 2016 & 2021

FIGURE 1

Supplemental Area of Potential Effects
Page 12 of 17

0 100 Feet

AECOM
Caltrans
El Camino Real Roadway Renewal Project

Caltrans Tree Number
NRHP Howard - Ralston Tree Row Limits
Cal trans Project Limits
Caltrans Right of Way
Architectural APE
Assessor's Parcel

Caltrans, 2019
AECOM, 2021
San Mateo County Parcel, 2020
ESRI Basemap & Imagery, 2016 & 2021

FIGURE 1

Supplemental Area of Potential Effects
Page 13 of 17

0 100 Feet

AECOM

Caltrans

El Camino Real Roadway Renewal Project

- Caltrans Tree Number
- NRHP Howard - Ralston Tree Row Limits
- Cal trans Project Limits
- Caltrans Right of Way
- Architectural APE
- Assessor's Parcel

Caltrans, 2019
AECOM, 2021
San Mateo County Parcel, 2020
ESRI Basemap & Imagery, 2016 & 2021

FIGURE 1

Supplemental Area of Potential Effects
Page 14 of 17

0 100 Feet

AECOM

Caltrans

El Camino Real Roadway Renewal Project

- Caltrans Tree Number
- NRHP Howard - Ralston Tree Row Limits
- Cal trans Project Limits
- Caltrans Right of Way
- Architectural APE
- Assessor's Parcel

Caltrans, 2019
AECOM, 2021
San Mateo County Parcel, 2020
ESRI Basemap & Imagery, 2016 & 2021

FIGURE 1

Supplemental Area of Potential Effects

0 100 Feet

AECOM
Caltrans
El Camino Real Roadway Renewal Project

Cal trans Project Limits
Caltrans Right of Way
Architectural APE
Assessor's Parcel

Caltrans, 2019
AECOM, 2021
San Mateo County Parcel, 2020
ESRI Basemap & Imagery, 2016 & 2021

FIGURE 1

Supplemental Area of Potential Effects
Page 16 of 17

0 100 Feet

AECOM
Caltrans
El Camino Real Roadway Renewal Project

Cal trans Project Limits
Caltrans Right of Way
Architectural APE
Assessor's Parcel

Caltrans, 2019
AECOM, 2021
San Mateo County Parcel, 2020
ESRI Basemap & Imagery, 2016 & 2021

FIGURE 1

Supplemental Area of Potential Effects
Page 17 of 17

This page intentionally left blank

Appendix B. Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

August 2020

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at <Title.VI@dot.ca.gov>.

Toks Omishakin
Director

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

This page intentionally left blank

Appendix C. Consultation and Coordination

This appendix includes the following consultation and correspondence regarding the project.

- NOP
- NOI
- USFWS and NOAA Fisheries species list.

This page intentionally left blank

El Camino Real Roadway Renewal

Summary

SCH Number	2020059037
Lead Agency	California Department of Transportation, District 4 (DOT)
Document Title	El Camino Real Roadway Renewal
Document Type	NOP - Notice of Preparation
Received	5/22/2020
Present Land Use	State right-of-way

Document Description

The proposed improvements include replacing 3.5 miles of existing roadway pavement structural section, replacing existing drainage inlets and pipe culverts, replacing 5.5-miles of existing sidewalk, reconstructing or installing up to 188 curb ramps, upgrading pedestrian push button assemblies by installing Accessible Pedestrian Signal (APS) systems and countdown pedestrian signal (CPS) systems, and refreshing crosswalks with high visibility pavement markings.

Contact Information

Yolanda Rivas
California Department of Transportation
Lead/Public Agency

111 Grand Avenue MS 88
Oakland, CA 94612

Phone : (510) 286-6216

California Department of Transportation
Project Applicant

Location

Cities	Burlingame, Hillsborough, Millbrae, San Mateo
Counties	San Mateo
State Highways	US 101, SR 92
Railways	Caltrain
Airports	San Francisco International Airp
Waterways	Mills Creek, Easton Creek, Sanchez Creek, San Mateo Creek

Notice of Completion

Review Period Start	5/22/2020
Review Period End	7/6/2020
Development Type	Transportation (Roadway Renewal)
Project Issues	Aesthetics, Biological Resources, Cultural Resources, Drainage/Absorption, Flood Plain/Flooding, Hydrology/Water Quality, Sewer Capacity, Vegetation, construction-related air quality, noise, GHG

Reviewing Agencies

California Air Resources Board (ARB) | California Department of Parks and Recreation | California Department of Transportation, District 4 (DOT) | California Department of Transportation, Division of Aeronautics (DOT) | California Department of Water Resources (DWR) | California Highway Patrol (CHP) | California Native American Heritage Commission (NAHC) | California Natural Resources Agency | California Public Utilities Commission (CPUC) | California Regional Water Quality Control Board, San Francisco Bay Region 2 (RWQCB) | Department of Toxic Substances Control | Office of Historic Preservation | State Water Resources Control Board, Division of Drinking Water | California Department of Fish and Wildlife, Bay Delta Region 3 (CDFW)

Attachments

Environmental Document

_2020059037 Memo PDF 63 K | _Public Notice PDF 2154 K | NOP PDF 723 K | Public Notice PDF 1028 K

NOC

NOC PDF 1018 K

State Comments

2020059037_Caltrans Comment PDF 281 K | 2020059037_NAHC Comment PDF 295 K

Disclaimer: The Governor's Office of Planning and Research (OPR) accepts no responsibility for the content or accessibility of these documents. To obtain an attachment in a different format, please contact the lead agency at the contact information listed above. You may also contact the OPR via email at state.clearinghouse@opr.ca.gov or via phone at (916) 445-0613. For more information, please visit OPR's Accessibility Site.

Estimated annual collection activity for one new medium Part 121 air carrier.

Summary (annual numbers)	GAP analysis	Implementation plan	SMS
Medium Air Carrier			
Number of Respondents		1	
Number of Responses per respondent		1	
Time per Response		2,732	
Total number of responses		1	
Total burden (hours)		2,732	

Estimated Total Annual Burden:

Total annual burden for existing Part 121 certificate holders 123,400 hours.

Total annual burden for new Part 121 certificate applicant 2,732 hours.

Issued in Washington, DC.

Robert C. Carty,

Deputy Executive Director, Flight Standards Service.

[FR Doc. 2020–27000 Filed 12–8–20; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Intent To Prepare a Draft Environmental Impact Statement for the El Camino Real Roadway Renewal Project on State Route 82, in San Mateo County, California

AGENCY: Federal Highway Administration (FHWA), U.S. Department of Transportation (DOT).

ACTION: Notice of Intent (NOI) to prepare a Draft Environmental Impact Statement (Draft EIS) for the El Camino Real Roadway Renewal Project.

SUMMARY: The FHWA on behalf of the California Department of Transportation (Caltrans), is issuing this notice to advise the public that a Draft EIS will be prepared for the El Camino Real Roadway Renewal Project (Project), a proposed highway project on State Route 82 in San Mateo County, California.

DATES: This notice will be accompanied by a 30-day public scoping comment period from Monday, November 16, 2020, to December 17, 2020. The deadline for public comments is 5:00 p.m. (PST) on December 17, 2020. Because COVID–19 social distancing advisories are still in effect, no physical public meetings will be held during the public scoping comment period. However, Caltrans will be making project information available on the internet at *www.ECRalternatives.com* throughout the entire public comment period. A link to the above website is accessible through the project website at *www.ElCaminoRealProject.com* or *https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-san-mateo-82-el-camino-real-project.* Project materials will be posted on the *www.ECRalternatives.com* website and will include project background, project schedule, frequently asked questions, archival information from prior public outreach presentations, the El Camino Real Task Force effort 2017–2018, newly developed narrated presentation slides about the ECR Project's purpose and need, the alternatives being considered, tree survey information, and information regarding the Howard-Ralston Eucalyptus Tree Rows, a resource on the National Register of Historic Places, and other historic resources in the project area. A poster gallery will also be available that features project alternatives and key slide content.

The virtual public information tour will also include a virtual public forum for the public to share thoughts on the project material, the project alternatives under consideration, suggest other alternatives, and read what other members of the public are saying about the project. All comments offered through the virtual public forum will be moderated to maintain respectful discourse. Comments shared through the virtual public forum will become part of the public record.

In addition, the public can submit formal scoping comments through the *www.ECRalternatives.com* website via an electronic comment submission form, via email at *ECRproject@dot.ca.gov*, or via USPS at the contact information listed below. In addition to email notifications, Caltrans has mailed notification postcards via USPS to the public, based on information collected from early pubic outreach efforts, and to city, county and state officials with jurisdiction in the project area. Postcards provide contact information for requesting information in alternative formats or alternative language translation services.

More information can also be found at the project website at *www.ElCaminoRealProject.com* or *https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-san-mateo-82-el-camino-real-project.*

FOR FURTHER INFORMATION CONTACT: Yolanda Rivas, Senior Environmental Planner, Caltrans District 4, P.O. Box 23660, MS–8B, Oakland, CA 94623–0660, telephone (510) 506–1461, or email *Yolanda.rivas@dot.ca.gov.* For FHWA, contact David Tedrick, telephone (916) 498–5024, or email *david.tedrick@dot.gov.*

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the FHWA assigned, and Caltrans assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Caltrans as the assigned National Environmental Policy Act (NEPA) agency, will prepare a Draft EIS on a proposal for 3.6-mile roadway rehabilitation project in San Mateo County, California. The project limits extend from East Santa Inez Avenue in the City of San Mateo to Millbrae Avenue in the City of Millbrae.

The project is needed to address the overall condition of the existing roadway by correcting the following deficiencies: The pavement is currently rated as poor, with moderate alligator cracking and very poor ride quality indicating roadway structural inadequacy; water ponding and frequent localized flooding occurs due to uneven roadway surfaces and inadequate or impacted drainage systems; pedestrian access is impaired due to lack of updated curb ramps and uneven sidewalks; pedestrian infrastructure is not compliant with state and federal Americans with Disabilities Act (ADA) requirements; existing sidewalks lack accessible pedestrian signals systems, countdown pedestrian systems, high-visibility striping, or current devices; and pavement markings.

The purpose of the project is to preserve and extend the life of the roadway and improve ride quality, improve drainage efficiency to reduce localized flooding, improve visibility for

all users, and enhance pedestrian infrastructure by bringing it into compliance with Title II of the ADA. Currently, the range of alternatives being considered includes either taking no action on the 3.6-mile segment of El Camino Real, or proceeding with one of several potential build alternatives. The build alternatives would all involve performing roadway rehabilitation with upgrades to drainage, pedestrian, and roadway infrastructure to achieve the purpose and need of the project. The roadway rehabilitation alternatives may include the following: Rehabilitation while keeping utilities overhead; rehabilitation while relocating utilities underground; rehabilitation while reducing the number of travel lanes from 4 to 2 and including a 12-foot center-turning lane while keeping utilities overhead; and rehabilitation while reducing the number of travel lanes from 4 to 2 and including a 12-foot center-turning lane while relocating utilities underground. Varying roadway widths (ranging 44–46 feet), travel lane widths (ranging 10–11 feet), and sidewalk widths (ranging 4–6 feet) are being considered to avoid and minimize impacts to the Howard-Ralston Eucalyptus Tree Rows, where feasible. Avoidance and minimization measures will be studied and implemented depending upon the limits of state right of way, Caltrans' ability to meet state highway design and safety provisions, and/or other factors.

The only anticipated Federal approval includes a permit under the National Pollutant Discharge Elimination System (NPDES). Other Federal administrative activities include coordination with the Department of the Interior under Section 4(f) of the Department of Transportation Act (1966) and the Advisory Council on Historic Preservation under Section 106 of the National Historic Preservation Act (1966). Notices describing the proposed action and soliciting comments will be sent to appropriate Federal cooperating and participating agencies.

Since June 2019, Caltrans has been in consultation under Section 106 of the National Historic Preservation Act to evaluate potential effects to the Howard-Ralston Eucalyptus Tree Rows, a historic property listed on the National Register of Historic Places (NRHP), and to evaluate potential effects to other historic properties determined eligible for the NRHP. Notifications have been sent to appropriate State, tribal governments, local agencies, private organizations, and citizens who have previously expressed or are known to have interest in this proposal.

The project team anticipates reviewing all public comments received during the public scoping period and circulating a Draft EIS. A public hearing will be held once the Draft EIS is completed. Public notice will be given of the time and place of the meeting and hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearing to ensure that the full range of issues related to this proposed action are addressed and all significant issues are identified, and comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the Draft EIS should be directed to Caltrans at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: November 19, 2020.

Rodney Whitfield,

Director, Financial Services, Federal Highway Administration, California Division.

[FR Doc. 2020–27032 Filed 12–8–20; 8:45 am]

BILLING CODE 4910–RY–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Proposed Highway in California

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of limitation on claims for judicial review of actions by the California Department of Transportation (Caltrans).

SUMMARY: The FHWA, on behalf of Caltrans, is issuing this notice to announce actions taken by Caltrans, that are final. The actions relate to a proposed highway project, bridge replacement on US Route 101 in Del Norte County, State of California. Those actions grant licenses, permits, and approvals for the project.

DATES: By this notice, FHWA, on behalf of Caltrans, is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before May 10, 2021. If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT: For Caltrans: Brandon Larsen, Environmental Branch Chief, 1656 Union Street, Eureka, CA, 8 a.m. to 4 p.m., (707) 441–5730, *brandon.larsen@dot.ca.gov.* For FHWA, contact David Tedrick at (916) 498–5024 or email *david.tedrick@dot.gov.*

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, FHWA assigned, and the Caltrans assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Notice is hereby given that the Caltrans has taken final agency actions subject to 23 U.S.C. 139(l)(1) by issuing licenses, permits, and approvals for the following highway project in the State of California: Replace the Dr. Fine Bridge over the Smith River on Route 101 north of Crescent City. Built in 1940, the existing bridge is near the end of its useful life. A new bridge will better accommodate vehicles, pedestrians, and bicyclists. The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Final Environmental Assessment (FEA) for the project, approved on March 19, 2020, in the FHWA Finding of No Significant Impact (FONSI) issued on March 19, 2020, and in other documents in the FHWA project records. The FEA, NOD, and other project records are available by contacting Caltrans at the addresses provided above. The Caltrans FEA and FONSI can be viewed at public libraries in the project area or an electronic document can be requested. Contact information for requesting digital copies can be found at *https://dot.ca.gov/caltrans-near-me/district-1/d1-projects/d1-dr-fine-bridge-replacement.*

This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. Council on Environmental Quality Regulations
2. National Environmental Policy Act of 1969, as amended, 42 U.S.C. 4332(2)(c)
3. 49 U.S.C. 303 for Section 4(f)
4. Federal-Aid Highway Act of 1970, 23 U.S.C 109
5. MAP–21, the Moving Ahead for Progress in the 21st Century Act (Pub. L. 112–141)
6. Clean Air Act Amendments of 1990 (CAAA)
7. Clean Water Act of 1977 and 1987
8. Federal Water Pollution Control Act of 1972 (see Clean Water Act of 1977 & 1987)

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To:
Consultation Code: 08ESMF00-2020-SLI-2895
Event Code: 08ESMF00-2021-E-04094
Project Name: 04-0K810 El Camino Real

March 30, 2021

Subject: Updated list of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to

utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

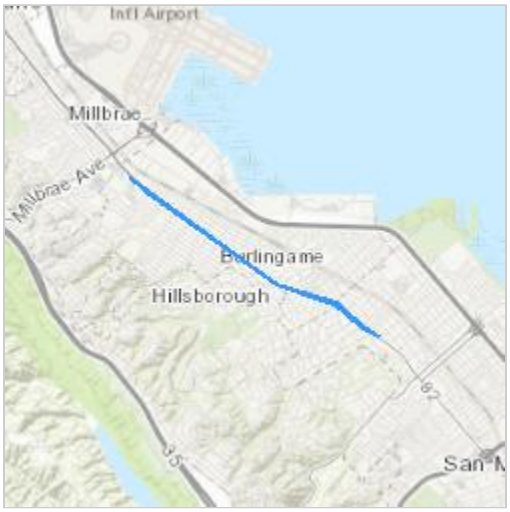
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

Project Summary

Consultation Code: 08ESMF00-2020-SLI-2895
Event Code: 08ESMF00-2021-E-04094
Project Name: 04-0K810 El Camino Real
Project Type: TRANSPORTATION
Project Description: this 3 mile stretch of road has been subject to cracking and ponding due to overgrown landscaped trees lining the road in many areas. This project intends to repave, repair drainages, upgrade sidewalks to ADA standards. Removal of historical eucalyptus trees is expected.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@37.58197908856194,-122.36217809994415,14z



Counties: San Mateo County, California

Endangered Species Act Species

There is a total of 22 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Salt Marsh Harvest Mouse *Reithrodontomys raviventris* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/613	Endangered
Southern Sea Otter *Enhydra lutris nereis* No critical habitat has been designated for this species. ***This species is also protected by the Marine Mammal Protection Act, and may have additional consultation requirements.*** Species profile: https://ecos.fws.gov/ecp/species/8560	Threatened

Birds

NAME	STATUS
California Clapper Rail *Rallus longirostris obsoletus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4240	Endangered
California Least Tern *Sterna antillarum browni* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered
Marbled Murrelet *Brachyramphus marmoratus* Population: U.S.A. (CA, OR, WA) There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/4467	Threatened
Short-tailed Albatross *Phoebastria (=Diomedea) albatrus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/433	Endangered
Western Snowy Plover *Charadrius nivosus nivosus* Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/8035	Threatened

Reptiles

NAME	STATUS
Green Sea Turtle *Chelonia mydas* Population: East Pacific DPS No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6199	Threatened
San Francisco Garter Snake *Thamnophis sirtalis tetrataenia* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5956	Endangered

Amphibians

NAME	STATUS
California Red-legged Frog *Rana draytonii* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened

Fishes

NAME	STATUS
Delta Smelt *Hypomesus transpacificus* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened
Tidewater Goby *Eucyclogobius newberryi* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/57	Endangered

Insects

NAME	STATUS
Bay Checkerspot Butterfly *Euphydryas editha bayensis* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/2320	Threatened
Mission Blue Butterfly *Icaricia icarioides missionensis* There is **proposed** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/6928	Endangered
Myrtle's Silverspot Butterfly *Speyeria zerene myrtleae* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6929	Endangered
San Bruno Elfin Butterfly *Callophrys mossii bayensis* There is **proposed** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/3394	Endangered

Flowering Plants

NAME	STATUS
Fountain Thistle *Cirsium fontinale var. fontinale*	Endangered
No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7939	
Hickman's Potentilla *Potentilla hickmanii*	Endangered
No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6343	
Marin Dwarf-flax *Hesperolinon congestum*	Threatened
No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5363	
San Mateo Thornmint *Acanthomintha obovata ssp. duttonii*	Endangered
No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2038	
San Mateo Woolly Sunflower *Eriophyllum latilobum*	Endangered
No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7791	
White-rayed Pentachaeta *Pentachaeta bellidiflora*	Endangered
No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7782	

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

04-0K810 Repave Road, repair draianges, update sidewalks to ADA standards. NMFS official species list performed 9.15.20 using most recent data from 11.2016

X = Present on the Quadrangle		**ESA ANADROMOUS FISH** (E) = Endangered, (T) = Threatened											
		COHO		CHINOOK			STEELHEAD					Eulachon	Southern DPS Green Sturgeon
Quad Name	Quad Number	SONCC (T)	CCC (E)	CC (T)	CVSR (T)	SRWR (E)	NC (T)	CCC (T)	SCCC (T)	SC (E)	CCV (T)	(T)	
Half Moon Bay	37122-D4		X					X					X
Hunters Point	37122-F3							X					X
Montara Moun	37122-E4		X					X					X
Palo Alto	37122-D2							X					X
Redwood Point	37122-E2							X					X
San Francisco S	37122-F4		X					X					X
San Leandro	37122-F2							X					X
San Mateo	37122-E3		X					X					X
Woodside	37122-D3		X					X					

		ESA ANADROMOUS FISH CRITICAL HABITAT											
		COHO		CHINOOK			STEELHEAD					Eulachon	Southern DPS Green Sturgeon
		SONCC	CCC	CC	CVSR	SRWR	NC	CCC	SCCC	SC	CCV		
Half Moon Bay	37122-D4		X					X					X
Hunters Point	37122-F3							X					X
Montara Moun	37122-E4		X					X					X
Palo Alto	37122-D2							X					X
Redwood Point	37122-E2							X					X
San Francisco S	37122-F4		X										X
San Leandro	37122-F2							X					X
San Mateo	37122-E3		X										X
Woodside	37122-D3		X					X					

		ESA MARINE INVERTEBRATES		ESA MARINE INVERT. CRITICAL HABITAT	ESA SEA TURTLES				ESA WHALES	ESA PINNIPEDS	ESA PINNIPEDS CRITICAL HABITAT
		Black Abalone (E)	White Abalone (E)	Black Abalone	East Pacific Green Sea Turtle (T)	Olive Ridley Sea Turtle (T/E)	Leatherback Sea Turtle (E)	North Pacific Loggerhead Sea Turtle	Whales (see list below)	Guadalupe Fur Seal (T)	Steller Sea Lion
Half Moon Bay	37122-D4	X		X	X	X	X	X	X	X	
Hunters Point	37122-F3										
Montara Moun	37122-E4	X		X	X	X	X	X	X	X	
Palo Alto	37122-D2										
Redwood Point	37122-E2										
San Francisco S	37122-F4	X		X	X	X	X	X	X	X	
San Leandro	37122-F2										
San Mateo	37122-E3										
Woodside	37122-D3										

		ESSENTIAL FISH HABITAT					MMPA SPECIES	
		SALMON		Groundfish	Coastal Pelagic	Highly Migratory Species	MMPA Cetaceans (see "MMPA Species" tab for list)	MMPA Pinnipeds (see "MMPA Species" tab for list)
		Coho	Chinook					
Half Moon Bay	37122-D4	X		X	X		X	X
Hunters Point	37122-F3	X	X	X	X			X

Montara Moun	37122-E4	X	X	X	X		X	X
Palo Alto	37122-D2	X	X	X	X			X
Redwood Point	37122-E2	X	X	X	X			X
San Francisco S	37122-F4	X	X	X	X		X	X
San Leandro	37122-F2	X	X	X	X			X
San Mateo	37122-E3	X	X	X	X			X
Woodside	37122-D3	X	X					

From: NMFSWCRCA Specieslist - NOAA Service Account
To: Leyvas, Elizabeth@DOT
Subject: Re: Caltrans project 04-0K810 repave roadway and repair drainage and sidewalks
Date: Tuesday, September 15, 2020 4:18:33 PM

Receipt of this message confirms that NMFS has received your email to nmfswcrca.specieslist@noaa.gov. If you are a federal agency (or representative) and have followed the steps outlined on the California Species List Tools web page (http://www.westcoast.fisheries.noaa.gov/maps_data/california_species_list_tools.html), you have generated an official Endangered Species Act species list.

Messages sent to this email address are not responded to directly. For project specific questions, please contact your local NMFS office.

Northern California/Klamath (Arcata) 707-822-7201

North-Central Coast (Santa Rosa) 707-387-0737

Southern California (Long Beach) 562-980-4000

California Central Valley (Sacramento) 916-930-3600

Appendix D. Avoidance, Minimization, and/or Mitigation Summary

To be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated in the proposed Environmental Commitments Record [ECR] that follows) will be implemented. During project design, the following avoidance, minimization, and/or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All necessary permits and approvals will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this ECR.

Table D-1: Environmental Commitments

Minimization and/or Mitigation Measure	EIR/EIS Section Reference	Responsible Party	Timing
VIS-1. The following minimization measures will be incorporated into the final design and construction of the project to minimize effects to trees: • Design modifications including but not limited to sidewalk meanders around tree trunks, sidewalk ramping over tree roots, and adjustment of driveway conforms to sidewalks and the roadway will be implemented where feasible. • Alternative construction practices including but not limited to hand excavation around structural roots and trenchless drilling will be implemented where feasible. • Trees and vegetation outside of clearing and grubbing limits shall be protected from construction operations, equipment, and materials storage. • Soils within planting areas shall be protected from construction operations, equipment, and materials storage to maintain suitable growing conditions for existing and replacement street trees. Protective measures shall include avoiding compaction and introduction of materials inconducive to plant growth. Corrective amendments and treatments will be used if planting area soils are damaged during construction.	3.1.5.4	Caltrans	Final Design, Construction
VIS-2. Following completion of roadway construction, replacement street trees shall be planted in roadside areas of the right-of-way consistent with horticultural and maintenance guidelines and safety and sight distance standards. Removed vegetation will be replaced at a 1:1 ratio provided there is adequate space within the roadside areas of the project limits within Caltrans right-of-way. Replacement planting species and size will be determined during final design.	3.1.5.4	Caltrans, Contractor	Construction
VIS-3. A permanent irrigation system for replacement plantings will be specified during final design and installed prior to replacement street tree planting within the limits of the Howard-Ralston Eucalyptus Tree Rows.	3.1.5.4	Caltrans, Contractor	Final Design, Construction
VIS-4. A three-year plant establishment period will be specified during final design and implemented immediately following construction of planting and irrigation systems. The three-year plant establishment period will be implemented in accordance with Section 20-4 of the standard specification.	3.1.5.4	Caltrans, Contractor	Final Design, Construction
VIS-5. A 20-year management plan shall be prepared in consultation with a certified consulting arborist and shall prescribe methods for the long-term care of both retained trees and replacement trees within the limits of the Howard-Ralston Eucalyptus Tree Rows, in order to ensure the sustained health and viability of the trees within the Tree Rows.	3.1.5.4	Caltrans	Final Design
CUL-1. Prior to construction, all construction personnel will be instructed on the protection and avoidance of cultural resources including state and federal laws regarding cultural resources, the importance of these resources, and the purpose and necessity of protecting them.	3.1.6.4	Caltrans, Contractor	Construction
CUL-2. Mitigation Measures VIS-2 and VIS-5 will be done in accordance with The Secretary of the Interior‘s Standards for the Treatment of Historic Properties, where possible.	3.1.6.4	Caltrans, Contractor	Final Design, Construction
CUL-3. Caltrans is continuing to consult with the SHPO regarding the effect’s findings and resolutions of these effects and will continue to consult with stakeholders to develop mitigation measures for impacted historic properties, pursuant to Stipulation XI of the 2014 Section 106 PA and 36 CFR Part 800.6. The mitigation measures will be included in an MOA, which will be executed in consultation with the SHPO and other stakeholders.	3.1.6.4	Caltrans	Final Design
NOI-1. A temporary noise barrier or other control measure will be put in place in front of McKinley Elementary to attenuate noise to less than 52 dBA whenever work is planned within 500 feet of the school during regular school hours. Noise levels will be verified through noise monitoring during construction.	3.4	Caltrans, Contractor	Construction
NOI-2. The project plans will include a specification for the contractor to create and implement a Noise Control and Monitoring Plan. The plan will require the contractor to implement measures to limit noise levels to comply with 2018 Caltrans Standard Specifications Section 14-8.02 and California Streets and Highway Code Section 216. Noise levels will be verified through noise monitoring during construction..	3.4	Caltrans, Contractor	Prior to Construction

Appendix E. List of Technical Studies

- Extended Phase I Report (Alta Archaeological Consulting 2020)
- Archaeological Survey Report (Caltrans 2019c)
- Hydraulics Memorandum (Caltrans 2019d)
- District Preliminary Geotechnical Report (Caltrans 2020b)
- Historic Property Survey Report (Caltrans 2020c)
- Water Quality Study (Caltrans 2020d)
- Construction-Related Greenhouse Gas Emissions Analysis Memorandum (Caltrans 2020e)
- Visual Impact Assessment for the El Camino Real Project (Caltrans 2021a)
- Supplemental Historic Property Survey Report (Caltrans 2021b)
- Natural Environment Study-Minimal Impacts (Caltrans 2021c)
- Energy Analysis Memorandum (Caltrans 2021d)
- Construction Noise Analysis Memorandum (Caltrans 2021e)
- Supplement to Visual Impact Assessment: El Camino Real Roadway Renewal Project, San Mateo County (Caltrans 2021f)
- Historic Resources Evaluation Report (Caltrans and AECOM 2020)
- Assessment Of Hazardous Materials Potentially affecting the El Camino Real, State Route 82, Renewal Project, EA 04-0K810/0K81U (Caltrans 2021)

This page intentionally left blank

Appendix F. Tree Removal Evaluation and Replanting Plan

This page intentionally left blank

Memorandum

To: ROMMEL PARDO
SENIOR PROJECT MANAGER
Project and Program Management

Date: May 5, 2021
File: 04-0K81U
04-SM-82-PM 12.3-15.9

From: YOLANDA RIVAS
DISTRICT 4 SENIOR ENVIRONMENTAL PLANNER
Office of Environmental Analysis
Division of Environmental Planning & Engineering

Subject: **EL CAMINO REAL ROADWAY RENEWAL PROJECT (ECR PROJECT) TREE REMOVAL EVALUATION AND REPLANTING PLAN**

The purpose of this memorandum is to summarize the Caltrans Project Development Team (PDT) process used to evaluate existing trees within the project limits of the El Camino Real Roadway Renewal Project; make a preliminary assessment of which trees would require removal; and document the project replacement planting plan.

Project Description

The project proposes to rehabilitate the roadway and upgrade drainage and pedestrian infrastructure within the project limits. The project would maintain the existing roadway width (44 to 46 feet) and the number of travel lanes (two 10- to 11-foot-wide travel lanes in each direction). All permanent improvements would occur within existing State and city/town rights-of-way. The alternatives being considered for the project include a No Build Alternative and one Build Alternative with one design option for the final placement of utilities.

The project is in San Mateo County on State Route (SR) 82, also known as El Camino Real, from East Santa Inez Avenue (PM 12.3) to Millbrae Avenue (PM 15.9). The project limits extend for approximately 3.6 miles through the cities of San Mateo, Burlingame, and Millbrae, and the Town of Hillsborough. Within the project limits, El Camino Real is a four-lane undivided highway from PM 12.3 to 15.2 and is a six-lane divided highway from PM 15.2 to 15.9. The historic Howard-Ralston Eucalyptus Tree Rows is within the project limits and extends from Peninsula Avenue (PM 12.96) to Ray Drive/Rosedale Avenue (PM 15.2).

The purposes of the project are to preserve and extend the life of the roadway and improve ride quality; improve drainage efficiency to reduce localized flooding; enhance user visibility and safety; and enhance pedestrian infrastructure and bring it into compliance with Title II of the Americans with Disabilities Act (ADA).

This project is needed to correct roadway, sidewalk, and curb ramp deficiencies, as well as improve drainage and visibility. Specifically, the project is needed due to the following: the overall condition of the pavement is rated as poor due to signs of moderate alligator cracking and very poor ride quality, which indicate roadway structural inadequacy; water ponding and flooding occurs frequently during rain events due to uneven roadway surfaces and inadequate or impacted drainage systems; pedestrian access is impaired due to a lack of updated curb ramps and uneven sidewalks; pedestrian infrastructure is not compliant with State and federal ADA requirements; and existing sidewalks lack accessible pedestrian signal (APS) systems. Countdown pedestrian systems (CPS) and high-visibility striping or current devices as well as pavement markings are missing or outdated.

Tree Removal Evaluation Process

The PDT undertook a multi-step iterative investigation of existing street trees on El Camino Real within the limits of the Howard-Ralston Eucalyptus Tree Rows. A general review of existing vegetation throughout the project limits also occurred to support the project's technical studies. However, the focus of this section is on the approximately 600 trees within the limits of the Howard-Ralston Eucalyptus Tree Rows that were evaluated.

In order to assess the environmental impacts of this project, it was necessary for the PDT to develop a method for determining tree removals. This method was developed for the purposes of identifying likely tree removals that would be expected under the Build Alternative. Preliminary tree removal estimates were based on an evaluation of tree condition and identification of construction activities adjacent to existing trees. Project construction would require extensive excavation within the existing trees' root zones to replace pavement, pavement base layers, and other project features. This activity is expected to damage tree roots, but the impacts to individual trees will vary. In general, the more roots that are cut, the closer they are to the tree, and the older and less vigorous the tree, the more likely it is that the tree will not survive, or will be so destabilized that it

would be unsafe to leave in place (Costello and Jones 2003). Therefore, the PDT developed a method to assess both the health and condition of the trees and the severity of expected impacts to their root systems. Together, these cumulative risk factors were used to identify trees unlikely to survive construction impacts and therefore require removal.

In order to determine the current health and condition of trees within the Howard-Ralston Eucalyptus Tree Rows, Caltrans staff from the Office of Landscape Architecture conducted field surveys of each tree and its surroundings between January and March 2020. Staff documented the tree types and sizes, as well as several visual indicators of tree health, including presence of visible fungus, resin, or exudate, canopy die-off, trunk leaning and splitting, sprouting at the base of trees, and visible root issues such as girdling and exposed roots. These observations, along with previously collected data on the trees' overall structure and vigor were used to develop assessments of the condition of each tree. Fewer than half of the trees assessed were found to be in good condition, with the majority in fair or poor condition. Additionally, the overall size and maturity of a tree was considered, as younger, smaller trees tend to be more resilient and larger trees with extensive root systems are more likely to suffer damage from excavation and construction. Estimated diameter at breast height was used as a proxy for tree maturity in this analysis.

In order to assess the severity of construction impacts and associated root damage each tree could suffer from project construction, the team mapped the locations of the trees and overlaid them with the proposed project features, including construction of curbs, gutters, curb ramps, sidewalks, driveways, retaining walls, and drainage infrastructure. Reconstruction of retaining walls and drainage infrastructure was assumed to require extensive excavation and cutting of roots. Trees above or adjacent to this work were deemed to require removal, regardless of their condition. Reconstruction of curbs, gutters, and driveways require deeper excavation and their locations are relatively inflexible. Trees adjacent to these features were deemed to be at moderate risk of impacts to their root systems. Sidewalk reconstruction was considered the most flexible design element, since sidewalks can be designed to meander around trees or bridge surface roots in certain situations. Additionally, sidewalks can be constructed with less depth of excavation than other project features. Trees adjacent to displaced or otherwise root-damaged sidewalks were considered to have a moderate risk of root system impacts (e.g. roots being cut during construction). Based on the cumulative risk factors, each tree was given a

numerical score for construction impacts. The numerical score was based on all types of construction expected in proximity to each tree and the risk of root damage associated with those construction activities.

Tree Removal Recommendations

Following an assessment of each tree's overall condition and each tree's proximity to project activities, each tree within the limits of the Howard-Ralston Eucalyptus Tree Rows was given an overall score indicating its likelihood of surviving project construction. The higher the score, the greater the risk the tree would be unable to survive construction. Based on this analysis, the PDT initially determined that approximately 250, or 40%, of the trees within the limits of the Howard-Ralston Eucalyptus Tree Rows would likely require removal. Approximately 200 of these trees deemed likely to be removed are considered contributors to the historic Howard-Ralston Eucalyptus Tree Rows.

Each tree identified for removal was noted as having a combination of factors making it unlikely to survive construction (i.e. a large tree with large roots close to a curb ramp that would be at great risk of having its roots damaged during project construction). No tree was recommended for removal based solely on its condition or size. Trees were also not recommended for removal based solely on their impedance of sight distance. Trees were only recommended for removal if they would not have a high likelihood of surviving project construction. As noted above, large trees located near driveways were frequently recommended for removal due to the probability of their extensive root system being damaged during the construction of conforming driveways. Smaller trees with less extensive root systems that were determined to be in good condition were assumed to have a higher potential to survive project construction and were, therefore, not recommended for removal.

Subsequently, Caltrans retained a Certified Consulting Arborist, HortScience/ Bartlett Consulting, to provide an independent assessment of tree condition and resilience to construction impacts. HortScience performed an inspection of 224 trees within the project area to assess their health and structure, as well as the likely impacts to the trees from construction in February 2021. Their preliminary findings indicate that a higher number of tree removals is expected than the PDT's initial estimate largely due to tree condition and situations where excavation is required on both sides of trees. At this time, an estimated 300 to 350 of the approximately 700 trees in the 3.6-mile project limits would be

removed, including approximately 250 trees that contribute to the Howard-Ralston Eucalyptus Tree Rows.

During final design, Caltrans will continue to look for opportunities to reduce the number of trees requiring removal due to conflicts with project design features. Project design features will be evaluated in detail and where appropriate, alternative methods or designs will be specified. Examples of such methods or designs include relocating (meandering) sidewalks to go around trees, and using alternative sidewalk construction details to bridge roots or reduce the depth of excavation to avoid impacts to tree roots. These methods would reduce damage to trees and their roots, improving the chances that trees could be retained. Caltrans will continue consultation with a Certified Arborist to review trees for removal or retention as the project moves forward. The arborist will assist the PDT in making final determinations as to which specific trees will ultimately require removal for project construction. This will occur during final design.

Trees that would not be removed would be protected from damage during construction with the goal of preserving as many existing trees as possible. Preservation efforts will include protection of trees during construction through fencing or other physical barriers; minimization of root pruning and damage during excavation through hand digging, hydraulic or pneumatic air excavation technology, and the use of directional boring within the dripline of remaining trees (where feasible). In addition, a landscape inspector will be on-site to observe excavation activities that occur within the dripline of large trees and verify that all specified minimization strategies to protect remaining trees are followed, in consultation with Cultural Resources. A Certified Arborist will be consulted as needed to assist the landscape inspector with verification.

Project Replanting Plan

Replanting Plan under the Build Alternative with the Design Option

Per Departmental Policy, Caltrans does not provide funding or maintenance for highway planting on conventional highways except for functional or safety purposes such as headlight glare screening or erosion control. However, Caltrans replacement planting policy establishes that vegetation installed by Caltrans or others that has been damaged or removed due to transportation project construction will be replaced where space allows. Caltrans also provides

replacement planting on conventional highways when it is required mitigation for environmental impacts.

Trees that are removed outside of the limits of the Howard-Ralston Eucalyptus Tree Rows will be replaced per Caltrans replacement planting policy. It is Caltrans' practice to plant native and/or drought-tolerant, non-invasive species, for replacement plantings, whenever possible. Caltrans will replace removed vegetation at a 1:1 ratio provided there is adequate space within the roadside areas of project limits in Caltrans Right of Way.

Special Replanting per Required Mitigation

For this project Caltrans will provide replacement planting of as many street trees as possible within the limits of the Howard-Ralston Eucalyptus Tree Rows to mitigate the project-related effect to this historic resource under CEQA and Section 106 of the National Historic Preservation Act (Section 106). Caltrans goal is to replant trees removed in this section of the project limits to be consistent with the Tree Rows historic listing and to restore the tree-lined character of the existing condition. Caltrans intends to achieve 100% replacement of trees that contribute to the Howard-Ralston Eucalyptus Tree Rows within the constraints of utility infrastructure, the clear recovery zone, and sight distance requirements of the *Highway Design Manual*.

- The number and species of trees to be replanted within the Howard Ralston Eucalyptus Tree Rows will be determined during final design in consultation with the State Historic Preservation Officer (SHPO) and stakeholders.
- The size of replacement trees at the time of replanting is dependent on the size of the root ball in relation to the available space at each replacement planting location. Planting holes generally need to be a minimum of one and a half to two times the size of the root ball. The size of planting holes may be limited by the presence of roadway infrastructure, including pavement and pavement base, underground utilities, and drainage systems. Availability of nursery stock also has the potential to limit the size of replacement trees that can be obtained. To address this issue, Caltrans will pursue a contract growing agreement to ensure the number and sizes of trees needed for the replacement planting are available.
- To ensure the success of replacement planting, additional project features will include a permanent irrigation system, soil amendments

and conditioners, and a three-year plant establishment period. The plant establishment period requires regular inspection and maintenance of the new plants to ensure their long-term survival. Maintenance includes regular weeding, rodent and pest control, inspection and repair of irrigation systems, and, if necessary, the replacement of any dead or damaged plant material (Caltrans 2018). This plan will be written in accordance with The Secretary of the Interior's Standards for the Treatment of Historic Properties.

- A Long-Term Management Plan will be developed to provide a guidance document for maintenance and monitoring of the Howard-Ralston Eucalyptus Tree Rows. This plan would begin implementation during the three-year plant establishment period following construction of the project. It is intended to guide removal and replacement of older, retained trees, to provide guidelines for long-term care of retained and newer replacement street trees, and to help fulfill anticipated mitigation requirements. This plan would specifically include the following:
    - Guidance for protection of the Howard-Ralston Eucalyptus Tree Rows consistent with their National Register of Historic Places Listing
    - General guidance and recommendations to sustain the structure, integrity and health of all preserved trees for a 20-year period.
    - A recommended schedule for routine inspections, pruning, and health and structural assessments of all trees to manage tree risk.
    - Guidance and prescriptions for ongoing removal and replacement plantings for mature trees as they reach the end of their lifespans.
    - A schedule for general maintenance for all trees including any recommended fertilization, pest and fungal management, abiotic treatments, and irrigation for both preserved and replaced trees.
    - This plan will be written in accordance with The Secretary of the Interior's Standards for the Treatment of Historic Properties.

<u>Trees Planted under the Build Alternative without the Design Option</u>

Under the Build Alternative without the design option, utility lines would continue to be located above ground. Replacement trees planted near utility lines would be required to meet PG&E guidelines for vegetation near distribution lines.

Where overhead utility lines and associated power poles are located, replacement planting locations and tree sizes at maturity would be limited.

According to PG&E's guidelines, "Right Tree, Right Place", only tree species that grow no taller than 25 feet at maturity should be used underneath power lines. Trees that grow taller than 25 feet at maturity should be planted at least 50 feet away from power lines. Additionally, no tree should be planted within 10 feet of power poles. While PG&E allows existing large trees to remain under power lines, the canopies of these large trees are severely pruned to maintain clearance around the lines. Any new plantings must conform to PG&E's guidelines.

Under the Build Alternative without the design option, trees would be replanted as described in this Replanting Plan, but the ratio for replacing removed trees would be reduced due to PG&E planting restrictions regarding the species and size of trees near utility infrastructure. While the replanting goal will still be to provide 100% replacement of trees that contribute to the Howard-Ralston Eucalyptus Tree Rows, it is anticipated that as much as 30% fewer replacement trees could be planted without the Design Option.

Agency Consultation Related to the Replanting Plan

Following the selection of a preferred alternative for the project (except the No Build Alternative), Caltrans (as assigned by the Federal Highway Administration in the Memorandum of Understanding pursuant to 23 U.S. Code of Federal Regulations 327 and as agreed upon in the First Amended Section 106 Programmatic Agreement signed by the Federal Highway Administration, the American Council on Historic Preservation, Caltrans, and the California State Historic Preservation Officer) will develop a Memorandum of Agreement (MOA) with the SHPO pursuant to Section 106. The MOA will stipulate the measures that must be implemented to resolve an undertaking's adverse effect to historic properties (Caltrans 2020). That is, the MOA will describe in detail all the commitments that Caltrans, as assigned by FHWA, ensures will be carried out in order to avoid, minimize, or mitigate adverse effects to historic properties. These measures can be informed by the NEPA and CEQA process, as documented in the Draft and Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS), can be suggested by stakeholder groups most familiar with the affected resource, or can be suggested by members of the PDT, the general public, or the SHPO. Just like avoidance, minimization, and mitigation measures described in the Draft and Final EIR/EIS, these measures become part of the project's environmental commitment record and construction contract. Avoidance, minimization, and mitigation measures described in the Draft and

Final EIR/EIS for the protection of cultural resources will be included in the MOA. However, to identify additional measures or more specific measures to the environmental commitment record that are developed during final design after the adverse effects are fully evaluated with 100 percent project plans.

References:

Caltrans. 2018. Project Development Procedures Manual, Chapter 29: Landscape Architecture – Last Updated May 24, 2018. Accessed 3/5/21 from https://dot.ca.gov/-/media/dot-media/programs/design/documents/pdpm-chapter29-a11y.pdf.

Caltrans. 2020. Standard Environmental Reference, Chapter 2, Exhibit 2.10: Guidelines for Agreement Documents – Last Updated April 29, 2020. Accessed 3/5/21 from https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/ex-2-10-agreedoc-a11y.pdf.

Costello, L. R. and K. S. Jones. 2003. Reducing Infrastructure Damage by Tree Roots: A Compendium.