

Appendix J Comments on the Initial Study/Environmental Assessment

Introduction

In August 2010, the California Department of Transportation (Department), in cooperation with the San Mateo County Transportation Authority (SMCTA), circulated the *US 101/Broadway Interchange Reconstruction Project Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment (IS/EA)* for public review. This appendix presents a description of the public review process and a summary of prevalent comment topics; the public comments received on the IS/EA via e-mails, letters, comment cards, and testimony received during the public meeting; and the responses to those comments.

Public Review Period and Public Meeting

The public review period began on August 30, 2010, and ended on September 29, 2010. Printed or electronic copies of the IS/EA with notices of availability of the document and the public meeting were sent to the recipients listed in Chapter 5. The public was notified of the availability of the IS/EA and of the public meeting for the proposed project by the following methods:

- Mailers were sent to more than 500 property owners, residents, and stakeholders in the vicinity of the proposed project.
- The Department e-mailed and faxed a press release to major media outlets (radio, television, and print) in the area.
- Notices were posted on the City of Burlingame's website (<http://www.burlingame.org/Index.aspx?page=9&recordid=5359>) and SMCTA's website (http://www.smcta.com/us_route_101_broadway_interchange_project.asp).
- Display advertisements were placed in two local newspapers, the *San Mateo County Times* and the *Daily Journal*, on August 30 and September 8, 2010.

On September 15, 2010, the Department and SMCTA held a public meeting on the IS/EA. The meeting was from 6:00 p.m. to 8:00 p.m. at the Lane Room in the Burlingame Public Library, 480 Primrose Road, Burlingame, CA 94010. The purpose of the meeting was to provide an update on the project, describe the proposed Build

Alternative, and receive public comments and testimony on the IS/EA. The IS/EA and potential project impacts were discussed as part of a slideshow presentation and on display boards. Meeting attendees had the opportunity to ask questions of the project team and were encouraged to submit comments in writing. Materials available at the meeting included comment forms and a meeting agenda. A total of 29 attendees signed in and two attendees provided public testimony, which was recorded by a court reporter.

Comments and Responses

Comments were submitted in the form of letters, e-mails, comment forms, or public meeting testimony. The table of comments and responses that begins on the next page lists each entity and individual that submitted comments. The comments and responses are presented in the following order:

- State Agencies and Organizations
- Regional Agencies and Organizations
- Local Agencies and Organizations
- Businesses
- Individuals

Any text changes resulting from the comments are summarized in the responses and have been incorporated into the text of the IS/EA. Revisions made after the public review period are indicated by a vertical line in the margin of the IS/EA text, similar to the one shown to the left of this paragraph.

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Summary of Issues Raised in Public Comments

Table J-1 provides an overview of the issues that emerged from the body of comments received on the IS/EA. All comments and responses are presented after this summary.

Table J-1 Summary of Prevalent Issues Among Public Comments

Topic	Issues Raised
Bike/Pedestrian Access	<ul style="list-style-type: none"> • Will the existing pedestrian overcrossing be reconstructed? • Bridge the "unnamed drainage channel." • Close the gap in the Bay Trail near the project. • Construct a new bicycle/pedestrian path connection to Bayshore Highway to ensure continuous travel along the Bay Trail. • Bridge Easton Creek. • Coordinate with the City of Burlingame on reconstruction of pedestrian overcrossing touchdowns.
Construction Impacts	<ul style="list-style-type: none"> • Crowne Plaza will experience impacts including negative comments on Internet travel sites, reduced "walk up" business and group sales, and hindered development of a retail area at the north end of the property. • Connectivity for Bayside Park users and Broadway businesses/clientele will be disrupted. • Construction disruption will last for many years. • City of Burlingame requests involvement in coordinating work to avoid construction impacts and proposes measures to reduce disruption. • Business owners potentially subject to temporary construction easements are concerned about ability to conduct business during construction.
Cost	<ul style="list-style-type: none"> • \$74 million is a lot to spend when local merchants are already struggling. • Reducing delay times by seconds and minimally improving safety and ease of navigation is not worth the cost. • State transportation funds are not a reliable funding source. • Just spent money for pedestrian overcrossing and still need to address Caltrain electrification and High Speed Train.
Economic Impacts	<ul style="list-style-type: none"> • Is there compensation for loss of business during/after construction? • Reconfiguration of Broadway/Bayshore intersection will reduce value of Crowne Plaza lot. • Crowne Plaza will lose millions during and after construction. • Loss of hotel Transient Occupancy Tax will hurt City coffers.
Noise (and Vibration) Impacts	<ul style="list-style-type: none"> • Construction would affect airline crew business at Crowne Plaza. • Noise impact analysis does not comply with CEQA; consider hotel guests "sensitive receptors" and provide mitigation. • Require contractor to meet local noise requirements, not just

Topic	Issues Raised
	<p>"where feasible."</p> <ul style="list-style-type: none"> ● Noise mitigation is insufficient. ● Vibration from pile driving is not addressed.
Traffic Analysis	<ul style="list-style-type: none"> ● Provide traffic counts for during and after construction. ● Baseline for traffic analysis should be 2010. ● Traffic section should be revised to include a "baseline plus Project" scenario. ● Traffic figures are inadequate and should include bike/pedestrian features. ● Analysis of temporary impacts from construction should be far more specific. ● A complete Traffic Management Plan should be included in the IS/EA for public review and required as mitigation. ● IS/EA should include performance standards to ensure avoidance of hotel access disruption during construction.
Traffic Operations	<ul style="list-style-type: none"> ● Northbound traffic on Rollins should be able to turn left into 76 station. ● Adding stop lights will only increase delays. ● Eliminating left turns on northbound Carolan onto Broadway and from eastbound Broadway onto Rollins would improve traffic.
Train Operations and Traffic	<ul style="list-style-type: none"> ● The real bottleneck in area is how traffic flow interacts with rail traffic. ● Caltrain tracks should be placed below grade at Broadway. ● Project should not be constructed until decision is made about High Speed Train. ● Project should be fully coordinated with High Speed Train to avoid waste of taxpayer dollars. ● Caltrans and SMCTA should coordinate with Caltrain during construction and avoid detours that result in queuing near at-grade rail crossing.
Visual Impacts/Landscaping	<ul style="list-style-type: none"> ● A visual simulation should be added to depict the proposed retaining wall at the Crowne Plaza access road. ● Mitigation for visual impacts should detail locations of replacement landscaping, provide enforceable mechanisms for affected landowner input, and set forth ongoing obligations for the maintenance of landscaping on public property. ● Use coastal redwoods, coastal live oaks, and cork oaks in replacement landscaping. ● Allocate space for community garden.
Wetland Impacts	<ul style="list-style-type: none"> ● The Department should work with the RWQCB, USACE, and BCDC to identify appropriate wetland mitigation. ● Can the vacant parcel next to the unnamed drainage channel be used for mitigation?

Comments from State Agencies and Organizations

S-1 California Regional Water Quality Control Board, San Francisco Bay Region (Brendan Thompson)

 <p>Linda S. Adams Secretary for Environmental Protection</p>	<p>California Regional Water Quality Control Board</p>	 <p>Arnold Schwarzenegger Governor</p>
<p>San Francisco Bay Region 1515 Clay Street, Suite 1400, Oakland, California 94612 (510) 622-2300 • Fax (510) 622-2460 http://www.waterboards.ca.gov/sanfranciscobay</p>		
<p>October 8, 2010 CIWQS Place No.: 757450</p>		
<p><i>Sent via electronic mail: No hard copy to follow</i></p>		
<p>California Department of Transportation Attn: Thomas Rosevear Thomas_Rosevear@dot.ca.gov P.O. Box 23660 Oakland, CA. 94623-0660</p>		
<p>SUBJECT: Initial Study with Proposed Mitigated Negative Declaration for the US 101/Broadway Interchange Reconstruction Project (SCH No. 2010082077)</p>		
<p>Department EA No.: 235840</p>		
<p>Dear Mr. Rosevear:</p>		
<p>Thank you for giving San Francisco Bay Regional Water Quality Control Board (Water Board) staff the opportunity to review the <i>Initial Study with Mitigated Negative Declaration</i> (Study) for the U.S. 101/Broadway Interchange Reconstruction Project in the City of Burlingame (Project). The Project proposed by the California Department of Transportation (Department) involves reconfiguring on- and off-ramps between U.S. 101 and local roadways. The formal Study comment period ended September 29, 2010, however, the Water Board has important concerns that the Department must consider to prevent future permitting delays.</p>		
<p>S-1-1</p>	<p>Impacts Requiring 401 Certification and Compensatory Mitigation Section 2.14 of the Study notes that “Permanent impacts to 0.85 acre of waters of the U.S. would result from constructing new paved roadways, regrading slopes around the footings of the new overcrossing, extending the Easton Creek culvert, and potentially restoring the conveyance capacity of the unnamed drainage channel.” These impacts are significant and will require 401 water quality certification from the Water Board and compensatory mitigation for all permanent impacts. The Department must propose compensatory mitigation when submitting its application for 401 water quality certification. The Study does not specifically identify proposed mitigation; while mitigation banking is mentioned, there is currently not an active mitigation bank with a service area overlapping the Project limits.</p> <p>The Water Board will only accept 1:1 mitigation if all mitigation is provided and fully functioning prior to impacts to waters and wetlands; to the extent mitigation is provided away from the impact</p>	
<p><i>California Environmental Protection Agency</i></p>		
<p><i>Recycled Paper</i></p>		

Mr. Thomas Rosevear
SCH No. 2010082077

- 2 -

Initial Study: US101/Broadway Interchange
CIWQS Place No.: 757450

**S-1-1,
cont.**

area, is out-of-kind, or is provided after the initial impacts to wetlands and waters, a greater level of mitigation will be required by the Water Board. The Department should work with the Water Board, as well as the Army Corps of Engineers and the Bay Coastal Development Commission, to identify appropriate mitigation. We recommend the Department begin the search for appropriate mitigation as soon as possible to prevent any future delay in Project permitting.

S-1-2

Possible Mitigation Opportunity

The Study notes, “[A]n unnamed channel lies just east of the project footprint between Bayshore Highway and San Francisco Bay near Airport Boulevard. The channel occupies a drainage easement between a vacant lot and a gas station.” The current “street view” image on Google Maps shows that the vacant lot is available for sale. The Department should evaluate the possibility of providing mitigation at this location; for instance, is it feasible to excavate around the channel to create a wetland, and/or otherwise create wetland habitat in this area?

If you have any questions, comments, or concerns, please contact me at (510) 622-2506, or via e-mail to BThompson@waterboards.ca.gov.

Sincerely,



Brendan Thompson
Environmental Specialist

cc (via e-mail): State Clearinghouse
Mr. Hal Durio, USACE
Mr. Hardeep Takhar, Caltrans
Mr. Rafael Montes, BCDC

Mr. Dale Bowyer, Water Board
Ms. Andrea Meier, USACE
Mr. Cyrus Vafai, Caltrans
Ms. Melissa Escaron, CDFG

Responses to Comment S-1

S-1-1

The Department will propose compensatory mitigation when submitting the application for the Section 401 water quality certification and will work with the Water Board, U.S. Army Corps of Engineers (USACE), and Bay Conservation and Development Commission (BCDC) to identify appropriate mitigation measures and ratios. As stated in the IS/EA, mitigation could consist of one or a combination of measures, including onsite restoration, enhancement, and/or creation.

S-1-2

The vacant lot identified in the comment is anticipated to be acquired for the project. The Department will evaluate the feasibility of providing onsite mitigation at this property.

Comments from Regional Agencies and Organizations

R-1 Bay Trail / Association of Bay Area Governments (Laura Thompson)



September 28, 2010

Department of Transportation, District 4
Attn: Thomas Rosevear
P.O. Box 23660
Oakland, CA 94623-0660

**Subject: U.S. 101 / Broadway Interchange Reconstruction Project
Initial Study with Proposed Mitigated Negative Declaration**

Dear Mr. Rosevear:

Thank you for the opportunity to comment on the above-referenced document. The Bay Trail Project is a nonprofit organization administered by the Association of Bay Area Governments (ABAG) that plans, promotes and advocates for the implementation of a continuous 500-mile bicycling and hiking path around San Francisco Bay. When complete, the trail will pass through 47 cities, all nine Bay Area counties, and cross seven toll bridges. To date, 310 miles of the Bay Trail alignment have been developed.

The purpose of this project is to complete a link in the local and regional highway transportation system. As part of this project, Caltrans plans to improve bicycle and pedestrian connections across Highway 101 along Broadway and an existing bicycle/pedestrian bridge, which is an important link between inland communities and the Bay Trail. Safe and direct access across the highway will increase use of the Bay Trail as a recreation and commute corridor.

R-1-1

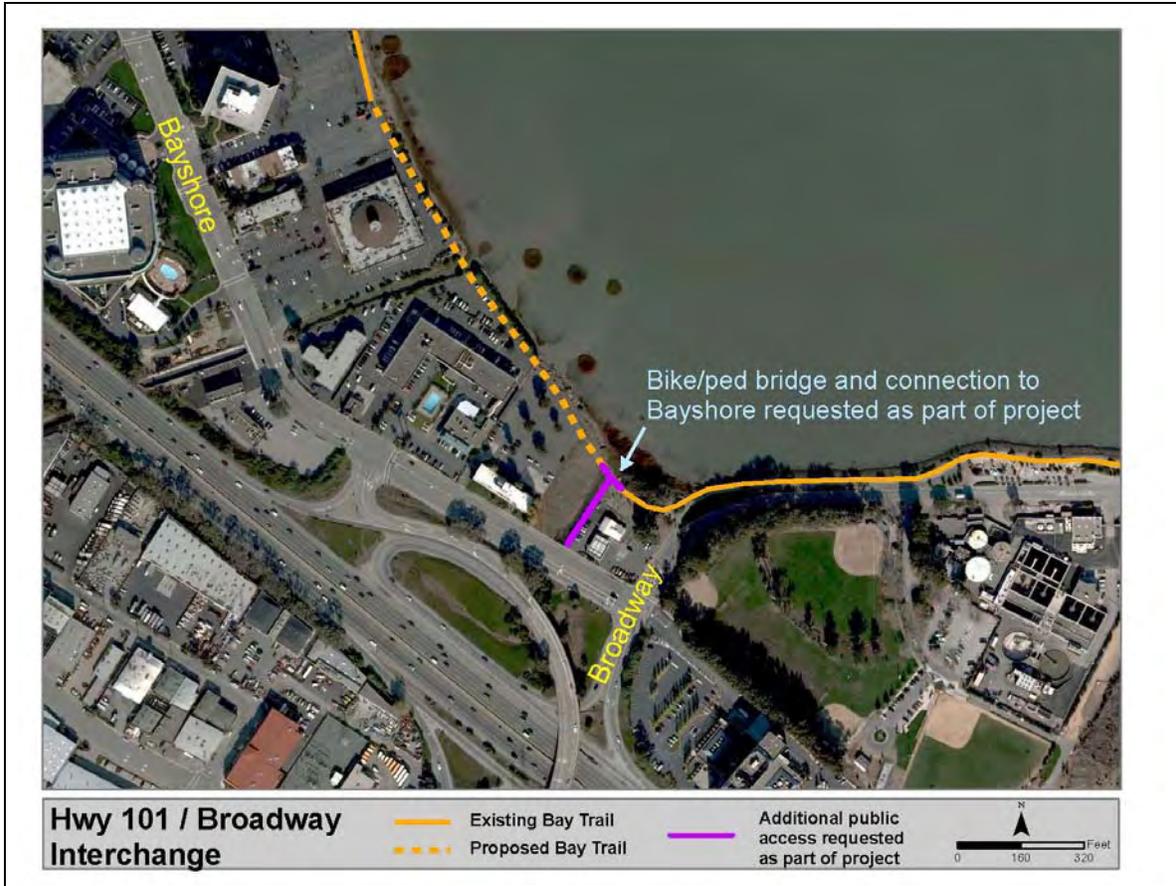
Just as Caltrans seeks to improve links in the regional highway transportation system through this project, we request that links in the regional bicycle and pedestrian network also be completed. To improve functionality of the trail and complete a critical trail gap within the interchange reconstruction project area, we request the addition of two components to the project: 1) extend the trail turnaround by bridging the "unnamed channel", and 2) construct a new a bicycle/pedestrian path connection to Bayshore Boulevard to ensure continuous travel along the Bay Trail. Bay Trail marker and way-finding signs should also be installed. See the attached map for details.

Thank you for considering these important additions to the project. Please contact me at 510-464-7935 or laurat@abag.ca.gov if you have questions.

Sincerely,

Laura Thompson
Bay Trail Project Manager

Administered by the Association of Bay Area Governments
P.O. Box 2050 • Oakland, CA 94604-2050
Phone: 510-464-7900 • Fax: 510-464-7970
Web: www.baytrail.org



Responses to Comment R-1

R-1-1

The proposed project includes a bicycle/pedestrian connection to Bayshore Highway along Airport Boulevard to ensure continuous travel along the Bay Trail. The project will also include way-finding signage for the Bay Trail during and after construction, as well as the construction measures listed in Section 2.1.4.4. Together, these design features and measures would avoid or minimize any project-related impacts to the Bay Trail and other pedestrian and bicycle facilities.

The proposed bridge and path connection described in the comment would not be needed to avoid, minimize, and/or mitigate effects from the project. Nonetheless, the Department and SMCTA can further explore the proposed components during the detailed project design and permitting phases. A bridge over the unnamed drainage channel and a new bicycle/pedestrian connection to Bayshore Highway through the vacant lot would have to be evaluated in conjunction with a number of environmental and engineering factors, including the following:

- The outcome of formal consultation with the U.S. Fish and Wildlife Service (USFWS) regarding federally listed endangered species habitat in and near the unnamed drainage channel;
- The outcome of formal consultation with the USACE regarding the channel, which is a tidal salt marsh wetland;
- The potential use of the vacant lot just north of the Bay Trail turnaround for wetland mitigation/restoration;
- The elevation change between Bayshore Highway along the west side of the vacant lot, which will be approximately 8 to 10 feet higher than the ground surface of the vacant lot;
- Design requirements for the proposed Bay Trail connector, including Bay Trail, Department, and Americans with Disabilities Act (ADA) requirements;
- Design requirements to accommodate sea level rise, as presented in BCDC's proposed Bay Plan amendments; and
- Long-term maintenance and ownership.

R-2 Save the Bay (David Lewis)

350 Frank H. Ogawa Plaza, Suite 900
Oakland, CA 94612-2016

t. 510.452.9261
f. 510.452.9266

save**SF**bay.org

September 28, 2010

Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660
Attn: Thomas Rosevear

RE: U.S. 101 / Broadway Interchange Reconstruction Project Initial Study with Proposed Mitigated Negative Declaration

Dear Mr. Rosevear:

Save The Bay is the oldest and largest organization working exclusively to protect and restore San Francisco Bay for people and wildlife. We represent more than 25,000 supporters throughout the Bay Area. For nearly 50 years, we have worked to reconnect people to San Francisco Bay, and have strongly supported completion of the San Francisco Bay Trail to improve pedestrian and bicycle transportation throughout the region, and to improve access to the shoreline.

The Broadway Interchange Reconstruction Project, as proposed, does include bicycle and pedestrian connections across Highway 101 along Broadway and an existing bicycle/pedestrian bridge, which is an important link between inland communities and the Bay Trail. This connection will actually increase use of the Bay Trail as a recreation and commute corridor, making it even more important for Caltrans to complete additional work within the interchange reconstruction project area to improve the regional bicycle and pedestrian network.

Specifically, we request that Caltrans make two vital additions to the project:

- 1) Extend the trail turnaround by bridging the channel north of the Holiday Inn Express and south of the Junior Manners Cotillion
- 2) Construct a new a bicycle/pedestrian path connection to Bayshore Boulevard to ensure continuous travel along the Bay Trail, and add appropriate markers and signage.

R-2-1

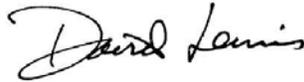


**R-2-1,
Cont.**

Together, these additions will make the Bay Trail more functional and will complete a crucial gap in the trail that currently leads some users to create a destructive casual trail across the channel, and deters others from using the Bay Trail at all.

Thank you very much for considering these important additions to the project.

Sincerely,



David Lewis
Executive Director

Responses to Comment R-2

R-2-1

The channel described in item (1) of the comment is Easton Creek, which is north of the Holiday Inn Express at 1250 Bayshore Highway and south of the Junior Manners Cotillion at 1308 Bayshore Highway. This part of Easton Creek is outside of the project limits. Within the project limits, Easton Creek is bridged by Bayshore Highway and by US 101.

The channel that appears to be the subject of this comment is the unnamed drainage channel between Bayshore Highway and San Francisco, adjacent to the gas station at 1200 Bayshore Highway. See the response to Comment R-1-1 in regard to the proposal to construct a bridge over the channel.

The project will include a bicycle/pedestrian path connection to Bayshore Highway to provide continuous travel along the Bay Trail as well as appropriate markers and signage, as described in the response to Comment R-1-1.

R-3 Caltrain (Hilda Lafebre)



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EXECUTIVE DIRECTOR

October 25, 2010

Department of Transportation
District 4, Ed Pang
Attn: Thomas Rosevear
P.O. Box 23660
Oakland, CA 94623-0660

Re: US 101/Broadway Interchange Reconstruction Project-
Environmental Document for Public Review

Dear Mr. Rosevear:

The Peninsula Corridor Joint Powers Board (JPB) has reviewed the Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment for the US 101/Broadway Interchange Reconstruction Project. The following are our comments.

R-3-1

The JPB supports the California Department of Transportation (Department) and the San Mateo County Transportation Authority (TA) proposed project to reconfigure the US 101/Broadway Interchange in the City of Burlingame. We believe in the purpose and need of this construction effort to improve traffic movement and access as well as to address the future traffic needs in and around the Broadway interchange.

One of the Caltrain stations is located at Broadway and California. Due to the proximity of the proposed construction area to the Caltrain Station, we recommend close coordination of the construction activities with Caltrain staff. In addition, to protect the safety of the rail system and traffic around the construction area, we request avoiding traffic detours that could result in longer vehicular queuing within close proximity to the rail grade crossing.

Thank you for the opportunity to comment on this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Hilda Lafebre".

Hilda Lafebre, DBIA
Manager, Capital Project & Environmental Planning

Cc: Chuck Harvey
Joseph Hurley
Stephen Chao

PENINSULA CORRIDOR JOINT POWERS BOARD

1250 San Carlos Ave. – P.O. Box 3006
San Carlos, CA 94070-1306 650.508.6269

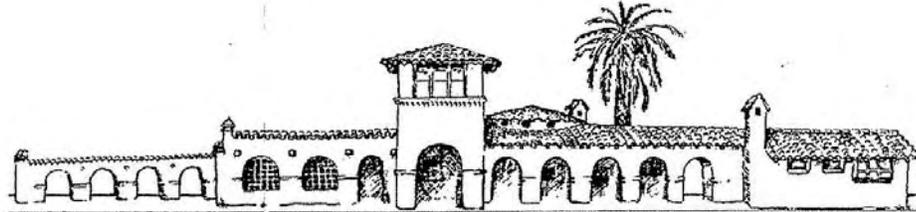
Responses to Comment R-3

R-3-1

The Department and SMCTA will coordinate with Caltrain staff before construction activities commence in the vicinity of the Broadway Caltrain station. Section 2.4.4 has been modified to state that detours and lane closures that increase traffic queuing to unacceptable levels in the vicinity of the at-grade rail crossing will be avoided.

Comments from Local Agencies and Organizations

L-1 *Burlingame Historical Society (Jennifer Pfaff)*



THE BURLINGAME HISTORICAL SOCIETY P.O. BOX 144 • BURLINGAME, CA 94011

RE: US 101/Broadway Interchange Reconstruction Project Sept. 16, 2010

Dear Thomas,

Thank you for offering the Burlingame community the opportunity to view the plans and simulation for the Broadway Interchange project. This will be a major undertaking that is particularly important to Burlingame, not only in terms of safety, but also as a gateway project for our beautiful city.

I was impressed that several of your staff were aware that Burlingame has been known as the City of Trees for many decades. On behalf of the Burlingame Historical Society, I would like to emphasize the importance of significant trees in your landscape design. We are an older city, where mature trees and greenery are vital to our sense of place.

L-1-1

Trees such as Coastal Redwoods that grow tall and in groves can help buffer the freeway noise while softening the look of the concrete. Many of these have been planted at SFO airport and are thriving- they have taken the visual "edge" off the many concrete overpasses.

Coastal Live Oaks and Cork Oaks could be planted in certain areas where less space is available. In addition, vines planted along the walls would help the structure blend visually into the environment while also discouraging graffiti.

There are many different types of birds migrating through this area and these significant trees provide shelter for them, too.

We look forward to seeing this project progress. Again, thank you for the opportunity to meet with you and give our input.

Sincerely yours,

A handwritten signature in cursive script, appearing to read 'Jennifer Pfaff'.

Jennifer Pfaff
President,
Burlingame Historical Society

Responses to Comment L-1

L-1-1

Thank you for your comment. The IS/EA recognizes that tall, mature trees in the project viewshed contribute to the visual quality of the project area, as described throughout Section 2.5.

Trees used for replacement landscaping are typically identified during the development of the project landscaping plan. The selection of appropriate species must account for several site-specific factors such as irrigation demand and whether soils have a freshwater or saline influence. Regardless of species used, trees must be planted no less than 30 feet from the edge of traveled way.

The project landscaping plan will be developed during final design. The Department will consider the suggestions to use coastal redwoods, coastal live oaks, or cork oaks, and to plant vines along retaining walls where they would not interfere with periodic structural inspection, as noted in Section 2.5.4.2.

Section 2.16.2.1 of the IS/EA describes migratory birds in the project area, and Section 2.16.4.1 includes measures to avoid or minimize impacts to migratory birds from tree removal.

L-2 City of Burlingame (Augustine Chou)



The City of Burlingame

PUBLIC WORKS DEPARTMENT
Tel:(650) 558-7230
Fax:(650) 685-9310

CITY HALL - 501 PRIMROSE ROAD
BURLINGAME, CALIFORNIA 94010-3987
Website: www.burlingame.org

CORPORATION YARD
Tel:(650) 558-7670

September 29, 2010

URS Corporation
1333 Broadway, Suite 800
Oakland, CA 94612
Attention: Scott Kelsey

Dear Mr. Kelsey:

As stated in my voice message to you today, I've been asked to provide some City of Burlingame comments regarding the DED. Here are the items that the City would like to be recognized during this comment period.

L-2-
1

- Access should be kept available and open for businesses impacted by the construction.
- Proper construction/detour signage to be posted.
- Construction noise should be minimized, especially in light of the close proximity to hotels.
- Temporary access to the bay trail to be maintained during construction.
- Relocation of city utilities to be coordinated with city staff.
- Construction traffic control and detour plans to be established through coordination with city staff.

Sincerely,

Augustine Chou
Transportation Engineer

Responses to Comment L-2

L-2-1

The Department and SMCTA will work closely with the City of Burlingame before and during project construction to minimize disruption in the project area. Some of the concerns listed in the comment, such as signage and traffic control/detour plans, will be addressed in detail in the Transportation Management Plan (TMP), which will be prepared during final project design. The TMP and any utility relocation plans will be developed in coordination with City of Burlingame staff. Access to businesses will be

maintained and Bay Trail closures will be kept to a minimum during the construction period.

Noise from construction equipment is required to be kept under the level of 86 A-weighted decibels (dBA) at 50 feet between the hours of 9:00 PM and 6:00 AM, in accordance with Caltrans Standard Specifications Section 14-8.02. In addition, noise monitoring of construction activities will be conducted by the Department, SMCTA, or the construction contractor as needed to verify compliance with the noise limits.

Comments from Businesses

B-1 1222 and 1244-1245 Rollins Rd (via Jane Courtney, Bayside Realty Partners)

	"Jane Courtney" <jcourtney@baysid erp.com>		To
	09/22/2010 01:19 PM	<thomas_rosevear@dot.ca.gov> "Trask Leonard" <tleonard@baysiderp.com>	cc
		US101/Broadway Interchange Reconstruction Project	Subject

Dear Sir,

We represent the owner of 1222 and 1244-1245 Rollins Rd APN 026-134-150 and 026-143-160 and would like to register our concern of the proposed temporary construction easement for these parcels during the construction of the Broadway Interchange.

B-1-1 It is unclear to what extent the DOT plans to do with these areas and how it will impact the current businesses currently located at there. We have two long term tenants that would be greatly affected if they were unable to conduct their business during construction.

Please keep us informed on the proposed TCE so we can advise our owner and tenants accordingly.

Thank you
Jane Courtney
Property Director
650.282.4622 direct
650.949.0700 main
650.595.2015 fax

Bayside Realty Partners
1091 Industrial Rd #200
San Carlos, CA 94070-4135

Responses to Comment B-1

B-1-1

The temporary construction easements (TCEs) would be on the sides of the parcels along southbound US 101 and the southbound off-ramp to Broadway. The width of the TCEs would be approximately 10 feet. Neither the TCEs nor project construction are anticipated to disrupt business operations at these parcels. The Department and SMCTA will provide more information about the timing and implementation of the TCEs during the project design phase.

B-2 76 Gas Station (Gus Greco)



US 101/Broadway Interchange Reconstruction Project
Wednesday, September 15, 2010

COMMENT FORM

Comments must be received no later than 5:00 p.m. on September 29, 2010.

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

California Department of Transportation
 District 4, Ed Pang
 Attention: Thomas Rosevear
 P.O. Box 23660
 Oakland, CA 94623-0660
 E-mail: Thomas_Rosevear@dot.ca.gov

Name: GUS GRECO **Date:** 9-15-10

Affiliation (if applicable): _____

Address: 1147 Rollins Rd Burlingame (76 GAS STATION)

Comment/Question: _____

- B-2-1 I like to have the
 1) Traffic count (actual) (during construction) and (after)
on the corner of Cadillac Way and Rollins Rd.
- B-2-2 2) Is it any compensation for lost of business
during construction? and after construction?
- B-2-3 3) I like to request that customers traveling
north on Rollins be able to turn left at
my gas station on Rollins, please.

Please continue on back if necessary.

For more information, contact Chris Colwick, Public Outreach Liaison, at (415) 227-1100 x131; Gidget Navarro, Caltrans Public Information Officer, at (510) 286-5574. Electronic versions of the environmental document can be found at <http://www.dot.ca.gov/dist4/envdocs.htm>, <http://www.smcta.com/> and <http://www.burlingame.org/>

- (continued) -

Responses to Comment B-2

B-2-1

The traffic counts for existing and future conditions with and without the proposed project are shown for the intersection of Cadillac Way and Rollins Road in Figures J-1 through J-3 (see Intersection 4 diagrams, bottom near center). Traffic counts for the construction period would fluctuate based on construction staging and detours, which are planned during the final project design phase. However, construction-period traffic counts can be roughly estimated by applying an approximate growth rate of 5 percent to the existing counts (assuming that project construction begins within 5 years; typically, traffic growth in the area is estimated at 1 percent per year).

B-2-2

The Department provides compensation and other relocation assistance to property owners who are displaced as a result of transportation projects, as detailed in Appendix D. In this case, the property described in the comment is not being considered for acquisition; rather, the project would relocate the existing southbound US 101 off-ramp and on-ramp approximately 400 feet to the north, farther away from the commenter's property. The Department does not normally provide compensation for a change in business where there is no direct property acquisition.

The ingress and egress points of the commenter's establishment are on Rollins Road and Cadillac Way. The project will not change the ingress and egress to the gas station. Short-term lane closures on Rollins Road or Cadillac Way may be necessary at times, but traffic control personnel and/or signage would be provided to direct traffic through or around construction areas. If temporary, partial driveway closures are necessary, at least one access route to the property will be maintained at all times.

After project construction, traffic volumes at the intersection of Cadillac Way and Rollins Road would change. Future (2035) project volumes are shown in Figures J-1 through J-3 (see Intersection 4 diagrams, bottom near center). Traffic from the southbound US 101 ramps would exit the freeway at Intersection 8, and those vehicles would disperse throughout the roadway network differently than under existing conditions. A lower total volume of traffic is projected to pass through Intersection 4; however, northbound traffic on Rollins Road would increase compared with No Build conditions.

The project will not acquire the property or result in the loss of access to the property. Potential business losses do not fall within a defined loss of property subject to appraisal and compensation.

INSERT FIGURE J-1 (11X17 B&W)

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INSERT FIGURE J-2 (11X17 B&W)

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INSERT FIGURE J-3 (11X17 B&W)

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B-2-3

The intersection of Cadillac Way and Rollins Road currently has a through lane in each direction. The proposed project includes a left turn pocket on northbound Rollins Road at Cadillac Way. A concrete median would separate the northbound and southbound lanes of Rollins Road to increase safety for pedestrians crossing Rollins Road at Cadillac Way. Customers traveling north on Rollins Road would be able to turn left on Cadillac Way and then turn left into the gas station.

B-3 Crowne Plaza Hotel, Carlyle Group (via A. Shimko, SDMA LLP)



ONE MARKET PLAZA, STEUART TOWER, 8TH FLOOR SAN FRANCISCO, CA 94105-1008

www.sdma.com 415.781.7900 phone 415.781.2635 fax

anna.shimko@sdma.com

September 29, 2010

Via E-mail

Thomas Rosevear
California Department of Transportation
District 4, Ed Pang
P.O. Box 23660
Oakland, CA 94623-0660

Re: U.S. 101 / Broadway Interchange Reconstruction Project
File No.: 10633-000001

Dear Mr. Rosevear:

B-3-1

We are writing on behalf of The Carlyle Group in connection with Caltrans's proposed reconstruction of the U.S. 101 / Broadway Interchange in Burlingame, California (the "Project"), for which an Initial Study with Proposed Mitigated Negative Declaration / Environmental Assessment ("Initial Study") has been circulated for public review. As you may know, The Carlyle Group (through an affiliated entity, CRP BAHF SFO, LLC) owns the Crowne Plaza – San Francisco Airport Hotel located at 1177 Airport Boulevard in Burlingame, which property is directly adjacent to the Interchange. Our client is understandably concerned about the substantial, adverse effects that both the construction activities and the reconfigured interchange will have on the hotel's operations. These effects include the noise, vibrations, and traffic diversions resulting from Project construction activities, which would result in greatly decreased occupancy levels at the hotel (and, consequently, greatly decreased transient occupancy tax revenues) during the three-year construction period. Furthermore, even after the Project is complete, ongoing problems with visibility and reconfigured traffic patterns would considerably diminish our client's ability to attract guests to, and host events at, the hotel. These negative environmental consequences of the Project must be addressed through mitigation measures in the Initial Study or other ameliorating mechanisms before Caltrans proceeds with the Project.

We have analyzed the Initial Study for the Project, and now have a number of questions and comments regarding both the adequacy of the environmental review for the project for the purposes of the California Environmental Quality Act (Cal. Pub. Res. Code § 21000 *et seq.*) ("CEQA") and the collateral effects of the Project itself. These questions and comments are detailed below.

Traffic

B-3-2

- Section 15125 of the CEQA Guidelines (14 Cal. Code Regs. § 15000 *et seq.*) provides that the environmental baseline for CEQA analysis normally should be the conditions existing at the time environmental analysis is commenced. By contrast, the traffic analysis in the Initial Study uses traffic counts taken in 2007 as the environmental baseline for CEQA purposes, despite the fact that

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 Re: U.S. 101 / Broadway Interchange Reconstruction Project
 September 29, 2010
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**B-3-2,
 Cont.**

the Traffic Analysis Operations report is dated June 2010. (Initial Study, pp. 2-32 and 6-13.) However, as the Initial Study itself acknowledges, traffic conditions at the interchange are expected to deteriorate dramatically by 2035. (See, e.g., Initial Study Tables 2.4-1 and 2.4-3). Therefore, it very well may be the case that current traffic levels of service at intersections identified in the Initial Study are *already* at or close to unacceptable levels. If this is the case at the intersection of Broadway and Carolan Avenue (which is expected to worsen as a result of the Project), then when added to this revised traffic baseline, Project traffic may well have a significant impact at this intersection that must be analyzed and mitigated. The traffic analysis must therefore be revised to use 2010 traffic data as the traffic baseline.

B-3-3

- The Initial Study does not provide any analysis of Project-level impacts on the environment, but instead examines only one future scenario that is set in 2035 and contains growth projections through that year. (Initial Study, p. 2-116). By contrast, CEQA requires that a public agency determine whether “any aspect of the project, *either individually or cumulatively*, may cause a significant effect on the environment” (emphasis supplied). (CEQA Guidelines § 15063.) Thus, in order to be legally sufficient for the purposes of CEQA, the Initial Study should be revised to include a “baseline plus Project” traffic scenario.

B-3-4

- CEQA requires that “[a]ll phases of project planning, implementation, and operation must be consideration in the initial study of the project.” (CEQA Guidelines § 15063(a)(1).) By contrast, the Initial Study consolidates into a single sentence the impact on area traffic of almost three years of construction activities, and major interruptions of significant portions of the area’s traffic infrastructure: “Project construction would be staged to maintain through traffic on US 101 and the project area surface roads, although detours and limited short-term, temporary closures could be necessary on freeway ramps and other roadways in the project limits.” (Initial Study, p. 2-43.) As a preliminary matter, it strains credulity that only “temporary” closures would be necessary on “freeway ramps and other roadways,” given the significant scope of the Project.¹ No explanation is given as to how traffic to and from residences and businesses in the area of the Interchange (especially those located to the east of U.S. 101) will be facilitated, even though continuous, clear, and convenient access to the Crowne Plaza hotel is necessary to sustain the hotel’s economic viability. This treatment of construction traffic impacts is grossly insufficient for the purposes of CEQA, as it is impossible to evaluate what types of delays could occur due to traffic rerouting during the construction of the Project. The Initial Study should clearly set forth the traffic detours that will be necessary during construction, the time frame during which each detour is expected to be necessary, and the intersection delays that are calculated to occur as a result of the detours.

¹ The Initial Study acknowledges that the demolition activities alone could take several weeks: “For example, the proposed project would require demolition of the existing Broadway overcrossing. This activity will require temporary closures of US 101 and therefore must be performed at night. Demolition could take several weeks, depending on the construction contractor’s phasing or sequencing of the work.” (Initial Study, p. 2-114.)

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Thomas Rosevear
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- The single traffic mitigation measure set forth in the Initial Study is the future preparation of a Transportation Management Plan ("TMP"):

Impacts to traffic circulation and pedestrian and bicycle access during project construction would be minimized by implementation of the TMP. A detailed TMP will be prepared during the final design phase to minimize delay and inconvenience to the traveling public, in accordance with Department requirements and guidelines. The TMP will address traffic impacts from stage construction, detours, and specific traffic handling concerns such as emergency access during project construction. The TMP would include briefing local public officials and developing a public information program to notify the public of project progress and upcoming closures and detours. The public information program would include outreach to ride sharing agencies, transit operators, and neighborhood and special interest groups. Impacts to pedestrians and bicyclists, as well as access to local developments, would all be carefully considered in the staging plans. (Initial Study, p. 2-44.)

B-3-5

This mitigation measure is spectacularly deficient under CEQA. Other agencies and members of the public *must* be given an opportunity to review mitigation measures in an initial study before a negative declaration is approved. (CEQA § 21080(c)(2); CEQA Guidelines § 15070(b)(1); *see, e.g., Sundstrom v. County of Mendocino*, 202 Cal.App.3d 296, 306 (1988).) In the present situation, the specifics of the TMP are not being made available for review, and thus there is no reasonable basis for the public to expect that the TMP would effectively mitigate the traffic delays caused by Project construction. A full and detailed TMP that mitigates these impacts must be prepared and included in the Initial Study as a mitigation measure in order for the public to understand whether the proposed measures will adequately mitigate the traffic impacts of the Project. Without such a mitigation measure, the traffic impacts cannot be deemed to be less than significant under CEQA.

Community Impacts

- The Initial Study notes that "[t]he [Crowne Plaza Hotel] driveway is the single access route for the hotel; therefore, no disruption to access can occur. The project would be staged to maintain access to the hotel property at all times. Implementation of the project TMP will minimize temporary construction impacts at the Crowne Plaza Hotel property." (Initial Study, p. 2-29.) Our client agrees that it is critically important that hotel access be preserved. However, as noted under "Traffic," above, there is no way that this statement can be verified at this time, since the TMP has not yet been prepared. The Initial Study should include a mitigation measure with specific performance standards to ensure that construction impacts at the Crowne Plaza Hotel property will be lessened to a less than significant level.

B-3-6

- The Project's potentially devastating economic impacts on the hotel would include the following:
 - Noise and vibrations during construction would affect airline crew business, which has contributed 13.7% to hotel occupancy in 2010, especially since airline crews sleep during all hours of the day. Construction noise and vibrations would cause airline crews to leave the hotel during the construction period, as airline agreements (by means of which hotels commit to charge a significantly reduced room rate in exchange for air carriers' guarantee to rent a certain

B-3-7

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 Re: U.S. 101 / Broadway Interchange Reconstruction Project
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- B-3-7, Cont.** | number of rooms each month) often request hotel construction updates and/or specify that hotels must ensure that rooms are unaffected by construction noise. Once construction is complete, it may take two or more years to negotiate new agreements with airlines.
- B-3-8** | ○ Internet travel sites receive feedback from guests. Once construction starts, there would be Internet postings on sites such as TripAdvisor.com, Expedia.com, Yelp.com, Hotels.com, Orbitz.com Priceline.com warning potential guests to stay away until construction is complete. Furthermore, these Internet posting remain on the review sites indefinitely, so public perception that construction is ongoing could affect the hotel's occupancy rates long after the Project is actually complete.
- B-3-9** | ○ Walk up business would decrease, because travelers would not want to navigate a lot of construction when they can "walk up" to another hotel that is not hampered by a construction site. Furthermore, the relocation of the U.S. 101 northbound on- and off-ramps to a point significantly further north of the hotel would permanently eliminate convenient vehicular access to the hotel and reduce "walk up" rates accordingly. For the same reasons, individual corporate travelers would avoid staying at the property since it would be difficult to get in and out by car for business meetings.
- B-3-10** | ○ Group business, company parties, and other purchasers of "bulk space" may well go elsewhere until construction is complete due to the effect that construction-related noise, vibrations, and traffic complications could have on events taking place at the hotel. Closing a group sale would be much more difficult.
- B-3-11** | ○ Potential tenants of a retail area at the north end of the site would find that location much less attractive, because of noise and lack of access during construction, and the relocated off ramp and substantially reduced visibility after construction is complete.
- B-3-12** | ○ The reconfiguration of the intersection of Bayshore Highway and Broadway, plus the elongation and elevation of the access road into the hotel site, would convert the site – which currently occupies an economically advantageous location at the intersection of a busy road – into a "flag lot," thus reducing the value of the lot.
- B-3-13** | Overall, it is estimated that the Crowne Plaza Hotel will lose literally millions of dollars of room income during the construction of the Project due to the factors described above, and could lose millions more after that due to the reconfiguration of the Broadway Interchange. CEQA mandates that an initial study analyze any economic impacts that would contribute to physical impacts on the environment. In the present situation, the Project would cause tremendous economic hardships for the Crowne Plaza Hotel, even arguably resulting in the cessation of operations at the hotel, which would (if not re-tenanted) cause physical deterioration of the area east of U.S. 101. This potential for the Project to result in urban decay means that such activities must be deemed to have a significant impact on the environment. Furthermore, CEQA Guidelines Section 15064(e) states in part: "[i]f the physical change causes adverse economic or social effects on people, those adverse effects may be used as a factor in determining whether the physical change is significant." In light of the tremendous economic difficulties that the physical changes effected by the Project would cause the Crowne Plaza to experience, CEQA Guidelines Section 15064(e) mandates that such physical

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**B-3-13,
 Cont.**

changes be deemed significant. For both these reasons, further actions must be required in order to ameliorate and/or offset the economic impacts of the Project.

B-3-14

- As discussed above, the Project would cause the Crowne Plaza Hotel to lose millions of dollars in revenues. As a result, the amount of Transient Occupancy Tax ("TOT") payable by the hotel to the City of Burlingame (currently set at 12% of guest occupancy charges) also would decline dramatically. For instance, if the hotel were to lose \$2 million in revenue during each of the three years of Project construction, the TOT payable to the City would decrease by a total of \$720,000. Furthermore, after the Project is complete, decrease in the hotel's visibility and accessibility could continue to result in significant TOT losses for the City at a time when the local economy is already suffering and the City is actively pursuing additional sources of revenue in order to provide necessary services and facilities.² However, the Initial Study ignores the issue of TOT entirely and concludes that "the project is expected to have a negligible impact on local tax revenue." (Initial Study, p. 2-29.) The Initial Study should be revised to acknowledge the severe financial impact to the City of Burlingame that will result due to Project-related TOT losses, and set forth measures to minimize and mitigate this impact.

B-3-15

- Once the Project is complete, the removal of the existing Broadway overcrossing would leave a vacant area on the east side of U.S. 101, immediately to the north of the pedestrian overcrossing. The Initial Study implies, but does not appear to guarantee, that this area (which does not appear to be accessible by car) would be landscaped and remain undeveloped in the future. This is important because any development of that property would reduce the Crowne Plaza Hotel's visibility from the north and further isolate the hotel from the rest of the commercial area to the east of U.S. 101. The Initial Study should be revised to make clear that the area in question should remain undeveloped in the future, thus ensuring that the community would not be physically divided.

Noise and Vibration

B-3-16

- The Initial Study notes that "[Caltrans's] *Traffic Noise Analysis Protocol* states that a traffic noise impact may be considered significant under CEQA if the project is predicted to result in a substantial increase in traffic noise. A substantial noise increase is defined as an increase of 12 dBA Leq(hr) above existing conditions." This is incorrect, because the 12 dBA standard is used for the purposes of evaluating noise under NEPA, not under CEQA. In fact, Caltrans's "Initial Study / Environmental Assessment Annotated Outline" (the "Annotated Outline") states: "The CEQA noise analysis is completely independent of the NEPA-23 CFR 772 analysis discussed above, which is centered largely on noise abatement criteria. Under CEQA, the [noise] assessment entails looking at the setting of the noise impact and then how large or perceptible any noise increase would be in the given area. Key considerations include: the uniqueness of the setting, the sensitive nature of the noise receptors, the magnitude of the noise increase, the number of residences affected and the absolute noise level." (Annotated Outline, p. 91.) None of these factors have been examined in the Initial Study. For instance, airport-serving hotels such as the Crowne Plaza have unique noise

² The City's November 2009 ballot argument in favor of Measure H, which increased TOT from 10% to 12%, notes: "Burlingame residents and visitors to our city are used to receiving excellent services and enjoying top-notch facilities. But the city's ability to continue meeting these expectations is in jeopardy... the [increase in TOT revenues] would be deposited into the city's general fund for general government purposes, such as police, fire, library, recreation, planning and administration services, and repairs and improvements to city streets and other infrastructure." (See, <http://www.smartvoter.org/2009/11/03/ca/sm/meas/H/>)

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**B-3-16,
 Cont.**

considerations, as many of their guests are travelers or flight attendants who are between flights and may need to sleep during the day. Noise increases due to construction activities likely would be much more noticeable to such a population than to residences or other businesses. Therefore, the Initial Study should be revised to take into account the sensitive receptors present at the hotel, quantitatively evaluate noise impacts on those receptors, and provide specific noise abatement requirements that are clearly shown to decrease the noise impacts to a less than significant level.

B-3-17

- The Initial Study claims that Caltrans “will work with the contractor to meet local [noise] requirements where feasible.” (Initial Study, p. 2-116.) However, the use of phrases such as “where feasible” means that the mitigation measure is open-ended and thus does not ensure that significant noise impacts will ultimately be mitigated to a less than significant level. If there is no such guarantee, then such impacts must be deemed to be unavoidable, and Caltrans must prepare an Environmental Impact Report for the Project. Furthermore, Section 7-1.101.I of the Caltrans Standard Specifications states: “The Contractor shall comply with all local sound control and noise level rules, regulations, and ordinances which apply to any work performed pursuant to the contract.” We therefore request that the Initial Study be reworded to require the contractor to meet all local noise requirements.

B-3-18

- The mitigation proposed for the Project’s construction noise impacts, which would include driving approximately *745 piles over a period of several weeks*, boils down to only four measures, which are grossly deficient under CEQA. First, two of the four measures are limited to the protection of residences, and do not include hotels, which house “sensitive receptors” (*i.e.*, sleeping guests) and thus should be similarly shielded from noise impacts. Second, there is only one mitigation measure directly targeted at the use of impact tools at night, and it does not contain any performance standards at all, so it is impossible to determine whether the measure will mitigate the impacts of that usage to a less than significant level. Furthermore, additional mitigation is only required “if feasible,” but there is no definition of what constitutes feasibility. As noted above, if mitigation is only required “if feasible,” then there is a possibility that a significant noise impact could remain unmitigated, in which case it would be necessary to prepare an Environmental Impact Report for the Project. Therefore, the mitigation measure should provide performance standards for the effectiveness of the required construction noise monitoring program, and should require additional mitigation strategies in all events, not just “if feasible.”

B-3-19

- The Initial Study does not discuss at all the impacts of vibrations from pile driving activities, which will be considerable and of long duration. (*See*, Initial Study, pp. 1-13 and 1-16) There is consequently no evidentiary basis for the conclusion in the CEQA Checklist (Appendix B of the Initial Study) that there will be no impact due to “exposure of persons to or generation of excessive groundborne vibration.” The Initial Study should include a complete vibration analysis pursuant to Caltrans’s *Transportation- and Construction-Induced Vibration Guidance Manual*, which would include completion of a technical vibration study and the imposition of mitigation measures to minimize vibration impacts on surrounding residences and businesses. It is not possible to adopt a Mitigated Negative Declaration in connection with the Project without conducting such an analysis and circulating a revised Initial Study to the public for review and evaluation.

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Air Quality

B-3-20

- Caltrans's Annotated Outline states: "If construction will last more than 2 years and/or will substantially affect traffic due to detours, road closures, and temporary terminations, then the CO and PM₁₀ hot spot impacts of the resulting traffic flow should be analyzed." (Annotated Outline, p. 79) It does not appear that the Initial Study has performed this analysis. The Initial Study should be revised accordingly.

Aesthetics / Natural Communities

B-3-21

- The aesthetics analysis in the Initial Study includes depictions of a number of different "existing" and "future" views, but curiously neglects to show a very key perspective: "Farther south, out of the view shown in Figure 2.5-5, the pedestrian overcrossing would connect with the sidewalk on the west side of the access road; beyond that, a retaining wall would support the west side of the access road as it enters the Crowne Plaza Hotel parking lot. This wall would be up to 10 feet high and 100 feet in length. The new earth embankments, elevated intersection, access road, and retaining wall would visually alter the approach and entrance to the hotel." (Initial Study, p. 2-65.) Obviously, this particular view is of paramount importance to the Carlyle Group since any decrease in the visibility of hotel amenities and on-site retail establishments would be extremely bad for business, but this perspective would be seen by the general public as cars travel on U.S. 101 and the Broadway overpass. A ten-foot-high, one-hundred-foot-long wall surely deserves its own depiction in the Initial Study; without it, it is impossible to evaluate the permanent visual impacts of the Project. Therefore, the aesthetic analysis should be revised to include a rendering of this view.

B-3-22

- The Project proposes to remove a large amount of landscaping and trees. It would also create new areas to be landscaped, such as the "berm" to be constructed in the location of the existing Broadway overpass directly to the north of the hotel site. Yet, the mitigation measure does not go into any substantive detail as to how such an impact would be mitigated, instead noting: "A project landscaping plan will be developed during final design. The plan will include areas that were previously covered in pavement and areas that were temporarily disturbed during construction, where feasible. The landscaping plan will include tree planting ratios of 1:1 or greater and the use of native species where possible." (Initial Study, pp. 2-120 to 2-121.) Furthermore, the "Summary of Minimization and/or Mitigation" set forth in Appendix F to the Initial Study states that certain measures are "recommended" and/or would be "considered." No timing is proposed, and the use of terms such as "where feasible," "recommended," and "will consider" means that there is no binding assurance that areas near the Project will be properly re-landscaped and maintained. Furthermore, the mitigation measure does not afford neighboring stakeholders any opportunity to provide input into the design of the landscaping that would be installed on or near their properties. The mitigation measure should be revised to detail exactly where the replacement landscaping will be placed, provide an enforceable mechanism for receiving and implementing comments and request from affected landowners, and set forth ongoing obligations for the maintenance of landscaping on public property.

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Re: U.S. 101 / Broadway Interchange Reconstruction Project
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B-3-23

As discussed above, it is clear that the Initial Study is legally deficient under CEQA for a variety of reasons, and should be revised as requested. Furthermore, it is clear that the Project will have enormous adverse effects on the Crowne Plaza Hotel, both in the near term during the construction period and on a permanent basis once the interchange is reconfigured. Caltrans and its partner agencies should work closely with The Carlyle Group in order to avoid or minimize these effects.

Very truly yours,



Anna C. Shimko
Sedgwick, Detert, Moran & Arnold LLP

cc: Burlingame City Council
James Nantell, Burlingame City Manager
Gus Guinan, Burlingame City Attorney
Bill Meeker, Burlingame Community Development Director
Patricia Love, Burlingame Economic Development Specialist
Maureen Brooks, Burlingame Planning Manager
Dave Kingery
Deborah L. Kartiganer Esq.

Responses to Comment B-3

B-3-1

This statement summarizes comments that are described in greater detail below.
Responses to specific comments follow.

B-3-2

The traffic analysis and other environmental studies for the proposed project began in 2008. Traffic counts for 2007 at the US 101 mainline and ramps were the most recent complete counts available at the time these studies commenced. More recent data were used where available. For example, peak period turning movements at the study intersections were collected in January 2009 (*Traffic Operations Analysis Report*, URS 2010, Section 2.2).

The comment is correct that delay time at the intersection of Broadway and Carolan Avenue is expected to increase compared with the No Build condition as a result of the project. The delay time is anticipated to increase by approximately 1.5 seconds during the PM peak hour only. The intersection operates at level of service (LOS) C (an acceptable

level under City of Burlingame planning criteria) now and would operate at LOS C during the 2035 PM peak hour both with and without the project.

The intersection of Broadway and Carolan Avenue would have to operate at LOS E or F to be considered unacceptable. This would require the PM peak hour delay at the intersection to increase from 29.0 seconds under Build Alternative conditions to more than 55.0 seconds (see Figure 1-2, Levels of Service for Intersections with Traffic Signals). The traffic analysis used 2009 intersection data to forecast 2035 conditions. Using 2010 intersection data would not be expected to result in a 26.0-second difference in the forecasted 2035 delay time. The traffic analysis does not need to be revised to use 2010 data, as it would not identify any additional adverse or significant impacts.

B-3-3

Chapter 2 of the IS/EA provides a complete analysis of project-level impacts on the environment. The *Caltrans Highway Design Manual* requires all major infrastructure projects to use a 20-year planning horizon for traffic conditions to ensure that new facilities provide adequate long-term capacity. The “design year” is therefore identified as at least 20 years after the project is completed, and rounded up to the next multiple of 5. The design year represents the worst-case condition during the life of the facility. Section 2.19.3.2 discusses cumulative effects on traffic and transportation.

B-3-4

Draft construction staging plans have been developed based on the preliminary project design and will be finalized during the detailed design phase. The California Environmental Quality Act (CEQA) does not require a project to be fully designed before environmental analysis is conducted (CEQA Guidelines Section 15004). The proposed project has been designed to a level that allows meaningful analysis of environmental impacts and identification of appropriate mitigation.

The project’s construction staging and detour plans will avoid lane closures on US 101 except during critical short-term construction activities. These activities could include demolition of the existing Broadway overcrossing or pile installation in the median of US 101. Temporary detours and partial night-time closures of US 101 and Broadway will be required for safety reasons during replacement of the Broadway overcrossing. Some short-term closures of existing interchange ramps may also be necessary during construction. Most construction activity will be separated from traffic by temporary railings, so lane closures and traffic control will be kept to a minimum. Twenty-four-hour traffic counts are typically performed during final design to assess the impact of any needed lane closures.

The construction detour and staging plans will maintain access across the Broadway overcrossing and to local streets connecting to the interchange. Access to the Crowne Plaza hotel will remain open, although the staging and potential detours may cause periodic, short-term inconvenience. No major adverse traffic impacts would occur.

B-3-5

The IS/EA complies with the requirements of CEQA Guidelines Section 15071 for contents of a Negative Declaration and includes “Mitigation measures ... to avoid potentially significant effects.” Measures that are implemented as part of standard Department practices, such as the development of a TMP, the water quality best management practices in Section 2.8.4, and the construction dust control practices in Section 2.11.4, are not considered mitigation because they are part of the project. Standard Department practices are implemented on every project as part of construction contractor obligations. The IS/EA includes such measures as well as measures that are labeled as mitigation (see, e.g., Section 2.14.4.2).

Like the construction staging plan, a TMP would not be developed and finalized until the detailed design phase. As described in Section 2.4.4, the TMP would include a public information program to notify the public of project progress and upcoming closures and detours. The Crowne Plaza Hotel would be included in the public information program.

B-3-6

A detailed construction staging plan will be developed in the final design phase as part of standard Department practice. The plan will include the requirement to maintain access to the Crowne Plaza Hotel during construction. The construction staging plan is not considered a mitigation measure, and as impacts to hotel access would be avoided, no mitigation is necessary.

B-3-7

The comment states that construction noise and vibrations would affect airline crew business and agreements between the Crowne Plaza Hotel and airlines. The specific issues of construction noise and vibrations from the proposed project are discussed below.

Noise

Long-term noise measurements indicate that existing hourly average exterior noise levels at the façade of the Crowne Plaza Hotel typically range from 73 to 78 dBA $L_{eq[h]}$ ¹ during the day and 68 to 78 dBA $L_{eq[h]}$ at night (Illingworth and Rodkin 2010). The primary source of the noise is US 101, the centerline of which is less than 200 feet from the western side of the hotel.

During the majority of the construction period, construction activities would result in lower average noise levels than typical average daytime or nighttime noise levels from traffic on US 101. As described in Section 2.12.3.2, most construction activities would take place at the Broadway overcrossing, more than 300 feet from nearby sensitive receivers, and produce noise levels from 63 to 79 dBA $L_{eq[h]}$. The Crowne Plaza Hotel is more than 300 feet from the overcrossing and from the closest pile driving locations.

Specifically, construction phases including demolition, clearing and grubbing, earthwork, paving, and structures (without pile driving) would result in hourly average noise levels ranging from 63 to 68 dBA $L_{eq[h]}$. These levels would be 5 to 10 dBA $L_{eq[h]}$ below ambient daytime noise levels and 0 to 5 dBA $L_{eq[h]}$ below ambient nighttime noise levels at the Crowne Plaza Hotel. Demolition activities using impact tools and pile driving would result in hourly average noise levels ranging from 68 to 79 dBA $L_{eq[h]}$. Pile driving for structures would represent the noisiest phase of construction, with hourly average noise levels of about 79 dBA $L_{eq[h]}$ at a distance of 300 feet. This would represent a 1 dBA $L_{eq[h]}$ increase over the high-range daytime and nighttime hourly average exterior noise levels at the Crowne Plaza Hotel. In addition, sound from a point source (such as a pile driving rig) decreases at a rate of 6 dB when the distance from the source to the receiver doubles. Therefore, pile driving activities that are farther than about 300 feet from the Crowne Plaza Hotel would produce hourly average noise levels that are less than 79 dBA $L_{eq[h]}$ and within the range of existing daytime and nighttime hourly average exterior noise levels at the hotel.

Vibrations

Impact pile driving would take place at distances of 300 feet or more from the nearest sensitive land uses, including the Crowne Plaza Hotel. Screening-level calculations

¹ L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound that actually occurs during the same period. The one-hour A-weighted equivalent sound level ($L_{eq[h]}$) is the energy average of A-weighted sound levels occurring during a one-hour period and is the basis for noise abatement criteria (NAC) used by both Caltrans and FHWA (Illingworth and Rodkin 2009).

indicate that impact pile driving could result in vibration levels ranging from 0.03 to 0.04 inches per second, peak particle velocity (in/sec PPV). Vibration levels within this range are just at or slightly above the human threshold for perceptibility (0.03 in/sec PPV). According to the *Transportation-and Construction-Induced Vibration Guidance Manual* (Department 2004), the projected vibration levels are also well below a conservative limit of 0.10 in/sec PPV used to avoid architectural damage (e.g., minor cracking) to normal structures.

Conclusion

The terms of agreements between the Crowne Plaza Hotel and airlines, including assurances that hotel rooms will be unaffected by construction noise, are not environmental issues. The Crowne Plaza Hotel is adjacent to a major freeway and is already subject to high noise levels from US 101. As discussed above, project-related construction noise and vibrations were evaluated and were not found to result in levels that are substantially higher than current conditions.

B-3-8

The nature of online travel reviews and how they might change as a result of the project is not an environmental issue. As part of the TMP described in Section 2.4.4, the project's public information program would notify the Crowne Plaza Hotel about periods of construction-related traffic and noise that may affect the facility. Additional signage and any necessary noise abatement measures will be used throughout the construction period to minimize inconvenience to hotel guests. When completed, the project will have the beneficial effect of simplifying access to the hotel compared to the existing condition.

B-3-9

Access to the Crowne Plaza Hotel and across US 101 will be maintained throughout project construction. Potential temporary detours or lane closures of other roadways in the project area may cause periodic inconvenience. The project staging plan and TMP will include all feasible measures to minimize disruption or inconvenience to the hotel and other local businesses.

When completed, the project will maintain convenient vehicular access to the Crowne Plaza Hotel and improve access from some locations. The northbound US 101 on-ramp at Bayshore Highway will remain in essentially the same location as it is now. The proposed project will move the terminus of the northbound US 101 off-ramp at Bayshore Highway approximately 0.15 mile (750 feet) north of its current location. Although the off-ramp will be slightly farther north of the Crowne Plaza Hotel than the current ramp,

the new Broadway/Airport Boulevard/Bayshore Highway intersection will be immediately adjacent to the Crowne Plaza Hotel access road. This will allow far better connectivity to and from the hotel from areas west and north of US 101 than under current conditions.

In particular, motorists traveling to the hotel from San Francisco International Airport (SFO) on US 101 will have considerably more convenient access to the hotel after project completion. As noted in Section 1.2.2 and illustrated in Exhibit B, the existing interchange requires a motorist to take the loop ramp to exit at Rollins Road, turn right on Rollins Road, turn right again to take the Broadway overcrossing to the other side of US 101, and turn right onto Bayshore Highway to reach the hotel. After project completion, a motorist will be able to exit the freeway, turn left on Broadway, and turn right at the hotel access road. The existing travel distance from the beginning of the southbound US 101 off-ramp to the hotel entrance is approximately 0.75 mile. The distance with the project will be approximately 0.25 mile.

The reconfiguration of the interchange is therefore not expected to result in a long-term decrease in walk-up or corporate travel business.

B-3-10

The issues of construction-related noise, vibrations, and traffic are discussed in the responses to Comments B-3-7 and B-3-9.

B-3-11

It is assumed that the retail area described in this comment is on the north side of the main hotel building, as the Department, SMCTA, and the City of Burlingame are not aware of any proposed development at the north end of the parcel.

See the responses to Comments B-3-7 and B-3-9 in regard to construction noise and traffic access during and after construction. The relocation of the northbound US 101 off-ramp slightly farther north (750 feet) is not expected to result in substantial inconvenience to prospective clients. After project construction, views of the north side of the hotel building will remain the same from most vantage points in the project area, and hotel-related signage and entry features along the Crowne Plaza Hotel access road will be relocated farther north for visibility from Bayshore Highway and the Broadway/Airport Boulevard/Bayshore Highway intersection.

B-3-12

The proposed project would shift the Crowne Plaza Hotel access road entrance from the Bayshore Highway/Airport Boulevard intersection by approximately 100 feet north of the existing location. The new segment of the access road would gradually increase by about 8 feet in elevation as it approaches the new intersection with Broadway, Bayshore Highway, and Airport Boulevard. Lengthening the access road by 100 feet would not substantially change the shape of the property or turn it into a “flag lot” (commonly defined as a rectangular parcel only accessible from a main road via a long narrow strip of land).

As noted in the comment, the hotel site is at the intersection of a busy road. After project construction, the hotel site will remain at the intersection of a busy road. The existing touchdown of the Broadway overcrossing near Bayshore Highway is approximately 0.25 mile north of the entrance to the hotel access road. The project will shift Broadway to intersect with Bayshore Highway, Airport Boulevard, and the hotel access road. As described in the response to Comment B-3-9, the project would improve connectivity to and from the hotel from areas west and north of US 101.

B-3-13

During project construction, access will be maintained across the Broadway overcrossing and to local streets connecting to the interchange. This will be achieved through construction staging and the use of detours. Access to the hotel will remain open, although the staging and potential detours will cause inconvenience. Once the reconstruction of the interchange is complete, access through the interchange will be more convenient and similar to conventional interchanges. The inconvenience during construction is not severe and would not be expected to lead to economic failure of a large hotel because access would remain available.

Statements about potential impacts from the proposed project are addressed in the responses to Comments B-3-7 through B-3-12. The comments do not provide substantial evidence that the project will cause urban decay. When completed, the project would provide convenient vehicular access to the hotel and would improve access from some locations. The project would not result in long-term noise increases or affect the visibility of the hotel.

As noted in the comment, physical changes that cause adverse economic or social effects on people “may be used as a factor to determine that the physical change is a significant effect on the environment” (CEQA Guidelines Section 15064[e]). In this case, other relevant factors include the temporary nature of the physical changes (such as

construction noise) and the various measures that will be implemented to avoid or minimize these temporary physical changes.

B-3-14

Section 2.2.2.3 of the IS/EA (under “Economic Impacts”) has been revised to discuss the transient occupancy tax (TOT). TOT revenues can be affected by a number of factors including the economy (as related to employment, business travel, and tourism) and the availability of competitively priced hotel space in other nearby cities such as Millbrae and San Mateo. TOT revenues could be affected by project construction in the vicinity of the Crowne Plaza Hotel or other nearby hotels. It is not possible to predict how much TOT revenue would change or whether TOT losses are completely and directly attributable to project construction. The project, when completed, will not decrease the hotel’s visibility and accessibility, as described in the responses to Comments B-3-21 and B-3-9. TOT revenues could theoretically increase after project completion due to improvements to the roadway network in the vicinity of hotels near the US 101/Broadway interchange.

The City of Burlingame supports the proposed project and has worked closely with the Department and SMCTA during project development. The costs of the project, including the potential for temporary changes in tax revenues, are acknowledged. It should be noted the TOT was increased in part to generate local funding contributions for the proposed project. As stated in Footnote 2 of the comment, in November 2009, Burlingame voters approved Measure H, a local measure to increase the TOT from 10 percent to 12 percent effective January 1, 2010. According to the City Attorney’s analysis of Measure H (<http://www.smartvoter.org/2009/11/03/ca/sm/meas/H/>), the measure “would generate approximately \$2 million per year ... for general governmental purposes, such as police, fire, library, recreation, planning, and administration services, and the repair and improvement of city streets and other infrastructure, *including the Broadway/Highway 101 interchange*” [emphasis added].

B-3-15

The area described in the comment is just north of the Crowne Plaza Hotel property and contains the existing northbound US 101 off-ramp and connector to the Broadway overcrossing near Airport Boulevard. The ramp and connector would be removed as part of the project. The area is within existing Department right-of-way and will remain within right-of-way after project completion. The area will be included in the project landscaping plan.

No plans exist to develop this area. If future development were proposed in that location, it would have to undergo separate CEQA and/or National Environmental Policy Act (NEPA) review, and any effects to the Crowne Plaza Hotel property would have to be analyzed.

B-3-16

The comment is correct that the 12 dBA threshold described in Section 2.12.3.1 applies to traffic noise evaluations under NEPA, not CEQA. The statement about the CEQA impact threshold for traffic noise has been replaced with the following: “CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact.” This revision does not change the conclusion that the project would not increase traffic noise levels above existing (baseline) conditions. As shown in Table 2.12-2, which compares existing (baseline) noise levels with future Build and No Build Scenarios, traffic noise levels with the project would remain the same or decrease by 1 dBA.

Changes in noise levels from project construction are discussed in detail in the response to Comment B-3-7. As the hotel is already located in a high-noise environment, project-related construction would not result in hourly average noise levels that are substantially higher than current conditions. Only the pile driving phase of construction would be expected to result in short periods when noise levels exceed existing conditions. Section 2.12.4 identifies measures to abate potential construction noise impacts. Additional noise abatement measures are discussed in the response to Comment B-3-18.

B-3-17

The statement that the Department will work with the contractor to meet local noise ordinance requirements where feasible (Section 2.12.3.2) is not a mitigation measure. Work on State property is not typically subject to local noise ordinances. The language regarding compliance with local sound control and noise level rules, regulations, and ordinances in Section 7-1.01I was deleted in a September 25, 2009, revision of the Standard Specifications. Contractor noise requirements are currently listed in Section 14-8.02 of the Standard Specifications and are incorporated by reference into the avoidance, minimization, and/or abatement measures listed in Section 2.12.4.

B-3-18

The second bulleted item in Section 2.12.4 has been revised to include hotels (“Avoid staging of construction equipment within 200 feet of hotels and residences”).

The comment questions the use of the term “if feasible” in regard to providing additional noise mitigation for nighttime construction activities (fourth bulleted item in Section 2.12.4). Feasibility is an issue because most measures for reducing noise require blocking the line of sight between the noise source and the receiver—which is not always possible—and may still result in a minimal noise reduction. Nonetheless, several options are available to minimize construction noise at night and other times.

Noise from construction equipment is required to be kept under the level of 86 dBA at 50 feet between the hours of 9:00 PM and 6:00 AM, in accordance with Caltrans Standard Specifications Section 14-8.02. This noise level restriction is commonly used on state projects and would constitute a performance standard as requested in the comment. Section 14-8.02 also requires equipping internal combustion engines with manufacturer-recommended mufflers, and prohibits operating an internal combustion engine on the job site without the appropriate muffler.

Other options that will be considered as construction contractor requirements include:

- Using “quiet” models of air compressors and other stationary noise sources where technology exists.
- Notifying all adjacent businesses, residences, and noise-sensitive land uses of the construction schedule, including noise-intensive construction activities, in writing.
- Designating a disturbance coordinator, responsible for responding to complaints about construction noise. The name and telephone number of the disturbance coordinator will be posted at the construction site and made available to businesses, residences or noise-sensitive land uses adjacent to the construction site.
- Pre-drilling foundation pile holes, where soil conditions allow, to minimize the number of impacts required to seat the pile.
- Using multiple pile driving rigs to expedite this phase of construction. (Because decibels are logarithmic units, a doubling of sound energy corresponds to a 3 dB increase in noise levels [Illingworth and Rodkin 2009]. In other words, if two pile driving rigs are operating at the same time and producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one pile driving rig under the same conditions, not the sum of the sound levels of the two pile driving rigs.)
- Considering the use of noise control blankets to shroud the pile driving hammer from noise-sensitive building facades facing the construction site. This would only be necessary if conflicts occurred that were irresolvable by proper scheduling.

- Whenever possible, limit pile driving activities to between the hours of 10:00 AM and 4:00 PM to coincide with check-out/check-in times at nearby hotels.

B-3-19

As described in the response to Comment B-3-7, vibrations from project construction are expected to be just at or slightly above the human threshold for perceptibility. As a result, the proposed project would not require completion of a technical vibration study or implementation of mitigation measures.

B-3-20

The analysis described in the comment is in IS/EA Section 2.11.3.1 under the subheadings “Evaluation of Potential for Traffic-Related CO Impacts” and “Particulate Matter ‘Hot Spot’ Analysis.”

B-3-21

Section 2.5.3.1 has been revised to include additional details about the visual changes in the vicinity of the Crowne Plaza Hotel. Based on the preliminary project design, the retaining wall would be up to 7 feet high near the new intersection and taper down to 2 feet over a total distance of approximately 120 feet. The retaining wall, which would face the hotel parking lot, would not block views of the hotel or its ground-level structures, and would not be visible to motorists on the access road or from most locations outside of the hotel property. Parked cars and existing trees in the hotel parking lot would screen most views of the wall from northbound traffic on US 101 and from many vantage points on the property. The retaining wall would be given an aesthetic surface treatment that can be selected in coordination with hotel management.

The comment does not specify which hotel amenities and on-site retail establishments are of concern. None of the changes related to new earth embankments, elevated intersection, access road, or retaining wall would substantially decrease the visibility of the Crowne Plaza Hotel and access road. The following summarizes post-project views of the hotel property from existing vantage points within the project limits.

- From northbound US 101: Views of the property would remain the same, as no changes are proposed to the general alignment or elevation of the freeway mainline or off-ramp lanes. The Broadway overcrossing itself currently obstructs views to the east from vehicles that pass by it on northbound US 101 and will continue to do so with the project.

- From southbound US 101: The orientation of the new Broadway overcrossing would change in relation to the hotel property, as shown in Figure 2.5-2, but the hotel will remain a dominant feature in the viewshed.
- From the Broadway overcrossing: Drivers in the eastbound direction would have longer and more direct views of the property than under current conditions because of the proposed overcrossing's straight east-west alignment. Westbound drivers would have views of the hotel on their left (south) side.
- From southbound Bayshore Highway: Views of the hotel entrance would be approximately 10 feet higher and 100 feet closer for southbound traffic on Bayshore Highway because of the new alignment and higher elevation of the Broadway/Bayshore Highway/Airport Boulevard/Crowne Plaza Hotel access road intersection. Any ground-level hotel signage or architectural entry features would be relocated as part of intersection construction and grade changes to the hotel access road, consistent with City of Burlingame signage ordinances. No major changes in visibility of the property from Bayshore Highway would occur.
- From westbound Airport Boulevard: Existing views of the hotel property are heavily screened by tall trees on the south side of Airport Boulevard and in the hotel parking lot. The most visible feature from this vantage point is the hotel sign near the Bayshore Highway/Airport Boulevard intersection. Any ground-level hotel signage or architectural entry features would be relocated as described above. No major changes in visibility of the property from westbound Airport Boulevard would occur.

B-3-22

As described in the response to Comment B-3-5, measures that are implemented as part of standard Department practice are not mitigation. The project landscaping plan is developed during the project design phase and will be implemented under a separate contract immediately following the main construction project. The landscape contract will be funded by the parent project and will include a three-year plant establishment period.

The project landscaping plan specifies locations of replacement planting (trees, shrubs, and groundcover), species for replacement planting, an implementation schedule, and performance criteria. There will be opportunity to provide input on the landscaping plan.

B-3-23

These summary comments are addressed in detail in previous responses.

B-4 Gas Station at 1000 Broadway (Jennifer Lee)

Note: The commenter submitted multiple comments on the project and requests for procedural information regarding the public review process. E-mails containing comments on the project are presented below. SMCTA, on behalf of the Department, responded to the entire group of comments before issuance of this document as requested by the commenter, first by e-mail (see Response to Comment B-4) and then by conference call with the commenter on November 17, 2010.

B-4 (1 of 4)

From: jenniferlee730@gmail.com [mailto:jenniferlee730@gmail.com] **On Behalf Of** Jenny Lee
Sent: Tuesday, November 02, 2010 9:45 AM
To: Samantha Robinson
Cc: Linda Sun
Subject: 1000 Broadway in Burlingame

Hi Samantha,

Let me first of all introduce myself. My name is Jennifer Lee, I am the daughter of Linda Sun, and the co-owner for the property at 1000 Broadway, Burlingame, CA. I am currently working and residing in Taiwan.

My mother has recently come to me, with news of the proposed US 101/Broadway Interchange Reconstruction Project. As her English is not that good, she has asked me to find out more information on the project and to help represent and communicate for her.

To begin with, I would like to arrange for a time to speak with you over the phone to understand

more on the project proposal, its implications, and its current status. I would like to have a better understanding of what has been proposed and what is currently going on, but most importantly, its implications to our property.

From my current understanding, it seems like the proposed plan will have severe implications to our current business and to our overall value of our property. My mother has been operating an ARCO Gas Station on this location for almost 30 years now, and have recently purchased the land from BP Gas (the previous ARCO). Having spent a huge investment on the purchase, we had initially planned to be able to recover the costs through our gas station business. However, with the current proposal of the US 101/Broadway Interchange Reconstruction Project, a significant amount of traffic which would otherwise be coming to our station, will be redirected elsewhere with the proposed overpass.

Given its significant implications, I hope that this project is still in a preliminary stage and is still open to modifications, as our property's value and business will be largely impacted.

Upon learning more about the project, if it is necessary, I would also be willing to travel back to the states to meet with you in person, given the importance of the business to my mother's financial well-being. She was already planning on retiring, hoping that the business will help to pay for the costs of loans she took out for the property's purchase. But, if the business will be significantly negatively impacted, this will also have severe consequences on her financial status, and ultimately, her retirement.

I hope that we will be able to arrange for a call soon as I am very anxious about this project and would like to be caught up to speed on its status as soon as possible.

Thank you in advance for you help.

Best Regards,

Jennifer

B-4 (2 of 4)

----- Forwarded by Thomas Rosevear/D04/Caltrans/CAGov on 11/04/2010 06:40 AM -----

Jennifer Lee
<jenniferlee730@gmail.com>

11/03/2010 06:57 PM

Jennifer Lee
<jenniferlee730@gmail.com>,
Samantha Robinson
<s.robinson@circlepoint.com>,
"thomas_rosevear@dot.ca.gov"
<thomas_rosevear@dot.ca.gov>

To

cc

Samantha Robinson
<s.robinson@circlepoint.com>, Jenny
Lee <jenny@alanhsu.com>,
"lindasun88@gmail.com"
<lindasun88@gmail.com>,
"alan.hsu@cassen.com"
<alan.hsu@cassen.com>

Subject

Re: 1000 Broadway in Burlingame

Hi Samantha,

After looking through the proposed plans, I have major issues with the proposed off ramp as this would completely bypass our gas station. If this project is to continue as planned , it would have dire consequences for our business.

Could you please arrange for a call for me to speak with someone who is in charge of this project.

Thank you.

Best Regards,

Jennifer

Sent from my iPhone

On 2010/11/3, at 12:29, Jennifer Lee <jenniferlee730@gmail.com> wrote:

Hi Samantha,

I am here copying my husband, Alan Hsu, as well. He will also be working with me on this project.

Ideally, if we can have reviewed all of the documents and have spoken, my husband might possibly be able to meet in person with your team during his business trip this month.

Thank you for your coordination, as I've mentioned previously how important this topic is to our family.

Thank you,

Jennifer

Sent from my iPhone

On 2010/11/3, at 4:07, Samantha Robinson <s.robinson@circlepoint.com> wrote:

Hi Jennifer,

After conferring with our team, we think it might be more useful if we send you some additional written information before we talk. We're putting together some information for you now, and I will share that when it is ready. After you've had a chance to review, if you still have any questions, we're happy to set up a time to speak.

I'll be in touch shortly when the materials have been prepared.

Thanks,

Samantha

US 101/Broadway Interchange Reconstruction Project Team

B-4 (3 of 4)

----- Forwarded by Thomas Rosevear/D04/Caltrans/CAGov on 11/04/2010 06:41 AM -----

"Lee, Jennifer GL
(Taipei)"
<Jennifer.GL.Lee@gs.com> To
<s.robinson@circlepoint.com>,
<thomas_rosevear@dot.ca.gov>,
11/03/2010 07:26 PM <alan.hsu@cassen.com>,
<lindasun88@gmail.com>,
<jenniferlee730@gmail.com>
cc
Subject
1000 Broadway

Hi Samantha,

I am here also including Thomas Rosevear into our thread of emails, as I saw that he was the contact for the comments on the project.

As I had mentioned in earlier emails to both yourself and Thomas, upon reviewing the initial proposals, it is evident that this would have severe negative implications to both our business and to the overall value of our property. Also, as I had previously mentioned, my mother had just purchased this property and was hoping to be able to recover its costs through our gas business in recent years, as she was already planning for retirement. With the proposed overpass completely bypassing our station, you are redirecting a significant amount of traffic away from our station. This would greatly reduce our business, which would in turn have dire effects on my mother's financial well-being, and her retirement.

Secondly, this proposal also cuts into our property, which also reduces our property size and more directly, its value.

As my mother has been operating her business in the City of Burlingame for 30 years now, I hope that the City will give her a fair chance of survival in this downturn economy. If this project goes as planned, it will strip her of all of her financial well-being and security. Such a dramatic decrease from the already declining business from the greater economy, will

force her into negative cash flow as she needs to pay back the costs of the property purchase.

I am unsure who is the right person to speak to, but, I am requesting that I be able to schedule calls/meetings with whomever it is that is responsible for this project, so that I am able to voice my concerns and see if we are able to come to a resolution for this situation.

Thank you.

Best Regards,

Jennifer Lee

B-4 (4 of 4)

----- Forwarded by Thomas Rosevear/D04/Caltrans/CAGov on 11/04/2010 06:41 AM -----

"Lee, Jennifer GL
(Taipei)"
<Jennifer.GL.Lee@gs.com> To
<Thomas_Rosevear@dot.ca.gov>,
<jenniferlee730@gmail.com>,
11/03/2010 07:10 <alan.hsu@cassen.com>,
PM <lindasun88@gmail.com>
cc
Subject
1000 Broadway, Burlingame

Hi Thomas,

Let me first of all introduce myself. My name is Jennifer Lee, I am the daughter of Linda Sun, and the co-owner for the property at 1000 Broadway, Burlingame, CA. I am currently working and residing in Taiwan.

My mother has recently come to me, with news of the proposed US 101/Broadway Interchange Reconstruction Project. As her English is not that good, she has asked me to find out more information on the project and to help represent and communicate for her.

To begin with, I would like to arrange for a time to speak with you over the phone to understand more on the project proposal, its implications, and its current status. I would like to have a better understanding of what has been proposed and what is currently going on, but most importantly, its implications to our property.

I have already gotten in touch with Samantha Robinson from Circle Point. She is in the process of collecting paperwork/information for me to better understand the proposal. However, she has directed me to some information online, which includes the Initial Study/Proposal. From my current understanding, it seems like the proposed plan will have severe implications to our current business and to our overall value of our property. My mother has been operating an ARCO Gas Station on this location for almost 30 years now, and have recently purchased the land from BP Gas

(the previous ARCO). Having spent a huge investment on the purchase, we had initially planned to be able to recover the costs through our gas station business. However, with the current proposal of the US 101/Broadway Interchange Reconstruction Project, a significant amount of traffic which would otherwise be coming to our station, will be redirected elsewhere with the proposed overpass, which completely bypasses our station.

Given its significant implications, I hope that this project is still in a preliminary stage and is still open to modifications, as our property's value and business will be largely impacted. I know that there was a Sept 29th deadline to submit comments to you, but, given the severity of this project to our business, I hope that this deadline can still be extended.

Upon learning more about the project, if it is necessary, I would also be willing to travel back to the states to meet with you in person, given the importance of the business to my mother's financial well-being. She was already planning on retiring, hoping that the business will help to pay for the costs of loans she took out for the property's purchase. But, if the business will be significantly negatively impacted, this will also have severe consequences on her financial status, and ultimately, her retirement.

I hope that we will be able to arrange for a call soon as I am very anxious about this project and would like to be caught up to speed on its status as soon as possible.

Thank you in advance for you help.

Jennifer Lee

Responses to Comment B-4

As noted above, SMCTA, on behalf of the Department, responded directly to the comments via the e-mail below.

From: McKim, Jim
Sent: Monday, November 08, 2010 12:02 PM
To: 'Jennifer.GL.Lee@gs.com'; 'jenniferlee730@gmail.com'
Cc: 'alan.hsu@cassen.com'; 'lindasun88@gmail.com'; 'thomas_rosevear@dot.ca.gov'; 'ed_pang@dot.ca.gov'
Subject: 1000 Broadway in Burlingame
Importance: High

Dear Ms. Lee,

Thank you for your e-mail about the proposed US 101/Broadway Interchange Reconfiguration Project in Burlingame, San Mateo County, California.

The California Department of Transportation (Department), in cooperation with the San Mateo County Transportation Authority (SMCTA), has proposed this project to improve traffic movements and access around the interchange, accommodate future traffic increases at adjacent intersections, improve operations at the southbound US 101 ramps, and increase bicyclist and pedestrian access.

A preliminary design for the project has been developed and analyzed. The Department and SMCTA have prepared a document called an Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment (IS/EA) to evaluate the environmental effects of the project, including potential impacts on private property. The IS/EA is available online at http://www.dot.ca.gov/dist4/documents/101_broadway_interch/101broadway_is_mind_ea_aug2010.pdf. The IS/EA was released for public review from August 30, 2010, to September 29, 2010. The IS/EA is now being revised to include and address all of the public comments, and will be issued as a final document in Spring 2011. If the Department approves the IS/EA and preliminary design, the project will be advanced for final design, and any private property needed to build the project will be acquired. Project construction is anticipated to begin in early 2014.

The IS/EA contains project-specific information that may address several of your questions about potential impacts to the gas station property at 1000 Broadway (Assessor's Parcel No. 026-131-170, listed in some San Mateo County records as 1040 Broadway). The following identifies the sections of the IS/EA that pertain to your questions as well as additional,

updated information from the project engineering team.

1. Figure 1-1 (after page 1-2) shows the footprint of the proposed Broadway interchange over an aerial photo of the project area. As shown in this figure, if the proposed project is approved, the intersection of Broadway and Rollins Road will remain in its current location. The off-ramp from southbound US 101 will intersect with Broadway approximately 350 feet east of the off-ramp's current intersection with Broadway and Rollins Road. The gas station property will remain accessible from all of the same streets as it is now, including the southbound US 101 off-ramp.

2. For an overview of the proposed project and specific changes in the vicinity of the interchange, see Section 1.3.1. As noted in Section 1.3.1.5, if the proposed project is approved, the increased profile height of the new Broadway overcrossing will require adjacent approach roadways and some parking lot driveways to be raised in elevation. According to the project engineering team, along the gas station property, the elevation of Rollins Road will be raised by a maximum of 1.5 to 2 feet near its intersection with Broadway and taper down to the existing grade toward the northern edge of the property. The elevation of Broadway along the property will be the same as it is now. The precise grade elevation changes will be determined during the final design phase, and if needed, asphalt-concrete overlay will be added to driveways to conform to the new roadway grades.

3. Section 2.2.2 discusses potential effects to properties in the project vicinity if the proposed project is approved. The gas station is identified as one of the properties that may be affected if the proposed project is approved. Two types of effects could occur at this property:

(a) The first is called a temporary construction easement (TCE), which means that project construction personnel and equipment may need access to parts of the property during some construction activities. A TCE may be needed at times along the Broadway and Rollins Road sides of the property to facilitate construction activities. If the proposed project is approved, The Department will also need to modify the driveway connections to the gas station to accommodate slight shifts and/or elevation changes in the roadway. However, driveway access to the gas station will be maintained throughout the construction period.

(b) The second is called a partial property acquisition. The roadway and sidewalk adjacent to the gas station may need to be shifted slightly into the edges of the gas station property along Broadway and Rollins Road, if the proposed project is approved. As a result, a narrow area along the edges of the property may need to be acquired (purchased) for State right-of-way. According to the project engineering team, the area is expected to be a maximum of 5 to 6 feet wide and will be mostly at the corner of Broadway and Rollins Road.

When private property rights (either temporary or permanent) are acquired by the State of California for transportation projects, property owners are compensated in accordance with the guidelines established by the Federal Uniform Relocation Act, which includes payment of fair market value for the property rights purchased.

If the proposed project is approved, these changes are not expected to affect the long-term viability of the gas station. More detailed information about potential right-of-way impacts will be available during the final project design phase.

If you have additional questions or comments, please provide them in writing to:

thomas_rosevear@dot.ca.gov

--or--

Department of Transportation, District 4
Thomas Rosevear
P.O. Box 23660
Oakland, CA 94623-0660

We're asking for your comments in writing so we can document and include them in the final IS/EA and administrative record for the project. The Department's responses to your comments will be included in the final IS/EA, and you will be notified when the document has been issued. As the public review period ended on September 29, 2010, we request that you submit your questions or comments by November 23, 2010.

If you would still like to speak with someone, please let me know, and the project team will work with you to arrange a call or meeting.

Best regards,

James McKim
Project Manager
San Mateo County Transportation Authority
1250 San Carlos Ave.
P.O. Box 3006
San Carlos, CA 94070

Comments from Individuals

I-1 Belding, Pat

	Pat Belding <patbelding@belding.com>		To
		thomas_rosevear@dot.ca.gov	
	09/02/2010 03:38 PM		cc
		US 101 Broadway project	Subject
	I have a couple of quick questions after reviewing a 2 page overview pdf of this project:		
I-1-1	I am attempting to understand the drawing to the proposed project and I do not see an exit on 101 South from SF to SJ at Broadway anymore at Broadway - is this correct?		
I-1-2	From the day ground is broken what is the proposed amount of time it will take to complete this project? And what are the foreseeable obstacles that can cause delays beyond weather, natural disaster, etc		
	Thank you Pat Belding resident of Burlingame		
	Belding Associates, LLC		
	Patrick Belding Managing Member 1221 Mission Street San Francisco, CA 94103 patbelding@belding.com	Main 415.575.9800 x 110 Direct 415.934.8600 Fax 415.946.3536 Mobile for Urgent Matters 415.307.7728	

Responses to Comment I-1

I-1-1

The reconstructed interchange will indeed have an exit to Broadway from southbound US 101. The off-ramp will have two lanes and widen into four lanes at the Broadway intersection.

I-1-2

The proposed project is anticipated to take 2 to 2.5 years to construct. For all large infrastructure projects, shortfalls in funding can result in delays and/or construction of a project in stages.

I-2 Bruce, Ross (from Public Meeting Transcript)

4	ROSS BRUCE: My name is Ross Bruce, just like it
5	sounds.
6	My comment is this: The overpass -- how can I
7	word this? The increased capacity of the overpass
8	sounds like a good idea. My concern is that all the
9	extra capacity that the overpass will provide will only
10	be frustrated and delayed by its interface with the
11	CalTrain tracks at Broadway.
I-2-1	
12	And therefore, as a solution to this problem,
13	I propose the extremely expensive and therefore
14	imminently impractical solution of placing the CalTrain
15	tracks below grade at Broadway to facilitate the
16	benefits that this new interchange would confer on the
17	community.

Responses to Comment I-2

I-2-1

The traffic studies for the proposed project included a sensitivity analysis for the impacts of the railroad crossing along California Drive on future (2035) traffic operations under No Build and Build conditions (URS 2010a). Under No Build Alternative conditions, the Broadway/California Drive and Broadway/Carolyn Avenue intersections are projected to operate at unacceptable levels (LOS E or F) during the AM or PM peak hour or both. With the project, signal timing adjustments at these intersections would achieve acceptable operations of LOS C or D during both AM and PM peak hours. Therefore, the project would not exacerbate traffic delays from the railroad crossing and would improve operations at nearby intersections.

A review was completed to verify that the proposed project would not preclude construction of the Caltrain track relocation alternatives. Relocation of the railroad tracks is not included in the US 101/Broadway Interchange Reconstruction Project.

I-3 Cleary, Joan Bolz

	JoanCleary@aol.co m		
	09/23/2010 06:06 PM	Thomas_Rosevear@dot.ca.gov	To
			cc
			Subject
		Comments on Broadway Burlingame Hwy 101 plans	

I-3-1 [Dear Mr. Rosevear,
I would like to offer my opinion that I have long awaited this intersection
revision and I am looking forward to improved access to and from Highway
101 from this section of Burlingame. I understand the businesses on
Broadway are concerned about losing customers during the construction, but
the needs of this community are also important in this matter.

I appreciate the work that has gone into assessing the impact of this
change and I, for one, approve of its moving ahead.
Signed,
Joan Bolz Cleary
Joan Bolz Cleary
1337 Cabrillo Ave.
Burlingame

Responses to Comment I-3

I-3-1

Thank you for your comment.

I-4 Cook, Angela

Angela Cook <acook30@my.smccd .edu>		To
	Thomas_Rosevear@dot.ca.gov	
09/29/2010 05:02 PM		cc
		Subject
	Broadway Interchange Project	

Dear Mr. Rosevear,

I-4-1 [As a citizen of Burlingame, living just a few blocs from the Broadway Interchange, I wanted to express my concerns about the proposed project. In short, since the deadline is fast approaching in which I must comment, I will keep my opinions brief. 74 million dollars seems a gigantic sum of money to spend to fix a, albeit less than ideal, functional intersection. I am very concerned about the timing of this project as well- these tough economic times already put Broadway's local merchants in a pinch. A construction project of this magnitude would greatly affect their already struggling businesses. If this money can honestly only be allocated for this specific purpose, please postpone the project and give our local merchants, who are a vital part of making Burlingame a wonderful place to live, a fighting chance.

I appreciate your time and consideration of resident comments!

Sincerely,

Angela Cook
Laguna Ave Resident

Responses to Comment I-4

I-4-1

The comment that the project should be postponed is noted.

The proposed project is programmed for transportation funding, as described in Section 1.3.1.10 of the IS/EA. Transportation funding in San Mateo County is partially supported by the voter-approved Measure A program, which authorizes collection of a one-half cent sales tax to advance specific planned and needed transportation improvements, including the proposed project. Other sources of funding include state and federal transportation funds. Funds designated for transportation projects cannot be spent on non-transportation uses.

The project's TMP and construction staging and detour plans will include measures to avoid or reduce construction-related disruption to local merchants.

I-5 Cook, Nikki

	Nicki Cook <cook@ce2corp.com> >	To
	09/29/2010 05:00 PM	"Thomas_Rosevear@dot.ca.gov" <Thomas_Rosevear@dot.ca.gov>
		cc
		Subject Broadway Interchange Project Comments
	<p>Mr. Rosevear,</p> <p>While I agree that the Broadway interchange is confusing and outdated, and there may be "significant" traffic delays if projections prove correct, I have to voice my objection to continuing with the project as outlined. I have read the Draft Environmental report, and have no objections or questions regarding its comprehensive scope. I understand that this project is part of the MTC Plan for 2035, and that funds were approved with the San Mateo County Measure A (extended in 2004).</p>	
I-5-1		
	<p>However, none of these factors outweigh two fundamental objections:</p> <ol style="list-style-type: none">1. The project will impact and improve 0.76 miles of roadway at a cost of \$74.5 million, or roughly \$1 million per 1/10th of a mile. Improving delay times in seconds and minimally improving safety and ease of navigation is not worth this cost.2. Funding is stated to come in part from "future State Transportation Improvement Program funds." Future funds? These are never certain, and at this time an incredibly undependable source of funds.3. Most importantly, it should not be started until there is some resolution or certainty regarding the High Speed Rail project. Because the City has "requested" a tunnel design in no way ensures that will be the case.4. The pedestrian and bike overpass which the report states was	
I-5-2		
I-5-3		
I-5-4		
I-5-4, Cont.	<p>completed in November 2008 in fact was not accessible from the Rollins Road entrance until almost a year later, and now would be apparently removed and reconstructed, with yet more reconfiguration for getting access for pedestrians and bikers to the new entrance.</p> <p>Thank you for your time,</p> <p>Nicki Cook CE2 Corporation 925-400-4577 cook@ce2corp.com</p>	

Responses to Comment I-5

I-5-1

The commenter's opinion about the project cost is noted.

The 0.76 mile cited in the comment refers to the length of US 101 within the project limits north and south of the Broadway interchange. Expressing a project's length in terms of the affected freeway segment is a Department convention and does not reflect the total length of freeway and surface streets that would be affected by a project. In all, the project limits encompass approximately 50 acres that include existing freeway pavement, structures, shoulders, and medians; local streets (Broadway, Rollins Road, Bayshore Highway, Airport Boulevard, and the Crowne Plaza Hotel access road) and sidewalks; and vegetated areas along roads.

The project will provide measurable improvements to traffic, which are listed in Section 2.4.3.1. In 2035, six of the seven study intersections adjacent to the interchange are projected to operate at unacceptable levels of service, as defined by City of Burlingame planning criteria. In some cases, the project would reduce intersection delays by minutes, rather than seconds. Three intersections are projected to have a one-minute or more reduction in delays compared with the No Build condition (Nos. 3, 4, and 5 in Table 2.4-3). Two intersections are projected to have more than two-minute reductions in delays compared with the No Build condition (Nos. 4 and 7, PM peak hour only: 141.7 and 155.3 seconds, respectively).

The Department, SMCTA, and the City of Burlingame believe that the project's improvements to safety and navigation would be considerable. The Broadway overcrossing is the oldest in San Mateo County and does not conform to modern seismic standards. The current interchange configuration causes substantial out-of-direction travel, some examples of which are described in Section 1.2.2. In addition, the project has been refined to reduce costs to the maximum extent feasible. For example, the 2005 Project Study Report (PSR) Alternative 6 (the predecessor to the Build Alternative presented in the IS/EA) included installing a temporary Broadway overcrossing to provide access across US 101 during project construction, potentially relocating or increasing the height of the three high-voltage PG&E towers in the northwest quadrant of the existing interchange, and demolishing the existing pedestrian overcrossing to accommodate a new Broadway overcrossing. The design of the Build Alternative avoids these measures, resulting in a cost savings of several million dollars compared with PSR Alternative 6.

I-5-2

The proposed project is programmed for transportation funding, as described in the response to Comment I-4-1.

I-5-3

A review was completed to verify that the proposed project would not preclude relocation of the Caltrain tracks or construction of the High Speed Train alternatives. See the response to Comment I-2-1 in regard to the effects of the railroad crossing on future traffic conditions in the project area.

I-5-4

The project will not remove the bicycle and pedestrian overcrossing located approximately 100 feet south of the existing Broadway overcrossing. Both ends of the bicycle and pedestrian overcrossing will be reconfigured to meet the increased profile grades of Rollins Road to the west and Bayshore Highway and the Crowne Plaza Hotel access road to the east. The project will be staged to maintain bicycle and pedestrian access across US 101, either on the bicycle and pedestrian overcrossing or on the new Broadway overcrossing, to the maximum extent feasible during construction.

I-6 Dalporto, Gabriel

<p>Gabe Dalporto <dalporto@yahoo.com></p>	<p>Thomas_Rosevear@dot.ca.gov</p>	<p>To</p>
<p>09/17/2010 12:17 PM</p>		<p>cc</p>
<p>Please respond to Gabe Dalporto <dalporto@yahoo.com></p>	<p>Broadway/Burlingame Interchange Project</p>	<p>Subject</p>

Hi Thomas,

I just looked at the environmental assessment for the proposed project. I have no issues with environmental impact, but I actually think the proposed project will very substantially worsen traffic flow. It's a bit complicated to explain via email, but it's very clear to me that this will be the case and I'd be happy to do that in person or via phone.

Having driven that interchange every day for 4 years, I can tell you that the real issue isn't the 101 interchange and the flow of traffic on and off the freeway (however convoluted it looks, it just isn't a problem at all). The problem is how that traffic flow then interacts with the railway. To make a positive impact on our traffic situation you have to deal with that intersection. An overpass or underpass would dramatically improve our lives near Broadway. Alternately, just (1) eliminating left turns on north bound Carolan onto Broadway and (2) eliminating left turns from east bound Broadway onto Rollins would have a major positive impact on traffic flows.

Happy to describe this in more detail, but the proposal as it stands would waste substantial taxpayer dollars while simultaneously making things much, much worse.

Best,

Gabriel Dalporto
1859 Broadway

Responses to Comment I-6

I-6-1

Improvement of the railroad crossing along California Drive is beyond the scope of the proposed project. The project would not preclude any future improvements to the railroad crossing, including placing the tracks underground or above street grade. The response to Comment I-2-1 discusses the effects of the railroad crossing on future traffic conditions in the project area.

Eliminating left turns from northbound Carolan Avenue to Broadway and from eastbound Broadway to Rollins Road would inconvenience the traveling public and could create congestion at other nearby intersections. As shown in Table 2.4-3 (Section 2.4.3.1),

future traffic operations at these intersections would improve from unacceptable with the No Build Alternative to acceptable with the Build Alternative.

I-7 Groebner, Denise

I-7-1	<pre>"Gateways To The World" <gate1234@pacbell .net> 09/29/2010 09:45 AM To <Thomas_Rosevear@dot.ca.gov> cc Subject Broadway Burlingame overpass This email is to register my confusion regarding possible redesign of the Broadway overpass - while we may need a redesign, why are we even considering proceeding with such an expensive project when we just spent a considerable amount on the pedestrian walk-over AND we have yet to deal with the issue of the Caltrain electrification and possible (shudder!) HSR - why not work together and perhaps work on these issues at one time rather than disrupting life for each incident - and is the Peninsula overpass finished yet? Denise Groebner Gateways To The World 1122 Broadway Burlingame CA 94010 Ph: 650 343 2189 www.gatewaystotheworld.comwhere will your dreams take you?</pre>
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Responses to Comment I-7

I-7-1

The proposed project has been included in local and regional planning since the late 1980s, as described in IS/EA Section 1.1.2. See the response to Comment I-5-1 in regard to the cost and need for the project. The project would not preclude Caltrain electrification or construction of the High Speed Train alternatives.

The Peninsula overcrossing, which was reconstructed as part of the US 101 Auxiliary Lanes Project, was completed in July 2010.

I-8 Leigh, Adrienne

	Adrienne347@comcast.net	
	09/16/2010 03:50 PM	Thomas_Rosevear@dot.ca.gov
		To
		cc
		Subject
		Broadway/101 Interchange project
	Hi Mr. Rosevear,	
	I spent nearly 3 years on the San Mateo County Citizen's Advisory Transportation Committee. Here are my comments on the Environmental Documents submitted for the project.	
I-8-1	<p>1. Figure 2.4-1, is drawn completely inadequately to see what the intersections look like. The lane diagrams are placed in random directions in little boxes on bottom. It is nearly impossible to discern what direction the little boxes should be put into the drawing.</p> <p>The entire Figure 2.4-1 is insufficient to understand the bird's eye view of the project. New, complete, realistic drawings should be submitted. For both the overall design and each intersection. Pedestrian/bike facilities to be included clearly on the drawings.</p>	
I-8-2	<p>2. The conclusion that "The project will have no impact on physically dividing an established community is in error" This needs to be revised to having a strong impact on two communities.</p> <p>Community a. The young child park goes for the baseball and soccer fields. The pedestrian bike facilities are very vaguely listed. To only insure ADA compliancy is not adequate access. An acceptable Level of Service for a 10 year old bicyclist or pedestrian needs to be established at all intersections and roadways that are altered. This is not addressed in 2.4.3.</p> <p>Community B. Shoppers/diners for Broadway Avenue have not been</p>	
I-8-2, Cont.	<p>taken into account for their uninterrupted needs to use the Broadway Avenue Shops and facilities. The harmful effects of expanding/altering the local roadways have not been adequately addressed in the EIR></p>	
I-8-3	<p>3. Since the LOS is considered primarily acceptable, let's leave it all alone.</p> <p>Sincerely, Adrienne Leigh SM County resident Burlingame employee</p>	

Responses to Comment I-8

I-8-1

Figure 2.4-1 depicts lane and intersection configurations under the existing condition and No Build Alternative. Layouts L-1 through L-6 in Appendix A provide detailed views of

project area intersections, and Figure J-4 illustrates pedestrian and bicycle facilities with the project.

I-8-2

Neither the Department nor the City of Burlingame has adopted standard definitions or analytical methods for levels of service (LOS) for bicycle and pedestrian facilities. The National Cooperative Highway Research Program and other agencies and individuals have considered various metrics and approaches for bicycle and pedestrian LOS, which are still under development. The *Caltrans Highway Design Manual* includes guidance and requirements for bicycle and pedestrian facility design that have been incorporated into the proposed project.

Table J-2 and Figure J-4 show the proposed changes to pedestrian and bicycle facilities with the project. The project will add new bicycle facilities and increase the width of sidewalks that do not comply with the required 5-foot minimum width. Although no standard currently exists to characterize the LOS of these facilities with and without the project, the proposed pedestrian and bicycle facilities represent a long-term improvement over the existing condition.

Table J-2 Pedestrian and Bicycle Facilities

Street/Facility	Pedestrian and Bicycle Facilities Within the Project Limits	
	Existing Condition	Post-Project
Broadway Overcrossing	3-to-4 foot sidewalks on both sides; no bike facilities	10-foot sidewalk on north side; Class II (striped) bike lanes on both sides
Airport Boulevard	Bay Trail (Class I) and 5-foot sidewalk along north side; no other bike facilities	Bay Trail (Class I) on north side; 5-foot sidewalk and Class II (striped) bike lanes on both sides
Bayshore Highway	4-foot sidewalk on east side; approx. 550 feet of Class II (striped) bike lane on east side and 500 feet of Class II bike lane on west side	5-foot sidewalks on both sides except at northbound US 101 ramps; approx. 700 feet of Class II (striped) bike lane on east side and 600 feet of Class II bike lane on west side
Broadway between Rollins Road and Carolan Avenue	4-to-6-foot sidewalks on both sides; no bike facilities	5-foot sidewalks on both sides; Class III (unstriped) bike route on both sides
Rollins Road	4-foot or less sidewalks on both sides; no bike facilities	5-foot sidewalks on both sides; Class III (unstriped) bike route on west side between Broadway and Cadillac Way; new Class II (striped) bike lane on east side

The comment does not clarify how the project would physically divide an established community, either in terms of young children going to park facilities or shoppers and diners at Broadway businesses. The project includes several components to link

INSERT FIGURE J-4

Back of figure—page intentionally left blank

communities on both sides of the US 101/Broadway interchange, both long-term (such as a 10-foot-wide sidewalk on the north side of the Broadway overcrossing and striped bike lanes on both sides) and during construction (such as a TMP to minimize disruption to pedestrians, bicyclists, motorists, and nearby businesses). The TMP and construction staging and detour plans will include maintaining access to Broadway businesses during construction.

I-8-3

The comment is correct that all intersections in and adjacent to the US 101/Broadway interchange currently operate at acceptable levels of service, as defined by City of Burlingame planning criteria. However, three intersections are currently at the threshold of acceptable conditions (LOS D, with delays that are less than 10 seconds from the threshold for LOS E; see Section 1.2.2.1). In 2035, without the proposed project, six of the seven study intersections adjacent to the interchange are projected to operate at unacceptable levels of service (LOS E or F). With the project, all study intersections would operate at acceptable levels of service (LOS A through D).

I-9 Nagata, Barbara

Ankabonk@aol.com	
09/18/2010 07:25 PM	Thomas_Rosevear@dot.ca.gov
	To
	cc
	Subject
	Broadway Burlingame Interchange

Dear Mr. Rosevear,

I have long awaited a solution to the traffic problems at the Broadway intersection in Burlingame. The trains come by often and disrupt traffic. The whole intersection is a maze to explain to guests. Anyway, my main questions are:

I-9-1 Is this project coordinated with the High Speed Rail so the intersection will stay intact if the HSR goes through?

Shouldn't the HSR concerns be addressed fully prior to the intersection being changed?

I don't want to spend taxpayer dollars on a project that will have to be changed when another, soon to be built project, comes though Burlingame. I want the two projects totally coordinated.

Sincerely,

Barbara Nagata
1426 Capuchino Ave
Burlingame, CA 91010

Responses to Comment I-9

I-9-1

The proposed project would not preclude construction of the High Speed Train alternatives. The effects of the rail crossing on project area traffic have been considered and are discussed in the response to Comment I-2-1.

I-10 Nevarez, Marcus

	Marcus Nevarez <never2u@gmail.com>		To
		thomas_rosevear@dot.ca.gov	
	09/16/2010 03:04 PM		cc
		Proposed Broadway Burlingame Overpass	Subject

Dear Mr Rosevear,
 Please don't push for this project unless you can redesign and fix it's shortcomings.

I-10-1

I-10-2

I-10-3

1. Adding stop lights will only increase the time to get through.
2. It took many years to complete the Peninsula Ave. Project. This project will take many more years.
3. The major bottle neck is the train tracks and California Ave stop light. You want to build a bigger funnel but not increase the size of the opening. If cars are not stopped at the tracks, they'll be stopped by the traffic light.

Thanks for listening,

Marcus Nevarez
 30 Bancroft Road
 Burlingame, CA 94010

Responses to Comment I-10

I-10-1

The project would relocate the southbound US 101 ramp connections away from the existing Broadway/Rollins Road and Cadillac Way/Rollins Road intersections and create a new ramp intersection with Broadway. Although the project would add one signal intersection that does not currently exist, it would also provide additional traffic lanes and optimize cycle lengths for traffic signals in the project area. In addition, the signal intersections would be interconnected and synchronized during peak periods for maximum throughput. As discussed in Section 2.4.3.1, the traffic studies for the project show that future intersection operations would improve compared to the No Build condition. Therefore, adding one signal intersection is not expected to substantially increase travel time through the interchange.

I-10-2

Project construction is estimated to take 2 to 2.5 years.

I-10-3

Improvement of the at-grade railroad crossing and the Broadway/California Drive intersection is beyond the scope of the proposed project. The effects of the railroad crossing on future traffic operations with and without the project have been evaluated, as discussed in the response to Comment I-2-1.

I-11 Root, John (from Public Meeting Transcript)

<p>I-11-1</p>	<p>21 22 23 24 25</p>	<p>JOHN ROOT: My name is John Root, J-O-H-N, R-O-O-T, 728 Crossway Road, one word, in Burlingame. My concern is about the two gaps in the Bay Trail, one of which adjoins the project. And I think now is a perfect time to get the trail completed while</p>	
<p>I-11-1, Cont.</p>	<p>1 2 3 4 5 6 7 8 9 10</p>	<p>this major highway project is being done. I'm aware that BCDC and ABAG are concerned about these gaps in the Bay Trail. To me, this is a perfect opportunity to complete the Bay Trail, close this gap. I've -- from time to time, I use the Bay Trail from the Marriott Hotel near the airport all the way south of Highway 92, San Mateo Bridge. And this is the only gap in that trail. So it must be at least ten miles long. So to make this a complete project, the two gaps in the Bay Trail should be completed.</p>	

Responses to Comment I-11

I-11-1

The preliminary project design includes a bicycle/pedestrian connection to Bayshore Highway along Airport Boulevard to ensure continuous travel along the Bay Trail. The project design will also include way-finding signage for the Bay Trail during and after construction, as well as the construction measures listed in Section 2.1.4.4.

The majority of the uncompleted Bay Trail segment directly adjacent to San Francisco Bay, which extends from the Bay Trail turnaround (shown in Figure 2.1-2) to 0.2 mile to the north, behind the One Bay Plaza building at 1350 Bayshore Highway, is outside of

the project limits and consists of private property. The proposed project is to reconstruct the US 101/Broadway interchange, and one purpose of the project is increase bicyclist and pedestrian access across US 101 and around the interchange. It is not within the project scope or the Department's authority to construct Bay Trail segments on private property outside of the project limits. However, as described in the response to Comment R-1-1, the Department and SMCTA will consider extending the Bay Trail across the vacant parcel adjacent to the gas station at 1200 Bayshore Highway.

I-12 Taylor, John

	<pre> <service@taylorcg .biz> 09/17/2010 12:54 PM Thomas_Rosevear@dot.ca.gov soylala@pacbell.net, ellynfreed@pacbell.net Rt 101/Braodway Interchange </pre>	<p>To</p> <p>cc</p> <p>Subject</p>
	<p>Mr. Rosevear:</p>	
I-12-1	<p>I am a resident of Burlingame, and frequent user of the Route 101/Broadway interchange, both as a vehicle driver and as a bike rider. I have read most of your recently-issued Initial Study . . . Environmental Assessment of the planned reconstruction of the 101/Broadway interchange. I would like to comment on two topics.</p> <p>1. As a bike rider, the addition of the pedestrian overpass has been a great boon to me and to other riders who use it to get from areas west of Route 101 to the Bay Trail. As helpful as the overpass is, getting to and from it (as a biker) is another matter. It sounds as though the City of Burlingame's planned improvements and those anticipated in your work will improve the access to both ends of the pedestrian overpass. I encourage you to work with the City to make sure its efforts and yours are well coordinated to not waste public funds and to maximise the ease of getting to and from the overpass. I will also send an email to the City to encourage them to work with you in this regard.</p>	
I-12-2	<p>2. I am a member of a now-forming group that is attempting to start community gardens in Burlingame. We have recently reached tentative agreement with the City of Burlingame for the location of the first garden. As you may know, there are very few parcels in the City that would be suitable for community gardens. Is there anyway that the "left over" spaces around the new overpass could be made available to</p>	
I-12-2, Cont.	<p>us for use as a community garden? I realize that it might be necessary to build protective barriers in some places to allow gardeners to work adjacent to fast-moving traffic without putting them at risk. I don't think I need to explain to you the environmental and health and community-building benefits of community gardens. Please feel free to contact me if I can provide any additional information.</p> <p>John Taylor 805-235-3195 service@taylorcg.biz</p>	

Responses to Comment I-12

I-12-1

The Department and SMCTA will work with the City of Burlingame to coordinate efforts in reconstructing the eastern and western landings of the pedestrian overcrossing. As described in Section 2.4.3.3, pedestrian and bicycle access across US 101 will be maintained throughout construction to the maximum extent feasible.

I-12-2

The majority of median and shoulder areas adjacent to the US 101/Broadway interchange will remain within Department right-of-way and are subject to State highway design requirements for motorist sight distance, clear recovery zones setbacks (to allow errant vehicles to regain control), and maintenance access. In general, the public use of these areas could result in a safety hazard that is inconsistent with State highway design requirements. However, this request can be further considered during final project design and development of the project landscaping plan.

A portion of the existing interchange between the Broadway overcrossing and southbound off-ramp on the west side of US 101 has a landscape area that was installed and maintained by a local citizen as part of the “Adopt-A-Highway” program. The proposed alignment of the new Broadway overcrossing would pass through this landscape area and remove the need for landscaping, but other areas within the interchange will be available for future “Adopt-A-Highway” program use.

I-13 Voon, Richard

Rich Voon <RVoon@routeonepa rtners.com>		To
10/04/2010 03:26 PM	""Thomas_Rosevear@dot.ca.gov"" <Thomas_Rosevear@dot.ca.gov>	cc
		Subject Broadway Interchange Project

I-13-1 [I realize that this email is after the public comment period, but I wanted to say that I am concerned that this project will add minutes to what is already a frustrating slow transit from the Broadway area onto 101N. Before this interchange project is implemented, it seems that the Broadway/California/Carolan/Rollins interchange should be addressed first. While the Braodway Interchange project does improve the commute from the area east of 101 onto 101S, this benefit seems hardly worth the projected cost.

Richard Voon
Burlingame Resident

Responses to Comment I-13

I-13-1

As discussed in Section 2.4.3.1, the project would improve future operations compared to the No Build Alternative at all project area intersections, including the five intersections west of US 101 (Broadway/Rollins Road, Cadillac Way/Rollins Road, Broadway/Carolan Avenue, and Broadway/California Drive, and Cadillac Way/Carolan Avenue). The project would provide additional traffic lanes and optimize cycle lengths for traffic signals in the project area. In addition, the signal intersections would be interconnected and synchronized during peak periods for maximum throughput. As a result, the project is expected to improve travel times from the Broadway area to northbound US 101.

I-14 Wilkinson, Bob

	Bob Wilkinson <wilkie@pacbell.net>		To
	09/16/2010 04:58 PM	Thomas_Rosevear@dot.ca.gov	cc
		Broadway interchange	Subject

I-14-1	Unles Broadway either goes under or over the train tracks, I don't see much improvement in this plan.
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Responses to Comment I-14

I-14-1

See the response to Comment I-2-1 in regard to the effects of the railroad crossing on project area traffic operations.

I-15 Wohler, Bill

	Bill Wohler <wohler@newt.com>		To
	09/12/2010 09:17 AM	thomas_rosevear@dot.ca.gov	cc
		Burlingame Broadway 101 interchange	Subject

I-15-1 [Just read the good news about the plans for this upgrade. I just hope that this, and all new interchanges, do not involve a cross-over off-ramp. These are annoying and dangerous and don't take any less room than a well-designed one with a signal.

Thanks!

--
Bill Wohler <wohler@newt.com> aka <Bill.Wohler@nasa.gov>
<http://www.newt.com/wohler/>
GnuPG ID:610BD9AD

Responses to Comment I-15

I-15-1

The reconstructed interchange will not have any cross-over, or flyover, ramps (that is, high-level overpass ramps built above main overpass lanes). On the west side of US 101, the ramps will intersect with Broadway at a standard signalized intersection. On the east side of US 101, “buttonhook” ramps—that is, ramps shaped like the letter “J”—will meet Bayshore Highway at another signalized intersection. The proposed configuration is shown in Figure 1-1.

I-16 Waddell Family (via H.H. Fitzgerald)

LAW OFFICES OF
HERMAN H. FITZGERALD
A PROFESSIONAL CORPORATION

HERMAN H. FITZGERALD
CHRISTINE C. FITZGERALD

345 LORTON AVENUE, SUITE 302
BURLINGAME, CALIFORNIA 94010
TELEPHONE (650) 348-5195
FACSIMILE (650) 348-3518

October 14, 2010

Bijan Sartipi
District Director
State of California
Department of Transportation
P.O. Box 23660
Oakland, California 94623-0660

Re: *US 101/Broadway Interchange Reconstruction Project*
San Mateo County, California
District 4
SM-101 (PM 16.30/17.06)
EA 235840

Dear Mr. Sartipi:

This office represents the Wadell family, the long-time owners of parcel 026-142-020, situated at 1220 Bayshore Highway adjacent to the corner of old Bayshore Highway and Airport Blvd. in Burlingame which parcel is identified as a "Full Acquisition" by the above-entitled Project.

The family has been in the process of development of the Airport Design Center on the property for a number of years having reached the final stage of architectural and engineered design and construction plans, partial copies of which are attached for your convenience. After reaching the aforesaid status, the Airport Design Center Project was put on hold pending processing of the above-entitled Cal Trans Broadway Interchange Project. I recently attended the September 16, 2010 information meeting at the Burlingame Library hosted by Cal Trans, the San Mateo County Transit District, the URS Corporation and various other private consultants retained by the foregoing at which time the attendees were advised of the (now) certainty and imminence of the above-entitled Cal Trans Project.

Therefore, the purpose of this letter is two-fold; firstly, to advise that the Wadell family understands that the Cal Trans Project will be proceeding forward with a proposed construction start date of early 2014 and a projected completion date of 2016, which would involve the total acquisition of the Wadell family property; secondly, with the aforesaid in mind, it is obvious that the family no longer can proceed with its planned development and believes that it could be economically feasible to all parties to conclude the acquisition more sooner than later. Assuming you recognize and agree, I would be pleased to discuss this matter further with the intent of reaching an "early acquisition" settlement agreement.

Bijan Sartipi
October 14, 2010
Page 2

Thank you for your anticipated attention to this matter.

Very truly yours,

HERMAN H. FITZGERALD

HHF:ccf

Response to Comment I-16

This letter does not comment on the project or the IS/EA but is included as part of the administrative record. The Department's Division of Right of Way will address issues related to property acquisition after project approval.

State Clearinghouse Statement

The following is not a comment and is included for public information purposes only.

 Arnold Schwarzenegger Governor	STATE OF CALIFORNIA Governor's Office of Planning and Research State Clearinghouse and Planning Unit	 Cathleen Cox Acting Director
October 4, 2010		
Ed Pang/Tom Rosevear California Department of Transportation, District 4 P.O. Box 23660 Oakland, CA 94623-0660		
Subject: US 101/Broadway Interchange Reconstruction Project SCH#: 2010082077		
Dear Ed Pang/Tom Rosevear:		
The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on September 29, 2010, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.		
Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.		
Sincerely,  Scott Morgan Director, State Clearinghouse		
1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044 TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov		

**Document Details Report
State Clearinghouse Data Base**

SCH# 2010082077
Project Title US 101/Broadway Interchange Reconstruction Project
Lead Agency Caltrans #4

Type MND Mitigated Negative Declaration
Description NOTES: Review Per Lead

The California Department of Transportation, in cooperation with the San Mateo County Transportation Authority, proposes to reconfigure the US 101/Broadway Interchange in the City of Burlingame, County of San Mateo, California. The purpose of the project is to improve traffic movements and access around the interchange, accommodate future traffic increases at adjacent intersections, improve operations at the southbound US 101 ramps, and increase bicyclist and pedestrian access. The length of the project is 0.76 mile.

Lead Agency Contact

Name Ed Pang/Tom Rosevear
Agency California Department of Transportation, District 4
Phone 510-286-5609/ 5360 **Fax**
email
Address P.O. Box 23660
City Oakland **State** CA **Zip** 94623-0660

Project Location

County San Mateo
City Burlingame
Region
Lat / Long 37° 35' 23.8" N / 122° 21' 40.1" W
Cross Streets Broadway between Bayshore hwy/Airport Blvd. (east) Carolan Ave (west)
Parcel No.

Township	Range	Section	Base

Proximity to:

Highways US 101, I-280
Airports San Francisco International
Railways Caltrain
Waterways Mills, Eastron, and Sanchez Creeks, Burlingame Lagoon
Schools Burlingame HS, Our Lady of Angels
Land Use Interstate highway right-of-way, city right-of-way, industrial, and commercial

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Landuse; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Traffic/Circulation; Toxic/Hazardous; Vegetation; Wetland/Riparian; Water Supply; Water Quality; Other Issues

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 3; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 2; Native American Heritage Commission; Public Utilities Commission; State Lands Commission

Date Received 08/30/2010 **Start of Review** 08/30/2010 **End of Review** 09/29/2010

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

Note: The following letter accompanied Comment S-1.

