

**FINAL**

**Initial Study/Mitigated Negative Declaration  
1431 El Camino Real**

*Prepared for:*

**City of Burlingame**  
501 Primrose Road  
Burlingame, California 94010  
*Contact: Catherine Keylon*

*Prepared by:*

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465 Magnolia Avenue  
Larkspur, California 94939  
*Contact: Darcey Rosenblatt*

**JANUARY 2018**



# Responses to Comments

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### **DRAFT INITIAL STUDY/ENVIRONMENTAL CHECKLIST**

(Under separate cover)

### **REVISED HISTORICAL RESOURCES COMPLIANCE REPORT**

(Under separate cover)

## Responses to Comments

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# Responses to Comments

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## SECTION 1 INTRODUCTION

The City of Burlingame has evaluated the comments received on the Initial Study and Environmental Checklist (IS/EC) prepared for the project proposed for 1431 1509 El Camino Real. The Responses to Comments, Errata and the Mitigation Monitoring and Reporting Program which are included in this document, together with the Draft IS/EC and the Revised IS/EC Historical Resources Compliance Report (HRCR) appendix comprise the Final IS/MND for use by the City of Burlingame in its review and consideration of the new residential building project proposed for 1431 El Camino Real.

This document is organized into three sections:

- Section 1–Introduction.
- Section 2–Responses to Written Comments: Provides a list of the agencies, organizations, and individuals who commented on the IS/EC. Copies of all of the letters received regarding the project and responses to the questions and concerns raised in these letters are included in this section.
- Section 3–Errata: Includes an addendum listing refinements and clarifications on the Revised
- IS/MND, which have been incorporated.
- Section 4–Mitigation Monitoring and Reporting Program: Includes mitigations proposed in the IS/MND and appropriate logistical details of these mitigations.

For consideration of the decision making process the Final IS/MND includes the following contents:

- This final summary document
- IS/EC (provided under separate cover)
- IS/EC HRCR appendix (provided under separate cover)

## Responses to Comments

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# Responses to Comments

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## SECTION 2 RESPONSES TO WRITTEN COMMENTS

### 2.1 List of Authors

A list of public agencies and individuals that provided comments on the IS/EC is presented below. There were no letters submitted from organizations. Each communication has been assigned a code. Individual comments within each communication have been numbered so comments can be cross-referenced with responses. Section 2.2 includes the reprinted communications followed by the corresponding responses.

**Author**

**Author Code**

**State Agencies**

California Department of Transportation.....CALTRANS

**Individuals**

Rulin Abufannouna and Rami Alfakhouri.....ABUFANNOUNA

### 2.2 Comment Letters and Responses

The comment letters reproduced in the following pages follow the same organization as used in the List of Authors.

## Responses to Comments

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# Responses to Comments

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Ms. Keylon, City of Burlingame  
January 4, 2018  
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## **Multimodal Planning**

The Association of Bay Area Governments (ABAG) has identified the project location as a planned Priority Development Area (PDA), known as the Burlingame El Camino Real PDA, with a future place type of Transit Town Center, which emphasizes mixed-use development, transit, and pedestrian connectivity. PDA criteria includes plans for additional housing, and proximity within ½ mile of high frequency (peak headways under 20 minutes) bus or Bus Rapid Transit service, or proximity to a planned or existing rail station or ferry terminal. The project site is approximately 0.75 miles walking distance from the nearest Caltrain station (Broadway Caltrain Station), while the SamTrans Route ECR bus, which has stops within 0.25 miles of the project site provides high frequency bus service along SR 82 (El Camino Real) between Palo Alto and Daly City.

1-1

Please clarify the present parking capacity at the project location: The MND indicates that a five-space parking structure will be demolished, and a total of 15 parking spaces will be included in the new project. Please consider instead of a variance to allow automatic parking lifts in order to meet parking minimum requirements, a variance to reduce the parking minimum at the site, which could include measures such as an on-site car-share point-of-departure.

The project's primary and secondary effects on pedestrians, bicyclists, disabled travelers and transit users should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access for pedestrians and bicyclists to transit facilities must be maintained. These smart growth approaches are consistent with MTC's Regional Transportation Plan/Sustainable Community Strategies and would help meet Caltrans Strategic Management targets.

1-2

## **Vehicle Trip Reduction**

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as **Place Type 2b: Close-in Corridors** where location efficiency factors, such as community design, are moderate and regional accessibility is strong. Caltrans applauds the construction of additional housing in this area, and due to its location, it should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. Such measures will be critical in order to facilitate efficient transportation access to and from the site and reduce transportation impacts associated with the project. The measures listed below will promote smart mobility and reduce regional VMT.

1-3

- Project design to encourage walking, bicycling and transit access;
- Transit subsidies for residents on an ongoing basis;
- Charging stations and designated parking spaces for electric vehicles;
- Designated parking spaces for a car share program;
- Subsidized access to a car share program for residents;
- Unbundled parking;
- Secured bicycle storage facilities; and
- Fix-it bicycle repair station(s).

For additional TDM options, please refer to the Federal Highway Administration's *Integrating*

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

# Responses to Comments

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Ms. Keylon, City of Burlingame  
January 4, 2018  
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*Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8).  
The reference is available online at:  
<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

↑ 1-3  
Cont.

### ***Cultural Resources***

Because this project proposes the relocation of a young elm associated with the Howard-Ralston Eucalyptus Tree Rows, Noah M. Stewart, Caltrans Architectural Historian and Environmental Branch Chief has been working directly with the Lead Agency and the project applicant on the cultural resource documents needed to satisfy Caltrans requirements under PRC 5024. Please see the comments below, noting that comments provided previously by Caltrans as part of the ongoing coordination still apply.

1-4

Based on Page 22, Section 2.5 within the Discussion, it appears that there is an impact to the Howard-Ralston Eucalyptus Tree Rows as one of the trees that contributes to the significance of the National Register of Historic Places-listed property will be moved. While it appears the move will not have a significant adverse change to the resource, it appears that there will be some impact; please clarify the level of change. Please also clarify if and how the trees will be protected with Environmentally Sensitive Areas, and how those areas will be delineated.

### ***Lead Agency***

As the Lead Agency, the City Burlingame is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

1-5

### ***Encroachment Permit***

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

1-6

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

## Responses to Comments

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Ms. Keylon, City of Burlingame  
January 4, 2018  
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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jake Freedman at 510-286-5518 or [jake.freedman@dot.ca.gov](mailto:jake.freedman@dot.ca.gov).

Sincerely,



PATRICIA MAURICE  
District Branch Chief  
Local Development - Intergovernmental Review

c: State Clearinghouse

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

## **Responses to Comments**

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### **State Agencies**

#### **California Department of Transportation (CALTRANS)**

##### ***Response to CALTRANS-1***

The author asks for clarification of the present parking capacity at the project location. The site currently includes a detached five car parking structure. This structure would be demolished as part of the proposed project.

The author asks that the City consider a variance to allow automatic parking lifts in order to meet and/or reduce parking minimum requirements on site. The proposed project already includes the use of vehicle lifts as described on page three of the IS/EC. Each unit would have two on-site parking spaces (for a total of 12 spaces) under each unit that would be provided in the form of mechanical, stacked-vehicle lifts. The vehicle lift would store one vehicle at ground level and one vehicle below ground. There would also be two ground-level guest parking spaces and a service/delivery vehicle space.

The author also suggests that parking reduction strategies could include measures such as an on-site car-share point-of-departure. This suggestion was considered by the City and applicant, but it was found not to be feasible for a building of only six units which represents an increase of only 2 units with a net gain of 8 daily trips (1 new am peak and 1 new pm peak).

Further reductions in parking spaces have been deemed not feasible for this site because although there is nearby public transportation, the nearest Caltrain station (Broadway) is only currently open on weekends. Also there is no on-street parking on the project side of El Camino and the cross walk is some distance from the project site. Providing on-site parking for the limited number of project residence avoids safety hazards that could occur were residents to regularly park on the opposite side of the street. Changes to the established neighborhood parking situation are normally only considered with conditions of hardship and not shown in this circumstance.

##### ***Response to CALTRANS-2***

The author asks that the primary and secondary effects on pedestrians, bicyclists, disabled travelers and transit users be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. The author notes that access for pedestrians and bicyclists to transit facilities must be maintained. As described in Section 2.16 of the IS/EC, the proposed project would generate a very low volume of net new daily and peak-hour trips. Effects on pedestrians, bicyclists, disabled travelers and transit users were evaluated in the IS/EC and there were no impacts found associated with the project. In fact, to some small extent, these conditions are

## **Responses to Comments**

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upgraded by the provisions for bike parking and improvements to driveway conditions that currently present some transit difficulties.

### ***Response to CALTRANS-3***

The author requests that the project include a “robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions”. As described in the IS/EC, there are no significant air quality or greenhouse gas impacts resulting from the construction and operation of this project which represents a de-minimus change over current conditions. Although project design and environmental assessment did consider (and in some cases include) a range of measures to improve transportation access to and from the site and to reduce transportation impacts associated with the project, the full range of TDM measures requested were not deemed necessary for this limited change in site conditions.

### ***Response to CALTRANS-4***

The author notes that because this project proposes the relocation of a young elm associated with the Howard-Ralston Eucalyptus Tree Rows, Noah M. Stewart, Caltrans Architectural Historian and environmental Branch Chief has been working directly with the Lead Agency and the project applicant on the cultural resource documents needed to satisfy Caltrans requirements under PRC 5024. Caltrans requested changes to the draft Historical Resources Compliance Report (HRCR – Appendix B of the IS/EC) are described fully in Section 3 – Errata of this document.

The author acknowledges that given project elements in place to protect this resource it appears the move of this young elm will not have a significant adverse change to the resource, but also that the level of change be clarified. The project action plan was developed and is included in the HRCR to ensure that relocation of the tree (it will be replanted directly south of its current location) will avoid any adverse effects or long-term change to this resource.

The author also asks if and how the trees will be protected with regards to Environmentally Sensitive Areas (ESA), and how those areas will be delineated. These methodologies are described in the ESA Action Plan – included as part of the HRCR. The ESA Action plan clearly states that the Project Landscape Architect and Arborist will ensure that the ESA for adjacent contributing trees is clearly described and illustrated on the work plan. The Caltrans District 4 PQS Architectural Historian will review and approve the work plan.

### ***Response to CALTRANS-5***

The author asks that the project’s fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring be fully discussed for all proposed mitigation measures. The project’s scheduling, implementation responsibilities and lead agency monitoring

## **Responses to Comments**

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are discussed in the Mitigation Monitoring Report Program (MMRP) included in this document, however economic issues, such as fair share contributions and financing are not typically discussed in a California Environmental Quality Act (CEQA) document such as this.

### ***Response to CALTRANS-6***

The author notes that the any work or traffic control that encroaches onto the state ROW requires an Encroachment Permit that is issued by Caltrans. In these conditions, an Encroachment Permit would be required by the City of Burlingame as a Condition of Approval for the project.

## Responses to Comments

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# Responses to Comments

Comment Letter 2

To Community Development Department

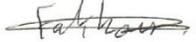
I Rulin abufannouna, and my husband Rami Alfakhouri , My son Yousef alfakhouri (7 years old ), my son Jude alfakhouri (5 years old) and my son Kinan alfakhouri (3 months old) live in Burlingame 1433 El Camino Real apartment #a. Next year going to be our ten year living at 1433 El Camino Real apartment #a. I just want to let you know that if you approved this project we going to be on the street. We live month to month. We pearly make it. I Rulin abufannouna the wife take care of the kids and my husband Rami Alfakhouri he is only working in the family. We don't have money to move out. I really appreciate it if you take our situation in consideration before making any decision. We appreciate it if build affordable housing for people like us. Please very please help us. My phone number is 4157456665. E-mail address is [rfakhouri75@gmail.com](mailto:rfakhouri75@gmail.com) .

2-1

Rulin abufannouna 12-26-17



Rami Alfakhouri 12-26-17



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CITY OF BURLINGAME  
CDD-PLANNING DIV.

## Responses to Comments

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## **Responses to Comments**

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### **Individuals**

#### **Rulin Abufannouna and Rami Alfakhouri**

##### ***Response to ABUFANNOUNA – 1***

The author expresses concerns that her family will be displaced by the project. The CEQA environmental document is designed to look at a projects impact on the environment and does not cover issues of individual resident displacement. However, the City has contacted this resident, explaining that the project has not yet been approved and the Planning Commission is the final decision maker on the project. They have also been informed that there is a tentative hearing date scheduled for Monday February 12 (7:00 pm at City Hall at 501 Primrose Road, in the City Council chambers) and that they are encouraged to attend and directly present their concerns. This communication also passed on a link to the City's affordable housing web page that has contact information for various housing resources and included contacts to appropriate contacts within the City's Housing Department.

## Responses to Comments

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# Responses to Comments

## SECTION 3 ERRATA

There are no changes to the IS/EC based on comments received for the Condominium Project at 1431 El Camino Real. The revisions described below have been made to the draft Historical Resources Compliance Report (HRCR) which was Appendix B of the IS/EC.

These revisions are minor modifications and clarifications to the document, and do not change the significance of any of the environmental issue conclusions within the IS/EC.

### 3.1 Changes in Response to Specific Comments

The following changes were made in response to comments from Caltrans regarding the HRCR.

HRCR, Cover Page	"EFIS goes here." Was removed from this page
HRCR, Page 9	The following was added to paragraph 3 - <a href="#">The PAL includes two trees that are part of the NRHP-listed Howard Ralston Eucalyptus Tree Rows (P-41-002191). While one of the trees will not be impacted by the project and will be protected, the project also proposes to relocate one of the young elms adjacent to the sidewalk within the Caltrans right-of-way.</a>
HRCR, Page 10	The following was added to paragraph 2 - <a href="#">The PAL was approved by Noah Stewart, PQS Principal Architectural Historian and Catherine Keylon, City Senior Planner.</a>
HRCR, Page 15	Record Search, paragraph 2 - the total number of trees that are part of the Howard-Ralston Tree Row that are within the PAL was more clearly described in this paragraph.
HRCR, Page 20	The following was added to the last paragraph - Although there are no mature trees within the PAL, <a href="#">there are two recently planted elm saplings adjacent to the sidewalk are considered historically significant since they represent an on-going effort to maintain the feel and intent of the original tree-lined El Camino Real.</a>
HRCR, Page 34	A map that depicts the current and proposed location of the relocated tree was added to the SOIS Action Plan and referenced on this page.
HRCR, Page 35	A map that depicts the ESA location(s) was added to the ESA Action Plan and referenced on this page.
HRCR, Page 35	<a href="#">The following was added at this page - The SOIS Action Plan details the required review of all plans, specifications, and estimates by Caltrans District 4 prior to the start of construction. The Project Landscape Architect &amp; Arborist shall use flagging tape or temporary signage to indicate which trees are to remain and be protected, and which tree is to be removed and replanted within the sidewalk planter. During construction, the Caltrans Environmental Construction-Liason will conduct spot-checks as needed to ensure the Environmental Commitment Record requirements are met. A qualified architectural historian shall also review any proposed project changes to ensure that they are consistent with the SOIS. Any changes must be submitted to Caltrans PQS Architectural Historian Noah M. Stewart for review and approval. Upon completion of all construction-related activities, the Local Agency Project Manager will inform the Caltrans PQS Architectural Historian that work is complete.</a>
SOIS Action Plan Table	Noah M Stewart listed as Caltrans Architectural Historian and Environmental Branch Chief (510)286-5370.
ESA Action Plan Table	<del>The following was deleted in this section – <a href="#">For the duration of the construction, the project Landscape Architect/Arborist will perform spot inspections to ensure that project personnel are fully aware of the ESA boundary and that the measures outlined in the plans are being followed. Any changes to the project changes affecting the trees/ESA will need to be reviewed and approved by Caltrans PQS. Following completion of project construction, the Local Agency Project Manager will inform the Caltrans Architectural Historian Noah M. Stewart and the City of Burlingame when work is finished. At</a></del>

## Responses to Comments

	<p><del>the end of construction, the Project Landscape Architect and Arborist will document the planting of the new elm.</del></p> <p>The following was added to this section - Delineation of ESA on Project Plans: Prior to finalization of the project work plan, the Project Landscape Architect &amp; Arborist will ensure that the ESA for adjacent contributing trees is clearly described and illustrated on the work plan.</p> <p>Delineation of ESA in the Field: The ESA is expressly designed to protect the Howard-Ralston Eucalyptus Tree Rows (P-41-002191). The Local Agency Project Manager will ensure that the ESA is fenced-off prior to commencement of construction-related activities. The ESA is demarcated as the sidewalk planter directly in front of 1431-1433 El Camino Real (containing the two young elms) and the area directly adjacent to the northwest side of the proposed driveway location (containing the single mature eucalyptus tree). The approximate ESA boundary is shown on the map provided in Attachment F. Prior to the start of any project-related activities, protective fencing shall be established around the planters that contain the trees.</p>
	<p><b>Pre-construction Meeting:</b> The Local Agency Project Manager will ensure that a qualified architectural historian will discuss the importance of maintaining and enforcing the ESA boundaries during the pre-construction meeting with construction personnel. During the meeting it will be stressed that no construction activity (including storage or staging or equipment or materials) should occur within ESA. It will also be stressed, that construction workers must remain outside of the ESAs at all times. The meeting will also include a discussion regarding procedures and responsible parties in the event of a post-review discovery, inadvertent effect, or an ESA violation.</p> <p><b>Relocation of Elm:</b> Prior to the start of construction activities, the northwestern most elm within the sidewalk planter will be replanted directly southeast of the adjacent elm in the sidewalk planter (see ESA Action Plan Map in Attachment E for specific locations). This elm must be relocated due to its proximity to the proposed northwestern driveway. Therefore, the tree relocation must occur prior to the start of construction.</p> <p><b>Construction Stage</b></p> <p><b>Project Plan Changes:</b> The Project Landscape Architect &amp; Arborist will review for approval any proposed project changes to ensure changes are consistent with the ESA. All other consulting parties will be informed of approved changes. Any changes to the project affecting the tree grove/ESA will need to be reviewed and approved by Caltrans PQS prior to implementation.</p> <p><b>ESA Spot-Checks:</b> Throughout the course of construction, the Project Landscape Architect &amp; Arborist will perform spot inspections to ensure that project personnel are fully aware of the ESA boundary and that the measures outlined in the work plans are being following. In the event of a post-review discovery or ESA violation, Caltrans District 4 Architectural Historian Noah M. Stewart and the headquarters Cultural Studies Office (CSO) will be notified within 48 hours of the violation or post-review discovery.</p> <p><b>Fence Removal:</b> at commencement of all construction-related activities, the Project Landscape Architect &amp; Arborist will be onsite to monitor removal of the protective fencing that delineates the ESA and provide guidance to avoid inadvertently damaging the trees during fence removal.</p> <p><b>Post-Construction Stage</b></p> <p><b>Project Completion:</b> The Project Landscape Architect &amp; Arborist will inform Caltrans District 4 PQS Architectural Historian Noah M. Stewart and City of Burlingame when the project has been completed as per the ESA Action Plan. The Project Landscape Architect &amp; Arborist will also document the planting of the new elm in a post-construction memorandum.</p>

## **Responses to Comments**

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### **SECTION 4            MITIGATION MONITORING AND REPORTING PROGRAM**

The California Environmental Quality Act (CEQA) requires that public agencies adopting mitigated negative declarations (MNDs) take affirmative steps to determine that approved mitigation measures are implemented subsequent to project approval. The lead or responsible agency must adopt a reporting and monitoring program for the mitigation measures incorporated into a project or included as conditions of approval. The program must be designed to ensure compliance with the MND during project implementation (California Public Resources Code, Section 21081.6(a)(1)).

This Mitigation Monitoring and Reporting Program (MMRP) will be used by City of Burlingame as lead agency to ensure compliance with adopted mitigation measures identified in the MND for the 1431 El Camino project (proposed project). The City of Burlingame, as lead agency pursuant to the CEQA Guidelines, will ensure that all mitigation measures are carried out.

The remainder of this MMRP consists of a table that identifies the mitigation measures by resource and identifies the mitigation monitoring and reporting requirements, including the method for verifying implementation of the mitigation measure, timing of verification (prior to, during, or after construction) and responsible party. Space is provided for sign-off following completion/implementation of the mitigation measure. The source documents are this IS/MND for the proposed project.

## Responses to Comments

Mitigation Measure No.	Mitigation Measure/Project Design Feature	Method of Verification	Timing of Verification			Responsible Party	Completed		Comments
			Pre Const.	During Const.	Post Const.		Initials	Date	
<i>Cultural Resources</i>									
CUL-1	Unanticipated Discovery of Archaeological Resources. All construction crew members shall be alerted to the potential to encounter sensitive archaeological material. In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether additional study is warranted. Prehistoric archaeological deposits may be indicated by the presence of discolored or dark soil, fire-affected material, concentrations of fragmented or whole marine shell, burned or complete bone, non-local lithic materials, or a characteristic observed to be atypical of the surrounding area. Common prehistoric artifacts may include modified or battered lithic materials; lithic or bone tools that appeared to have been used for chopping, drilling, or grinding; projectile points; fired clay ceramics or non-functional items; and other items. Historic-age deposits are often indicated by the presence of glass bottles and shards, ceramic material, building or domestic refuse, ferrous metal, or old features such as concrete foundations or privies. Depending on the significance of the find under CEQA (14 CCR 15064.5[f]; Public Resources Code Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery, may be warranted.	A qualified archaeologist will ensure that construction workers comply with mitigation measure consistent with State and Federal law.		X		City of Burlingame			
CUL-2	Unanticipated Discovery of Human Remains. In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the county coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the county coroner has determined, within 2	A qualified paleontologist will ensure that construction workers comply with mitigation		X		City of Burlingame and County Coroner			

## Responses to Comments

Mitigation Measure No.	Mitigation Measure/Project Design Feature	Method of Verification	Timing of Verification			Responsible Party	Completed		Comments
			Pre Const.	During Const.	Post Const.		Initials	Date	
	working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the county coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the Native American Heritage Commission (NAHC) in Sacramento within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant shall complete his/her inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.	measure consistent with State and Federal law.							
CUL-3	Unanticipated Discovery of Paleontological Resources. Paleontological resources are limited, nonrenewable resources of scientific, cultural, or educational value and are afforded protection under state laws and regulations (CEQA). Paleontological resources are explicitly afforded protection by CEQA, specifically in Section V(c) of CEQA Guidelines Appendix G, the Environmental Checklist Form, which addresses the potential for adverse impacts to "unique paleontological resource[s] or site[s] or ... unique geological feature[s]" (14 CCR 15000 et seq.). Further, CEQA provides that, generally, a resource shall be considered "historically significant" if it has yielded or may be likely to yield information important in prehistory (14 CCR 15064.5[a][3][D]). In the event that paleontological resources (silicified shell, bone, or other features) are exposed during construction activities for the proposed project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified paleontologist can evaluate the significance of the find. This analysis shall comply with guidelines and significance criteria specified by the Society of Vertebrate Paleontology. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery, may be warranted.	Verification of compliance with mitigation measure consistent with State law.		X		City of Burlingame			

## Responses to Comments

Mitigation Measure No.	Mitigation Measure/Project Design Feature	Method of Verification	Timing of Verification			Responsible Party	Completed		Comments
			Pre Const.	During Const.	Post Const.		Initials	Date	
<i>Noise</i>									
N-1	The project sponsor shall retain a qualified acoustical engineer to prepare an acoustical study in accordance with State Title 24 requirements. The acoustical study shall identify methods of design and construction to comply with the applicable portions of the California Building Code Title 24 to achieve an indoor noise level of 45 A weighted decibel community noise equivalent level or less from traffic noise sources.	Construction Project Manager	X	X		City of Burlingame			
N-2	All construction equipment shall use available noise-suppression devices and properly maintained mufflers. All internal combustion engines used on the project site shall be equipped with the type of muffler recommended by the vehicle manufacturer. In addition, all equipment shall be maintained in a good mechanical condition to minimize noise created by a faulty or poorly maintained engine, drive train, or other component.	Construction Project Manager		X		City of Burlingame			
N-3	During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receptors and as far as possible from the boundary of sensitive receptors.	Construction Project Manager		X		City of Burlingame			
N-4	Pursuant to the City of Burlingame Municipal Code, the applicant shall limit construction activities to between 8 a.m. and 7 p.m. Mondays through Fridays, and Saturdays between 9 a.m. and 6 p.m.	Construction Project Manager		X		City of Burlingame			