

**CEQA CLASS 32 INFILL EXEMPTION
1669/1699 OLD BAYSHORE HIGHWAY AND
810/821 MALCOLM ROAD PROJECT**

VOLUME 5 Appendices E and F

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Appendix E-1

Water Supply Assessment (WSA)



Water Supply Assessment for 1669/1699 Bayshore Highway & 810/821 Malcolm Road

City of Burlingame

September 2022

Water Supply Assessment

1669/1699 Bayshore Highway & 810/821 Malcolm Road City of Burlingame

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1 INTRODUCTION

The Water Supply Assessment law (§10910-10915 of the California Water Code [CWC or Water Code]) requires urban water supplies to prepare a Water Supply Assessment (WSA) to the city or county that has jurisdiction to approve the environmental documentation for certain qualifying projects as defined in Water Code §10912(a). This WSA was prepared for the 1669/1699 Bayshore Highway & 810/821 Malcolm Road development project (“Project”). The Project meets the definition of “project” as defined in Water Code §10912(a)(e) because it is a proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet (sq ft) of floor space. The proposed Project includes two office and research and development (R&D) buildings, which includes parking and associated irrigated landscaping (Helios, 2022a). The City of Burlingame (City) will be the water service provider for the proposed Project.

The information provided in this WSA is consistent with Water Code §10910-10912 requirements and the California Department of Water Resources’ (DWR’s) *Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001: To Assist Water Suppliers, Cities, and Counties in Integrating Water and Land Use Planning*, dated 8 October 2003.

The purpose of this WSA is to evaluate whether the City has sufficient water supply to meet the current and planned water demands within its service area, including the demands associated with the proposed Project, during normal and dry hydrologic years over a 20-year time horizon. More specifically, this WSA includes:

- A summary of the WSA requirements articulated in Water Code §10910-10912 and a description of how they apply to the proposed Project (Sections 2 and 3);
- A description and analysis of the current and projected future water demands of the proposed Project through the year 2045 (Section 4);
- A description and analysis of the historical and current water demands for the City, and projected future water demands for its service area through the year 2045 (Section 5);
- A description and analysis of the current and projected future water supplies for the City’s service area through the year 2045 (Section 6); and
- A comparison of the water supplies and demands for the City’s service area, including the projected water demands associated with the proposed Project (Section 7).

The information contained in this WSA is based primarily on the City’s 2020 Urban Water Management Plan (UWMP), except where updated with relevant water demand and supply reliability and other information provided by DWR, the San Francisco Public Utilities Commission (SFPUC), the Bay Area Water Supply and Conservation Agency (BAWSCA), and the City.

1.1 WSA Determination

A significant source of uncertainty identified in the City’s 2020 UWMP and this WSA is whether the Water Quality Control Plan for the San Francisco/Sacramento-San Joaquin Delta Estuary (Bay-

Delta Plan Amendment)¹ will be implemented and how it will affect the supply reliability of the City and County of San Francisco's Regional Water System (RWS), which is the City's sole source of supply. Given this uncertainty, and based on information provided by the SFPUC and BAWSCA, this WSA analyzes water supply and demands through 2045 under three scenarios:

1. Scenario 1: Implementation of the Bay-Delta Plan Amendment
2. Scenario 2: Without implementation of the Bay-Delta Plan Amendment
3. Scenario 3: Implementation of the Proposed Voluntary Agreement

Scenario 1 (Implementation of the Bay-Delta Plan Amendment): With the implementation of the Bay-Delta Plan Amendment, the City has sufficient water supply to meet all of its expected future water demands, including the demands of the proposed Project, in normal years. In dry years, the City will implement its Water Shortage Contingency Plan (WSCP) and apply the appropriate water demand reduction actions. Regardless of whether the proposed Project is constructed, as described in the City's adopted 2020 UWMP and in Section 6.2.1 herein, with implementation of the Bay-Delta Plan Amendment, the City is projecting supply shortfalls of up to 45% during single dry years and up to 53% during multiple dry years in 2045 and will require significant demand reductions or the development of alternate water supply sources. The City is working independently and with the other BAWSCA agencies to identify mitigation measures to improve the reliability of regional and local water supplies and to meet its customers' water needs. If conditions for large drought cutbacks to the RWS supplies persist, the City will need to implement additional demand reduction actions, invoke strict restrictions on potable water use, and accelerate efforts to develop alternative supplies of water.

Scenario 2 (Without Implementation of the Bay-Delta Plan Amendment): Without the implementation of the Bay-Delta Plan Amendment, the City has sufficient water supply to meet all of its future water demands, including the demands of the proposed Project, in normal years, single dry years, and most multiple dry years. As discussed in Section 6.2.3 herein, it is anticipated that the City will face supply shortfalls of 14% during the 4th and 5th years of a multi-year drought in 2045, during which the City would have to implement its WSCP to curtail demands and ensure that its supplies remain sufficient to serve all users, including those of the proposed Project.

Scenario 3 (Voluntary Agreement): The SFPUC is in active negotiations with the State to see if a compromise can be reached wherein the impacts of the Bay-Delta Plan Amendment to the RWS can be minimized. Under this scenario, the City is assumed to have sufficient water to meet all of its future water demands, including the demands of the proposed Project, in normal years. It is anticipated that, in single and multiple dry year scenarios, the City would implement its WSCP to curtail demands and ensure that its supplies remain sufficient to serve all users, including the

¹ On December 12, 2018, through State Water Board Resolution 2018-0059, the State Water Board amended the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (Bay-Delta Plan). It adopted the amendments to the Bay-Delta Plan and the Final SED establishing the Lower San Joaquin River flow objectives and revised southern Delta salinity objectives. On February 25, 2019, the Office of Administrative Law approved the Bay-Delta Plan amendments, which are now in effect.

proposed Project. This scenario is based on the assumption that demand will not be curtailed beyond the SFPUC Level of Service (LOS) goal of not exceeding 20% system wide rationing.

Additionally, based on the uncertainty of future water supplies, the Public Works Department recommends the following Project-specific measures to increase resiliency. If any of these recommendations are found to be infeasible, the Project applicant may submit an analysis to the Public Works Director to apply for a waiver:

1. Install purple piping in the frontage of the Project site for future recycled water usage;
2. Follow the Prescriptive Compliance Option of the Model Water Efficient Landscaping Ordinance, see California Code of Regulations Title 23, Chapter 2.7, Appendix D²;
3. Install 100% WaterSense labeled products, as available; and
4. Under Leadership in Energy and Environmental Design (LEED) certification, incorporate a minimum of four points under the Water Efficiency credit category³.

This WSA concludes that, because the proposed Project was included in the City's 2020 UWMP and the City's 2022 water demand projections update, it will not affect water supply reliability within the City's service area beyond what has been projected. Based on currently available information, the City expects to be able to meet all future demands within its service area inclusive of the proposed Project in normal hydrologic years. The shortfalls that are currently projected during dry years will be addressed through planned implementation of the City's 2020 WSCP⁴. In addition, as described herein and in the City's 2020 UWMP, BAWSCA and SFPUC are pursuing the development of additional water supplies to improve the RWS and local supply reliability.

1.2 WSA Approval

Approval of this WSA by the Burlingame City Council is not equivalent to approval of the development project for which the WSA is prepared. A WSA is an informational document required to be prepared for use in the City's environmental review of a project under the California Environmental Quality Act (CEQA). Furthermore, this WSA does not verify the adequacy of existing distribution system capacity to serve the proposed Project.

2 GENERAL REQUIREMENTS FOR A WATER SUPPLY ASSESSMENT

The purpose of this section is to outline the types of projects that require the preparation of a WSA, who is responsible for preparation, and the necessary components of a WSA.

² The California Code of Regulations Title 23, Chapter 2.7, Appendix D can be found online [here](#).

³ A list of LEED credits for water efficiency is available at:

<https://www.usgbc.org/credits?Category=%22Water+efficiency%22>

⁴ The City's 2020 WSCP is available at:

https://www.burlingame.org/document_center/Water/CityofBurlingame_2020_UWMP.pdf

2.1 Applicability of California Water Code to the Project

The proposed Project will consist of one 6-story building and one 7-story building that collectively includes approximately 676,697 square-foot (sq ft) of office and R&D use. The proposed Project exceeds the threshold for a “project” requiring a WSA pursuant to Water Code §10910(a) and 10912(a)(3).

2.2 Responsibility for Preparation of the Water Supply Assessment

The proposed Project is located within the City’s service area and the water for the proposed Project will be supplied by the City. Therefore, in accordance with Water Code §10910(b), the City is the entity responsible for preparation and adoption of a WSA for the proposed Project.

2.3 Purpose of a Water Supply Assessment

Per Water Code §10910(c)(4), the primary purpose of a WSA is to evaluate whether sufficient water supply is available to meet all future demands within the water supplier’s service area, including those associated with the proposed Project, during normal and dry hydrologic years for a 20-year planning horizon.

3 PROJECT DESCRIPTION

The proposed Project is located on assessor’s parcel numbers (APNs) 026-302-550, 026-302-530, 026-302-400, and 026-301-180, which are located on both sides of Malcom Road at the intersection of Malcom Road and Bayshore Highway in the City of Burlingame, California (**Figure 2**). The proposed Project consists of two buildings (one 6-story building and one 7-story building) and a parking structure. One building is located on the northwest side of Malcolm Road, while the other building and parking structure are located on the southeast side of Malcom Road. The approximately 4.5-acre development includes approximately 767,734 sq ft of office and R&D, amenities, and parking use. Specifically, the proposed Project includes approximately 184,493 sq ft of office use, 280,183 sq ft of R&D space, 4,724 sq ft for an exercise facility, 6,390 sq ft for food services, 291,944 sq ft for parking, and around 30,217 sq ft of landscaped area (**Appendix A**). Construction is anticipated to be completed by the end of March 2025 (Helios, 2022a; 2022b).

As shown on **Figure 2**, the proposed Project site is currently occupied by a permanently closed restaurant and two warehouses. Historical water use at the site ranged between 18 to 20 million gallons per year (MGY) between 2017 and 2019 (City of Burlingame, 2022a). The proposed Project is located within the City’s service area and potable water service will be provided by the City (**Figure 1**).

4 PROJECT WATER DEMAND

The City has adopted green building standards and water efficient landscaping ordinances consistent with previous versions of the CalGreen building standards and the California Model Water Efficient Landscape Ordinance (MWELO) and all new developments must comply with

these efficiency standards. As discussed in Section 1, Based on the uncertainty of future water supplies, the Project is highly recommended to implement the following water conservation measures to increase water resiliency:

1. Install purple piping in the frontage of the Project site for future recycled water usage;
2. Follow the Prescriptive Compliance Option of MWELO, see California Code of Regulations Title 23, Chapter 2.7, Appendix D⁵;
3. Install 100% WaterSense labeled products, as available; and
4. Under Leadership in Energy and Environmental Design (LEED) certification, incorporate a minimum of four points under the Water Efficiency credit category⁶.

As described below, average annual water demand for the proposed Project was estimated based on: (1) information provided by the Project Proponent in coordination with the City (Helios, 2022a; 2022b; 2022c); and (2) water demand factors identified in literature and other public sources for similar land uses. Total water demands include water used by the proposed Project for office uses, R&D uses, exercise facilities, food services, landscaping, and parking structure cleaning.

Table 1 includes a summary of the water demand projections associated with the proposed land uses, in five-year increments through 2045. Full project buildout will be achieved by the end of March 2025 (Helios, 2022b).

4.1 Indoor Water Use

Table 1 provides a summary of the land uses, unit water demand factors, and respective water demand associated with each land use.

4.1.1 Office and R&D Use

Approximately 184,493 sq ft of office use and 280,183 sq ft of R&D use is anticipated for the proposed Project (Helios, 2022a; 2022b). It is noted that water use by R&D varies significantly based on the specific operations of the facility. In absence of specific information regarding facility water uses, the water demand for the R&D use is estimated based on a demand factor of 0.18 gallons per day per square foot (GPD/sq ft), based on information from the Draft Environmental Impact Report (EIR) for the Genentech Campus Master Plan Update (Genentech, 2019)⁷. For the office use portion of the proposed Project, an office demand factor of 0.055 (GPD/sq ft) was used, per Genentech (2019).

⁵ The California Code of Regulations Title 23, Chapter 2.7, Appendix D can be found online [here](#).

⁶ A list of LEED credits for water efficiency is available at:

<https://www.usgbc.org/credits?Category=%22Water+efficiency%22>

⁷ The R&D demand factor was calculated by dividing the total water use of the Genentech campus in 2016 by the total area of the campus to estimate demand per area.

The resultant water demand associated with the office and R&D portions of the proposed Project is estimated to be 3.7 and 18 MGY, respectively.

4.1.2 Exercise Room and Food Services Use

The Proposed Project includes approximately 4,724 sq ft of exercise facility use and approximately 6,390 sq ft of food services use for tenants and potentially visitors as part of the campus amenities. Water demand associated with exercise and food services were estimated using a demand factor of 0.11 GPD/sq ft for amenity use, based on demand factors published by Genentech (2019). Water demand associated with the exercise room is estimated to be 0.19 MGY, and demand associated with the food services is estimated to be 0.26 MGY.

4.1.3 Total Indoor Use

Based on the demand factors identified above, the total estimated indoor water use for the proposed Project is estimated to be 23 MGY.

4.2 Garage Structure Water Use

The proposed Project includes a nine-level, approximately 291,944 sq ft parking garage (Helios, 2022c). Water use associated with this space is anticipated to be minimal, limited to cleaning of the facility. For purposes of this WSA, it is assumed that the garage will be cleaned 12 times per year and that 0.02 gallons per sq ft will be used per each cleaning event (City of Los Angeles Bureau of Engineering, 2012). Thus, it is estimated that 0.07 MGY will be used for purposes of cleaning the parking garage.

4.3 Outdoor Water Use

Per Helios, the proposed Project includes a total of 30,217 sq ft of landscaped area (**Appendix A**). As shown in **Table 2**, irrigated landscape water use was calculated based on the Maximum Applied Water Allowance (MAWA) per the City's Water Conservation in Landscape Ordinance (City of Burlingame, Water Conservation in Landscape Ch 18.17). Based on this methodology, it is estimated that the total irrigated landscape water use for the Proposed Project will be 0.36 MGY.⁸

4.4 Total Project Water Demand

Historical water use for the current land use at the proposed Project site between the years 2017 and 2019 ranged between 18 and 20 MGY, and averaged 19 MGY (City of Burlingame, 2022a). Historical data from 2020 through 2022 was omitted due to lack of operations at the Project site. Based on the above methodologies and assumptions, and adjusting for the existing water use at

⁸ MAWA demands were calculated by multiplying the Reference Evapotranspiration rate of 42.8 inches per year for Redwood City, an Evapotranspiration Adjustment Factor of .45 for non-residential areas, a conversion factor of .62, and the total project square footage, for a total of .30 MG.

the site, the incremental increase in water demand associated with the proposed Project at full buildout and occupancy is estimated to be 4.2 MGY, as shown in **Table 1**. However, as discussed in Section 5.1, the proposed Project is included in the City's 2020 UWMP water demand projections and the City's 2022 water demand projections update, and is therefore not expected to result in an on-going net increase in water demands to the City beyond what has already been projected.

5 CITY OF BURLINGAME WATER DEMAND

Consistent with the UWMP Act (Water Code §10610-10656), the 2020 UWMP for the City presents estimates of projected future water demand for the City's service area in five-year increments, between the years 2025 and 2045 (City of Burlingame, 2021).

5.1 Review of Project's Inclusion in 2020 UWMP Growth Projections

The City's 2020 UWMP water demand projections account for growth projected within the City's 2019 General Plan (City of Burlingame, 2019). As part of this WSA, the City conducted an update to its water demand projections using its Demand Management Decision Support System Model (DSS Model) to incorporate the additional residential water demand associated with the Regional Housing Needs Allocation (RHNA; ABAG, 2022) and the City's ongoing Housing Element update. The DSS Model projects an increase in commercial and industrial water use of 145 MGY from 2025 through 2045. Given that the proposed Project is projected to use 4.2 MGY at full buildout, representing 2.9% of the projected commercial and industrial demand increase for the City, the Project is considered to be included within the demand projections of the City. Therefore, the proposed Project is not anticipated to result in an increase in demands for the City relative to those projected in the City's 2020 UWMP and the City's 2022 water demand projections update.

5.2 Current and Historical Water Demand Within the City of Burlingame Service Area

Historical water demand within the City service area from fiscal years 2005 through 2022 is summarized in **Table 3**. Total City water demand has decreased by approximately 28% between 2005 and 2022 and averaged 1,238 MGY over the past five years, i.e., from 2018 through 2022. Water use from 2005 to 2008 within the City remained fairly consistent, at an average of 1,634 MGY. Water demand decreased approximately 13% between 2008 and 2010, which generally corresponds with the 2007 to 2009 drought and the economic downturn. Then, a significant drop in water demand occurred between 2014 and 2016, corresponding with the recent historic drought and mandatory state-wide water use restrictions and water conservation targets. Since 2016, water use rebounded but has not returned to pre-drought water use levels.

The largest proportion of water demand within the City service area is from the single-family residential (SFR) sector, which represented 42% of the demand in the 2017-2021 period. The remainder of the demand is split between multi-family residential (MFR) (19% of overall demand), commercial (13% of the overall demand), industrial (12% of overall demand), losses (5.6% of overall demand), landscape (5.2% of overall demand), and institutional/governmental (2.8% of the overall demand; City of Burlingame, 2021).

5.3 The City of Burlingame's Water Demand Projections

As part of this WSA, the City updated its water demand projections to reflect the City's ongoing Housing Element update and assigned RHNA development values. The RHNA anticipated allocation to the City is 3,257 residential units, which is a larger number of units than those projected in the City's 2019 General Plan and those incorporated in the City's 2020 UWMP. The City is currently revising its Housing Element to accommodate its RNHA values. The updated demand values incorporating the City's RHNA, which include both passive and active conservation savings, are presented in **Table 4** in five-year increments. Also taking into account historical water use, expected population increase and other growth, climatic variability, and other assumptions, the water demand within the City is projected to increase to 1,697 MGY by 2045, an increase of approximately 28% compared to the 2018-2022 average.

5.4 Total Projected City of Burlingame Water Demand (Inclusive of Proposed Project)

Table 4 also shows the projected water demands for the City inclusive of the estimated proposed Project water demands. Because the proposed Project is included in the City's 2020 UWMP water demand projections and the City's 2022 water demand projections update, development of the proposed Project is not anticipated to affect water demands and supply reliability for the City beyond what was already projected in the adopted 2020 UWMP.

It is noted that several other development projects are in early stages of entitlement and have also requested WSAs from the City. The City is currently evaluating which, if any, components of these projects are already accounted for within the City's demand projections. The demands of these projects and any associated impacts on the City's demands and supply reliability will be addressed in subsequent WSAs.

6 THE CITY OF BURLINGAME'S WATER SUPPLY

This section identifies the City's water supply and discusses the vulnerability of the City's supply to drought and other factors affecting water supply reliability.

6.1 Identification of Water Supply Rights

Pursuant to Water Code §10910(d)(1), a WSA is required to include identification of all water supply entitlements, water rights, and water service contracts relevant to the identified water supply for the proposed Project. In accordance with these requirements, this WSA includes a summary of the City's supply sources and the agreements between the City and its wholesale supplier, the SFPUC, and other parties. The primary source of this information is the City's 2020 UWMP and information provided by BAWSCA and SFPUC in support of the development of the SFPUC customer agencies' 2020 UWMPs.

6.1.1 SFPUC Regional Water System

6.1.1.1 RWS Supply Sources and Allocation

As shown in **Table 5**, the singular source of water supply to the City is treated water purchased from the City and County of San Francisco's RWS, which is operated by the SFPUC (City of Burlingame, 2021).

The RWS supply originates predominantly from the Sierra Nevada but also includes treated water produced by the SFPUC from its local watersheds and facilities in Alameda and San Mateo Counties. Approximately 85% of the RWS supply is from the Tuolumne River via the Hetch-Hetchy Reservoir and aqueducts. The City's RWS supply is sourced from the remaining 15%, which is derived from local watersheds and the San Antonio, Calaveras, Crystal Springs, Pilarcitos, and San Andreas Reservoirs.

The business relationship between the City and County of San Francisco and its Wholesale Customers (including the City) is largely defined by the Water Supply Agreement⁹ between the City and County of San Francisco and Wholesale Customers in Alameda County, San Mateo County, and Santa Clara County (Agreement) entered into in July 2009. The Agreement, which has a 25-year term, addresses water supply availability for the RWS as well as the methodology used by the SFPUC in setting wholesale water rates. This Agreement supersedes an earlier 25-year agreement signed in 1984, and was most recently amended in 2018 (SFPUC, 2018). The amendments included extending the deadline for SFPUC to decide whether to make San Jose and Santa Clara permanent customers, a revision to the drought allocation formula, and a deadline extension for completion of its Water Supply Improvement Plan, among other things.

The Agreement provides a 184 million gallons per day (MGD) Supply Assurance to the SFPUC's Wholesale Customers collectively (City of Burlingame, 2021). Each wholesale customer's share of the 184 MGD is referred to as their Individual Supply Guarantee (ISG). The City's ISG is 5.23 MGD, or approximately 1,909 MGY (City of Burlingame, 2021). Although the Agreement expires in 2034, the Supply Assurance and ISG continue in perpetuity as both are subject to separate binding water allocation agreements described above and would continue beyond the term of the Agreement. At expiration of the Agreement, it is likely that a new agreement will be entered into as was done at the termination of the prior 1984 agreement.

Information regarding the Agreement and subsequent amendments was provided by BAWSCA and SFPUC in support of 2020 UWMP development and is provided verbatim below.

In the 2009 Water Supply Agreement, the SFPUC committed to make three decisions before 2018 that affect water supply development:

⁹ Water Supply Agreement between the City and County of San Francisco and Wholesale Customers is available at <https://bawasca.org/water/reliability>

- Whether or not to make the cities of San Jose and Santa Clara permanent customers,
- Whether or not to supply the additional unmet supply needs of the Wholesale Customers beyond 2018, and
- Whether or not to increase the wholesale customer Supply Assurance above 184 MGD.

Events since 2009 made it difficult for the SFPUC to conduct the necessary water supply planning and CEQA analysis required to make these three decisions before 2018. Therefore, in the 2018 Amended and Restated Water Supply Agreement, the decisions were deferred for 10 years to 2028.

Additionally, there have been recent changes to instream flow requirements and customer demand projections that have affected water supply planning beyond 2018. As a result, the SFPUC has established an Alternative Water Supply Planning program to evaluate several regional and local water supply options. Through this program, the SFPUC will conduct feasibility studies and develop an Alternative Water Supply Plan by July 2023 to support the continued development of water supplies to meet future needs.

The City's current and projected purchase quantities are approximately equal to 1,271 MG in 2020 and 1,909 MG in 2045, respectively (City of Burlingame, 2021). The City's projected quantities are shown as equal to their ISG of 1,909 MGY.

6.1.1.2 RWS Supply Reliability

The RWS has historically met demand in its service area in all year types. Factors that will affect future reliability of the RWS are discussed below. Detailed information regarding factors that impact the SFPUC RWS supply reliability are provided in the City's 2020 UWMP (City of Burlingame, 2021).

The water available to SFPUC's Retail and Wholesale Customers from the RWS is constrained by hydrology, physical facilities, and the institutional parameters that allocate the water supply of the Tuolumne River (SFPUC, 2021a). In addition, statewide regulations and other factors can impact the system reliability. For example, the adoption of the Bay-Delta Plan Amendment is anticipated to impact the reliability of the RWS supplies in the future.

If the current Bay-Delta Plan Amendment (July 2018) is implemented, the proposed unimpaired flow volumes would significantly reduce water supply available through the RWS during future drought condition. The City would be required to reduce their water use by as much as 53% during multi-year droughts (City of Burlingame, 2021) if no new additional imported or local supplies are developed by the SFPUC or the Wholesale Customers.

In support of 2020 UWMP development, SFPUC provided a detailed discussion of the factors contributing to the significant uncertainties surrounding the Bay-Delta Plan Amendment. This discussion is excerpted below:

In December 2018, the State Water Resources Control Board (SWRCB) adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (Bay-Delta Plan Amendment) to establish water quality objectives to maintain the health of the Bay-Delta ecosystem. The SWRCB is required by law to regularly review this plan. The adopted Bay-Delta Plan Amendment was developed with the stated goal of increasing salmonid populations in three San Joaquin River tributaries (the Stanislaus, Merced, and Tuolumne Rivers) and the Bay-Delta. The Bay-Delta Plan Amendment requires the release of 30-50% of the “unimpaired flow”¹⁰ on the three tributaries from February through June in every year type. In SFPUC modeling of the new flow standard, it is assumed that the required release is 40% of unimpaired flow.

If the Bay-Delta Plan Amendment is implemented, the SFPUC will be able to meet the projected water demands presented in this Urban Water Management Plan (UWMP) in normal years but would experience supply shortages in single dry years or multiple dry years. Implementation of the Bay-Delta Plan Amendment will require rationing in all single dry years and multiple dry years. The SFPUC has initiated an Alternative Water Supply Planning Program (AWSP) to ensure that San Francisco can meet its Retail and Wholesale Customer water needs, address projected dry years shortages, and limit rationing to a maximum 20 percent system-wide in accordance with adopted SFPUC policies. This program is in early planning stages and is intended to meet future water supply challenges and vulnerabilities such as environmental flow needs and other regulatory changes; earthquakes, disasters, and emergencies; increases in population and employment; and climate change. As the region faces future challenges – both known and unknown – the SFPUC is considering this suite of diverse non-traditional supplies and leveraging regional partnerships to meet Retail and Wholesale Customer needs through 2045.

The SWRCB has stated that it intends to implement the Bay-Delta Plan Amendment on the Tuolumne River by the year 2022, assuming all required approvals are obtained by that time. But implementation of the Plan Amendment is uncertain for multiple reasons.

First, since adoption of the Bay-Delta Plan Amendment, over a dozen lawsuits have been filed in both state and federal courts, challenging the SWRCB’s adoption of the Bay-Delta Plan Amendment, including a legal challenge filed by the federal government, at the request of the U.S. Department of Interior, Bureau of Reclamation. This litigation is in the early stages and there have been no dispositive court rulings as of this date.

Second, the Bay-Delta Plan Amendment is not self-implementing and does not automatically allocate responsibility for meeting its new flow requirements to the SFPUC

¹⁰ "Unimpaired flow represents the natural water production of a river basin, unaltered by upstream diversions, storage, or by export or import of water to or from other watersheds." (Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (Dec. 12, 2018) p.17, fn. 14, available at: https://www.waterboards.ca.gov/plans_policies/docs/2018wqcp.pdf.)

or any other water rights holders. Rather, the Bay-Delta Plan Amendment merely provides a regulatory framework for flow allocation, which must be accomplished by other regulatory and/or adjudicatory proceedings, such as a comprehensive water rights adjudication or, in the case of the Tuolumne River, may be implemented through the water quality certification process set forth in section 401 of the Clean Water Act as part of the Federal Energy Regulatory Commission's licensing proceedings for the Don Pedro and La Grange hydroelectric projects. It is currently unclear when the license amendment process is expected to be completed. This process and the other regulatory and/or adjudicatory proceedings would likely face legal challenges and have lengthy timelines, and quite possibly could result in a different assignment of flow responsibility (and therefore a different water supply impact on the SFPUC).

Third, in recognition of the obstacles to implementation of the Bay-Delta Plan Amendment, the SWRCB Resolution No. 2018-0059 adopting the Bay-Delta Plan Amendment directed staff to help complete a "Delta watershed-wide agreement, including potential flow measures for the Tuolumne River" by March 1, 2019, and to incorporate such agreements as an "alternative" for a future amendment to the Bay-Delta Plan to be presented to the SWRCB "as early as possible after December 1, 2019." In accordance with the SWRCB's instruction, on March 1, 2019, SFPUC, in partnership with other key stakeholders, submitted a proposed project description for the Tuolumne River that could be the basis for a voluntary substitute agreement with the SWRCB ("March 1st Proposed Voluntary Agreement"). On March 26, 2019, the Commission adopted Resolution No. 19-0057 to support the SFPUC's participation in the Voluntary Agreement negotiation process. To date, those negotiations are ongoing under the California Natural Resources Agency and the leadership of the Newsom administration.^{11,12}

The City's 2020 UWMP further summarized the current sources of uncertainty regarding RWS dry year water supply projections. This discussion is excerpted (with minor refinements) below:

- *Benefits of the AWSP are not accounted for in current supply projections.* As discussed above, SFPUC is exploring options to increase its supplies through the AWSP. Implementation of feasible projects developed under the AWSP is not yet reflected in the supply reliability scenarios presented herein and is anticipated to reduce the projected RWS supply shortfalls.
- *Methodology for Tier One and Tier Two Wholesale drought allocations have not been established for wholesale shortages greater than 20%.* As discussed further in Section 6.1.1.4 of this WSA, the current Tier One and Tier Two Plans are not designed for RWS supply shortages of greater than 20%. For UWMP planning purposes per BAWSCA

¹¹ California Natural Resources Agency, "Voluntary Agreements to Improve Habitat and Flow in the Delta and its Watersheds," available at <https://files.resources.ca.gov/voluntary-agreements/>.

¹² As of 29 October 2021, state regulators announced that the Voluntary Agreement negotiations process has ceased, with no agreement reached. San Francisco Chronicle, "California Drought: Key Talks Over Water Use Break Down, SF May Face Tighter Regulation," available at <https://www.sfchronicle.com/sf/article/California-drought-Key-talks-over-water-use-16576132.php>

guidance, the Tier One Wholesale share for a 16% to 20% supply reduction (62.5%) has been applied for reductions greater than 20% and an equal percent reduction has been applied across all Wholesale Customers. BAWSCA member agencies have not formally agreed to adopt this shortage allocation methodology and are in discussions about jointly developing an alternative allocation method that would consider additional equity factors if SFPUC is unable to deliver its contractual supply volume and cutbacks to the RWS supply exceed 20%.

- RWS demands are subject to change. The RWS supply availability is dependent upon the system demands. The supply scenarios are based on the total projected Wholesale Customer purchases provided by BAWSCA to SFPUC in January 2021. Many BAWSCA agencies have refined their projected demands during the UWMP process after these estimates were provided to SFPUC. Furthermore, the RWS demand projections are subject to change in the future based upon future housing needs, increased conservation, and development of additional local supplies.
- Frequency and duration of cutbacks are also uncertain. While the projected shortfalls presented in the UWMP appear severe with implementation of the Bay-Delta Plan Amendment, the actual frequency and duration of such shortfalls are uncertain. Based on the Hetch Hetchy and Local Simulation Model (HHLSM) simulations provided by BAWSCA for the Bay-Delta Plan Amendment scenario, rationing is anticipated to be required 20% of years for base year 2025 through 2035, 23% of all years for base year 2040, and 25% of years for base year 2045. In addition to the supply volumes, the above listed uncertainties would also impact the projected frequency and duration of shortfalls.

The City's 2020 UWMP also notes that the implementation of the Bay-Delta Plan Amendment was under negotiation, through Voluntary Settlement Agreement negotiations between SFPUC, in partnership with other key stakeholders, and SWRCB. However, in October 2021, state regulators announced that these negotiations have ceased¹² In March 2022, state regulators entered into a Memorandum of Understanding with twelve entities, advancing the process of reaching voluntary settlement agreements.¹³ It is noted that SFPUC was not among the signatories of this Memorandum of Understanding and has not reached an agreement with state regulators. In August 2022, California State Senator John Becker and Assembly member Kevin Mullin delivered a joint letter with an information binder to Governor Newsom expressing their support for a Voluntary Agreement.

Further, implementation of the Bay-Delta Plan Amendment is still pending. The SWRCB has yet to approve an implementation policy for water supply cutbacks associated with the Bay-Delta Plan Amendment, particularly during droughts. Further, there are currently over a dozen active lawsuits challenging the SWRCB's adoption of the Bay-Delta Plan Amendment. This litigation is in the early stages and there have been no dispositive court rulings as of this date. This is a dynamic

¹³ Memorandum of Understanding Advancing a Term Sheet for the Voluntary Agreements to Update and Implement the Bay-Delta Water Quality Control Plan, and Other Related Actions, dated 29 March 2022: <https://resources.ca.gov/-/media/CNRA-Website/Files/NewsRoom/Voluntary-Agreement-Package-March-29-2022.pdf>. It is noted that SFPUC is not a party to this Memorandum of Understanding.

situation and the projected drought cutback allocations may need to be revised before the next (i.e., 2025) UWMP depending on court decisions and/or an adopted implementation policy.

Evidently, numerous uncertainties remain surrounding the implementation of the Bay-Delta Plan Amendment. Additional information regarding water service reliability and drought risks can be found in Chapter 7 of the City's 2020 UWMP.

6.1.1.3 Efforts to Increase RWS Supply Reliability

On June 2, 2021, the SFPUC released a memorandum which outlines numerous options the SFPUC is pursuing to improve the supply reliability projected in its 2020 UWMP and meet its Level of Service (LOS) Goals. This memorandum is included as **Appendix B**. Furthermore, the SFPUC's Water Supply Improvement Program (WSIP) and its Water Management Action Plan (Water MAP) articulate the SFPUC's goals and objectives to improve the delivery reliability of the RWS, including water supply reliability.

The WSIP program goal is to improve the SFPUC's ability to reliably meet its Retail and Wholesale Customers water needs in non-drought and drought periods. In 2008, the SFPUC adopted LOS Goals and Objectives in conjunction with the adoption of the WSIP. The SFPUC's LOS Goals and Objectives include: (a) meeting average annual water demand of 265 MGD from the SFPUC watersheds for Retail and Wholesale Customers during non-drought years for system demands through 2028; (b) meeting dry-year delivery needs through 2028 while limiting rationing to a maximum 20% system-wide reduction in water service during extended droughts; (c) diversifying water supply options during non-drought and drought periods; and (d) improving use of new water sources and drought management, including groundwater, recycled water, conservation, and transfers (SFPUC, 2018). The anticipated completion date of the overall WSIP is May 2023. As of 31 December 2021, WSIP local projects are 100% complete and regional projects are 98.9% complete (SFPUC, 2022).

The SFPUC also developed a Water MAP in 2016 to provide the information necessary to begin developing a water supply program for the 2019 to 2040 planning horizon. The SFPUC intends that the Water MAP will guide its efforts to continue to meet its commitments and responsibilities to its customers, including the BAWSCA member agencies (BAWSCA, 2017). The Water MAP was developed with consideration of the 2018 SFPUC's supply decisions (now postponed to 2028; as discussed above), as well as recent changes to instream flow requirements and customer demand projections. The Water MAP has identified water supply needs on the RWS by 2040 and prioritized those needs in the following order:

1. Meeting existing obligations to existing permanent customers (3.5 MGD).
2. New supply in order to make the City of San Jose a permanent customer of the SFPUC (Up to 9.5 MGD).
3. New supply in order to make the City of Santa Clara a permanent customer of the SFPUC (Up to 5.0 MGD).
4. New supply to meet the City of East Palo Alto's projected needs above its ISG (Up to 1.5 MGD).

Through implementation of its Long-Term Water Supply Reliability Strategy (LTWRS), BAWCSA is also actively evaluating opportunities to increase the supply reliability of the RWS (BAWSCA, 2015). The strategy includes short- and long-term implementation plans including water supply management projects that could be implemented to meet identified needs. Potential projects include recycled water projects, desalination projects, water transfer projects, and local capture and reuse projects.

6.1.1.4 RWS Water Shortage Allocations

The Agreement includes a Water Shortage Allocation Plan (WSAP) that allocates water from the RWS to Retail and Wholesale Customers during system-wide shortages of 20% or less. As described in detail in the City's 2020 UWMP, the WSAP has two components:

1. The Tier One Plan, which allocates water between San Francisco and the Wholesale Customers collectively; and
2. The Tier Two Plan, which allocates the collective wholesale customer share among the Wholesale Customers.

We note that the dry year supply reliability projections provided herein under the Scenario 1 (Section 6.2) are obtained from the City's 2020 UWMP based on application of BAWSCA-provided revised methodology to allocate RWS supplies during projected future single dry and multiple dry years in the instance where the supply shortfalls are greater than 20%. However, BAWSCA member agencies are in discussions about jointly developing an allocation method that would consider additional equity factors in the event that SFPUC is not able to deliver its contractual supply volume, and its cutbacks to the RWS supply exceed 20%. The City of Burlingame is working independently and with the other BAWSCA agencies to identify regional measures to improve reliability for regional and local water supplies and meet its customers' water needs.

6.1.2 Groundwater Supply

Historically the City has not utilized groundwater as a drinking source and does not expect to utilize groundwater as a regular potable or non-potable water source in the future. More information regarding the City's historical groundwater usage and underlying groundwater basin is provided in Section 6.2 of the City's 2020 UWMP (City of Burlingame, 2021).

6.2 Total Potable Supply in Normal, Single Dry, and Multiple Dry Years

The projected potable water supply source to the City, as described above, is surface water purchased from the RWS. Given the numerous uncertainties surrounding the implementation of the Bay-Delta Plan Amendment discussed above, this WSA analyzes water supply reliability through 2045 under three scenarios:

1. **Scenario 1.** Implementation of the Bay-Delta Plan Amendment as presented in the City's 2020 UWMP. This scenario likely represents a worst-case scenario in which the Bay-Delta Plan Amendment is implemented as written and does not account for implementation of SFPUC's AWSP or the other Wholesale Customers.

2. **Scenario 2.** No implementation of the Bay-Delta Plan Amendment based on information provided by SFPUC and BAWSCA included in Appendix F of the City's 2020 UWMP.
3. **Scenario 3.** Implementation of the Voluntary Agreement based on the assumption that demand will not be curtailed beyond the SFPUC LOS goal to not exceed 20% system-wide rationing as result of implementation of the Voluntary Agreement under negotiation.

A discussion of each scenario, along with the projected supplies and demands for the City under normal, single dry, and multiple dry year conditions, is presented below.

6.2.1 Scenario 1: Implementation of the Bay-Delta Plan

As discussed above, this scenario likely represents a worst-case scenario where the Bay-Delta Plan is implemented as written. BAWSCA provided a revised methodology to allocate RWS supplies during projected future single dry and multiple dry years in the instance where the supply shortfalls are greater than 20% in support of 2020 UWMP development. However, BAWSCA member agencies are in discussions about jointly developing an allocation method that would consider additional equity factors in the event that SFPUC is not able to deliver its contractual supply volume, and its cutbacks to the RWS supply exceed 20%.

As shown in **Table 6a**, during normal hydrologic years, the City is expected to meet all projected demands, which are estimated to be 1,697 MG by 2045. During single dry years, the annual supply within the City's service area under this scenario will be reduced to 929 MG by 2045. Supply shortfalls relative to total demands during single dry years are estimated to range between 34% in 2025 and 45% in 2045.

During multiple dry years, the City's 2020 UWMP estimates that annual supply within the City's service area will be reduced to 981 MG in 2025 during the first year of a drought, and 843 MG in 2025 in the second, third, fourth, and fifth years of drought. The City's 2020 UWMP further estimates that in 2045, annual supply will be reduced to 929 MG during the first three years of a drought, and 792 MG in fourth and fifth years of drought. Supply shortfalls relative to total demands are estimated to range between 34% during the first year of a drought in 2025 to 53% during the fifth year of a drought in 2045 (see **Table 6b**).

If the “worst-case” supply scenario described under Section 6.1.1.2 in which the Bay-Delta Plan Amendment is implemented as written, and not accounting for the implementation of actions identified as part of SFPUC's AWSP, BAWSCA's Long-Term Water Supply Reliability Strategy, shortfalls of up to 53% are projected during drought years. To address this issue, the City plans to enact its WSCP, which includes Mandatory Staged Restrictions of Water Use. The WSCP systematically identifies ways in which the City can reduce water demands during dry years. The overall reduction goals in the WSCP are established for six drought stages and address water demand reductions over 50%. The City's WSCP was revised as part of the City's 2020 UWMP update process and includes detailed information about how drought risks are evaluated by the City on an annual basis to determine the potential need for reductions.

6.2.2 Scenario 2: Without Implementation of the Bay-Delta Plan Amendment

This scenario represents the supply outlook for the City without implementation of the Bay-Delta Plan Amendment. Under this scenario, all BAWSCA member agencies would be allocated 100% of their contractual supply volume during single and multiple dry years up through the third year of a multi-year drought in 2045, at which point the members would be subject to their Tier Two drought cutbacks.

As shown in **Table 7a**, during normal hydrologic years and single dry years, the City is expected to meet all projected demands, which are estimated to be 1,697 MG by 2045. During multiple dry years, the City is expected to have sufficient supply to meet projected demands through the third year of a multi-year drought in 2045 (see **Table 7b**). During the fourth and fifth years of a multi-year drought in 2045, supplies would be reduced to 1,455 MG, resulting in supply shortfalls of 14%. These shortfalls would be addressed through implementation of the City's WSCP.

6.2.3 Scenario 3: Implementation of the Voluntary Agreement

The March 1, 2019 Proposed Voluntary Agreement has yet to be accepted by SWRCB as an alternative to the Bay-Delta Plan Amendment and thus the shortages that would occur with its implementation are not known with certainty. However, given that the objectives of the Voluntary Agreement are to provide fishery improvements while protecting water supply through flow and non-flow measures, the RWS supply shortfalls under the Voluntary Agreement would be less than those projected under the Bay-Delta Plan Amendment, and therefore would require water use reductions of a lesser degree than that which would occur under Scenario 1.

It is anticipated that under this scenario, the City has sufficient water to meet all projected demands, including those of the proposed Project, in normal years. It is expected that the degree of water use reduction during dry years would also more closely align with the SFPUC's RWS LOS goal of limiting water use reduction to no more than 20% on a system-wide basis in drought years. The City will enact its WSCP to curtail demands and ensure that its supplies remain sufficient to serve all users, including the proposed Project.

7 COMPARISON OF SUPPLY AND DEMAND

Pursuant to CWC §10910c(3), this WSA must include an estimate of the projected water supplies available to the City under normal, single dry, and multiple dry years, and a discussion of whether those supplies will meet the projected demand associated with the proposed Project, in addition to the water system's existing and planned future uses. This assessment is parallel to the multiple-dry year supply reliability analysis required for UWMPs under CWC §10635. In 2018, CWC §10635 was revised to require UWMPs to extend this analysis to consider "a drought lasting five consecutive water years." Although CWC §10910c(3) has not yet been updated to require this for WSAs, a five-year drought scenario is also evaluated herein. However, as discussed in Section 5.1, the proposed Project is not expected to result in a net increase in water demands to the City relative to those projected in the City's 2020 UWMP water demand projections and the City's 2022 water demand projections update.

Tables 6a through **7b** provide a comparison of the demands and supplies in normal year, single-dry year, and multiple-dry year hydrologic scenarios for the City under an (1) implementation of the Bay-Delta Plan Amendment scenario (Scenario 1) and a (2) without implementation of the Bay-Delta Plan Amendment scenario (Scenario 2). Because negotiations of a Voluntary Settlement Agreement are not complete, no values are available to explicitly model Scenario 3.

It is projected that available water supplies will be sufficient to meet the demands under normal year hydrologic conditions through 2045, inclusive of the proposed Project under all scenarios.

Under Scenario 1, shortfalls of up to 53% are possible in drought periods representing, as discussed above, the “worst-case” supply scenario is realized in which the Bay-Delta Plan Amendment is implemented as written, and not accounting for implementation of SFPUC’s AWSP. As discussed in Section 6.1.1.4, The City is working independently and with the other BAWSCA agencies to identify regional mitigation measures to improve reliability for regional and local water supplies and meet its customers’ water needs. Thus, any dry year shortfalls would be expected to be lower than those shown in **Tables 6a** and **6b**.

Under Scenario 2, in which the Bay-Delta Plan Amendment is not implemented, the City will have sufficient supply to meet the demands in all year types through 2040, and would only anticipate a supply shortfall of 14% during the 4th and 5th year of a multi-year drought by 2045 as shown in **Tables 7a** and **7b**.

Under Scenario 3, it is anticipated that the degree of water use reduction during dry years would also more closely align with the SFPUC’s RWS LOS goal of limiting water use reduction to no more than 20% on a system-wide basis in drought years. However, as above, because negotiations of a Settlement Agreement are not complete, no values are available to explicitly model Scenario 3.

As described in Section 6, in response to anticipated future dry-year shortfalls, the City has developed a WSCP that systematically identifies ways in which the City can reduce water demands during dry years. The overall reduction goals in the WSCP are established for six drought stages ranging from 10% to greater than 50% shortfalls.

On July 12, 2021, the SFPUC called for voluntary 15% rationing for all wholesale and retail customers in alignment with the Governor Executive Order N-10-21. The RWS has historically met demand in its service area in all year types, and prior to 2021, only called for voluntary 10% rationing during 2007 to 2009 and 2014 to 2015. While RWS reliability is constrained by hydrology, physical facilities, institutional parameters including state and federal regulations, the SFPUC is implementing both capital improvement and planning processes to identify potential new water supplies and demand management actions to enhance RWS reliability and meet its contractual commitment to Wholesale Customers through 2045. Within and outside the RWS, BAWSCA is also leading multiple efforts to develop additional water supply for its member agencies through implementation of its Long-Term Water Supply Reliability Strategy.

8 CONCLUSIONS

As listed in Water Code §10910l(4), the primary purpose of this WSA is to evaluate whether sufficient water supply is available to meet all future water demands within the water supplier's service area, including those associated with the proposed Project, during normal and dry hydrologic years for a 20-year time horizon.

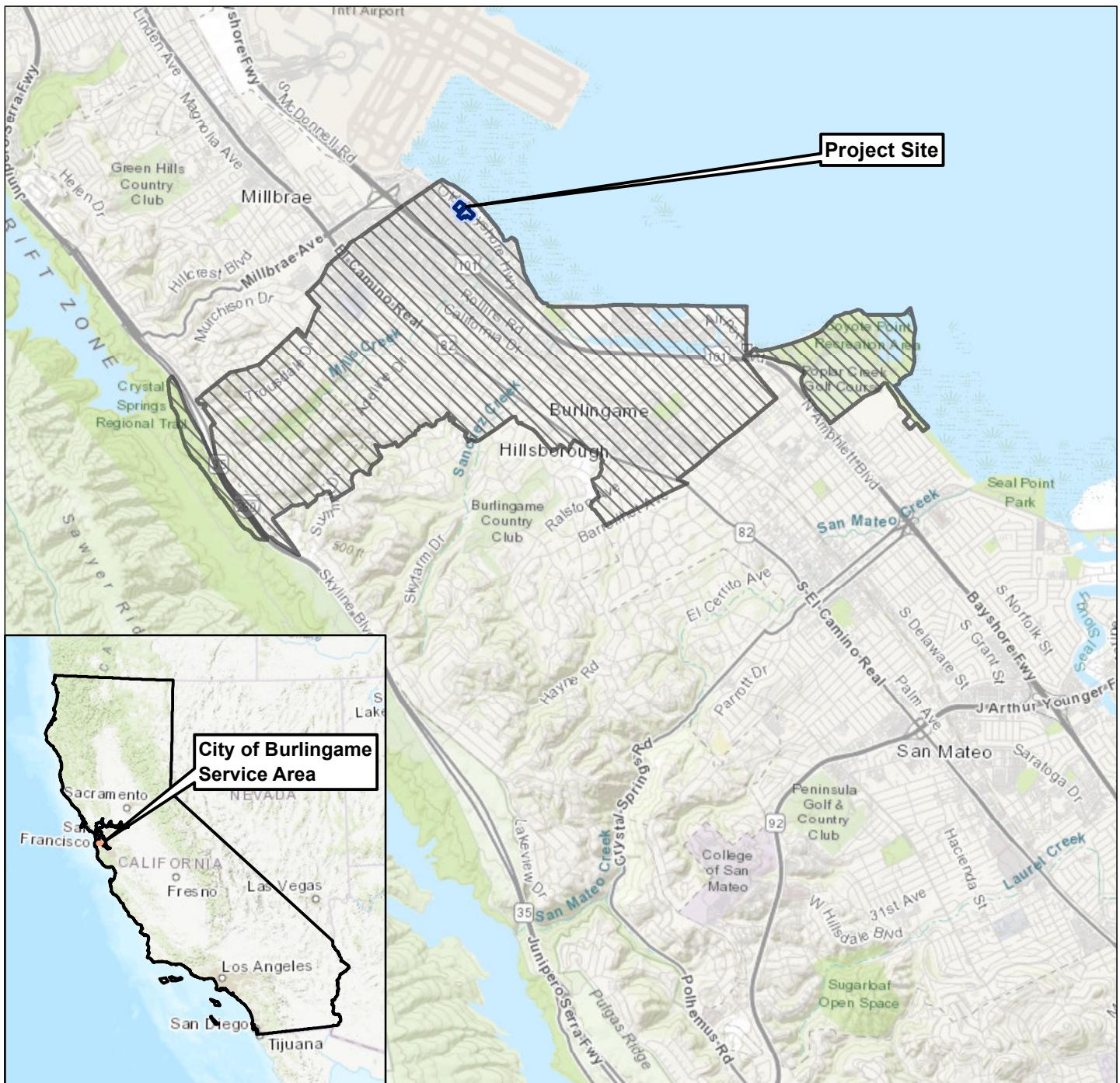
This WSA concludes that, because the proposed Project was included in the City's 2020 UWMP water demand projections and the City's 2022 water demand projections update, it will not affect water supply reliability within the City beyond what has been projected. Based on currently available information, the City expects to be able to meet all future demands within its service area inclusive of the proposed Project in normal hydrologic years. The shortfalls that are currently projected during dry years will be addressed through planned implementation of the City's WSCP⁴. In addition, as described herein and in the City's 2020 UWMP, BAWSCA and SFPUC are pursuing the development of additional water supplies to improve the RWS and local supply reliability.

Approval of this WSA by the Burlingame City Council is not equivalent to approval of the development project for which the WSA is prepared. A WSA is an informational document required to be prepared for use in the City's environmental review of a project under the CEQA. Furthermore, this WSA does not verify the adequacy of existing distribution system capacity to serve the proposed Project.

9 REFERENCES

- Association of Bay Area Governments (ABAG), 2022. Final Regional Housing Needs Allocation (RHNA) Plan: San Francisco Bay Area, 2023-2031, adopted December 2021, updated March 2022.
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Notes

1. All locations are approximate.

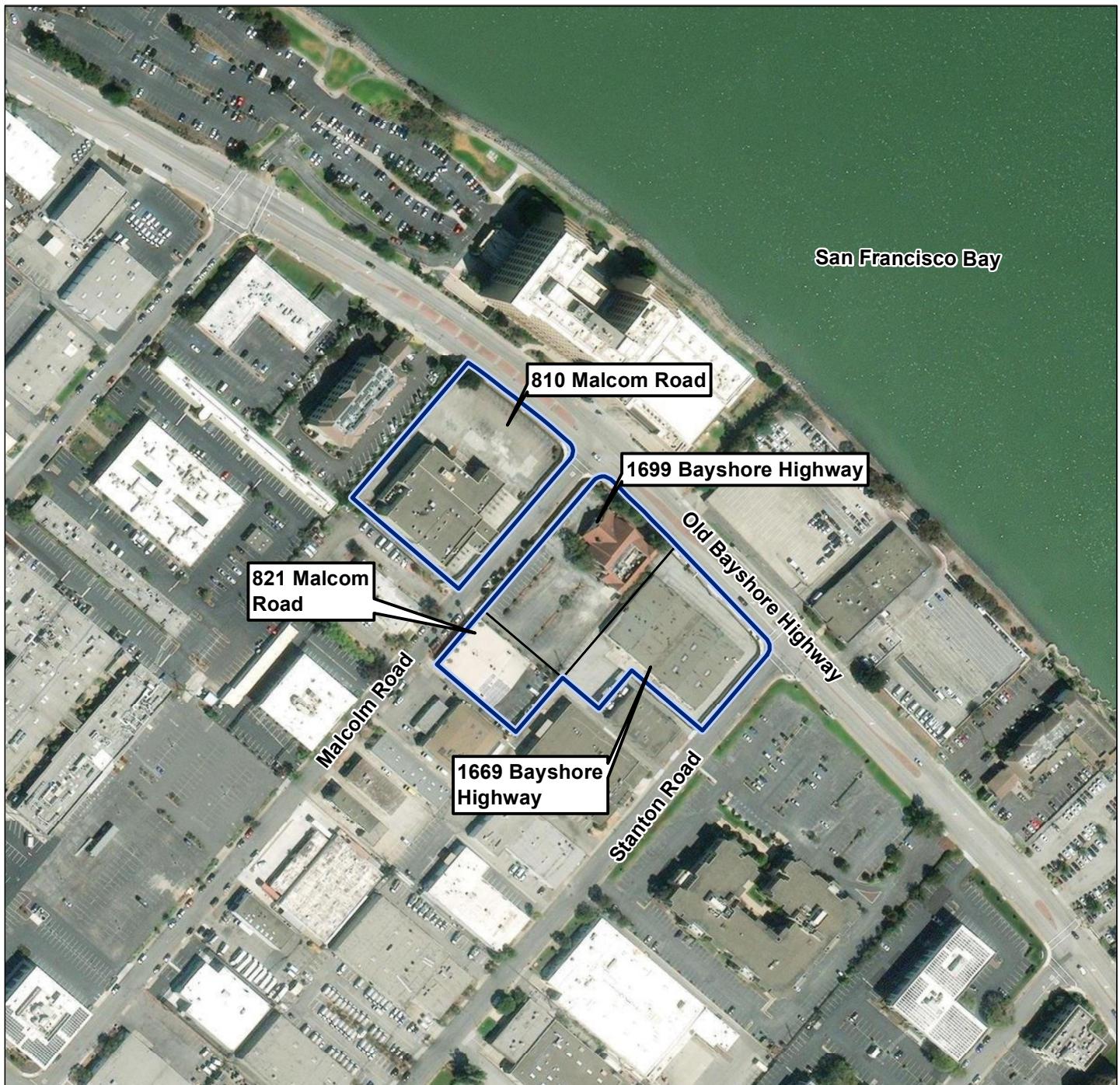
Sources

1. Basemap is ESRI's ArcGIS Online world aerial map, obtained 2 September 2022.



City of Burlingame Service Area and Project Location

1669/1699 Bayshore Highway &
810/821 Malcom Road
Burlingame, CA
September 2022
EKI C20115.00



Legend

- Project Boundary
- Assessor Parcel Number Boundaries

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Project Location

1669/1699 Bayshore Highway &
810/821 Malcom Road
Burlingame, CA
September 2022
EKI C20115.00

Notes

1. All locations are approximate.

Sources

1. Basemap is ESRI's ArcGIS Online world aerial map, obtained 2 September 2022.

Table 1
Summary of Estimated Incremental Annual Project Water Demand
1669/1699 Bayshore Highway & 810/821 Malcom Road, Burlingame, California

Water Use	Area (sf) (a)	Demand Factor (b)	Demand Factor Units	Total Water Demand (MG)				
				2025	2030	2035	2040	2045
Office Space	184,493	0.055	gpd/sf	3.7	3.7	3.7	3.7	3.7
R&D	280,183	0.18	gpd/sf	18	18	18	18	18
Exercise Room	4,724	0.11	gpd/sf	0.19	0.19	0.19	0.19	0.19
Food Services	6,390	0.11	gpd/sf	0.26	0.26	0.26	0.26	0.26
Irrigation (c)	30,217	--	--	0.36	0.36	0.36	0.36	0.36
Parking Garage (d)	291,944	0.020	gal/sf/cleaning	0.07	0.07	0.07	0.07	0.07
Existing Site Demand (e)	--	--	--	-19	-19	-19	-19	-19
Net Annual Water Demand (f)				4.2	4.2	4.2	4.2	4.2

Abbreviations:

- "DWR" = California Department of Water Resources
- "gal" = gallon
- "gpd/sf" = gallons per day per square foot
- "City" = The City of Burlingame
- "MG" = million gallons
- "MWELO" = Model Water Efficient Landscape Ordinance
- "R&D" = research and development
- "sf" = square feet
- "WSA" = Water Supply Assessment

Notes:

- (a) Estimated square footage for the office space, R&D, food services, irrigation, and parking garage per Reference 1 and for the exercise room per Reference 2.
- (b) Demand factors for the office space, R&D, exercise room, and food services uses per Reference 3.
- (c) Irrigation demands are calculated in Table 2 using the Maximum Allowable Water Allowance per Reference 4.
- (d) Water use associated with this space is anticipated to be minimal, limited to cleaning of the facility. For purposes of this WSA, it is assumed that the garage will be cleaned twelve times per year and that 0.02 gal/sf will be used per each cleaning event, per Reference 5.
- (e) Existing site demands averaged over the years 2017-2019 per Reference 6. Existing demands are subtracted from total projected water demands to show the incremental increase in demands associated with the Project (i.e., the net increase in water demand).
- (f) Given that the proposed Project's demands are less than existing site demands, the project is expected to have no net increase in demands for the site.

References:

1. Helios Real Estate Partners, 2022. Information provided by Helios Real Estate Partners, received 21 July 2022.
2. Helios Real Estate Partners, 2022. Information provided by Helios Real Estate Partners, received 18 July 2022.
3. Genentech Campus Master Plan Update Draft Environmental Impact Report, Prepared by Lamphier-Gregory, dated October 2019.
4. California Code of Regulations, Title 23, Division 2, Chapter 2.7, Model Water Efficient Landscape Ordinance, 29 September 2020.
5. City of Los Angeles Bureau of Engineering, 2012. City of Los Angeles Bureau of Engineering, City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, dated 6 April 2012.
6. City of Burlingame, 2022. Information provided by the City of Burlingame, received 23 June 2022.

Table 2
Estimated Landscaping Water Use
 1669/1699 Bayshore Highway & 810/821 Malcom Road, Burlingame, California

Landscaping Land Use	[A] Area of Land Use (ac) (a)	[B] Annual Reference Evapotranspiration Rate (in) (b)	[C] Evapotranspiration Adjustment Factor (ETAF) (c)	[D] Maximum Applied Water Allowance (MAWA) (MGY) $D = A * B * C$ (d)	Estimated Water Use (MGY)
Non-Residential Landscaped Area	0.69	42.8	0.45	0.36	0.36

Abbreviations:

"ac" = acre
 "ETAF" = Evapotranspiration Adjustment Factor
 "in" = inches
 "MAWA" = Maximum Applied Water Allowance
 "MGY" = million gallons per year

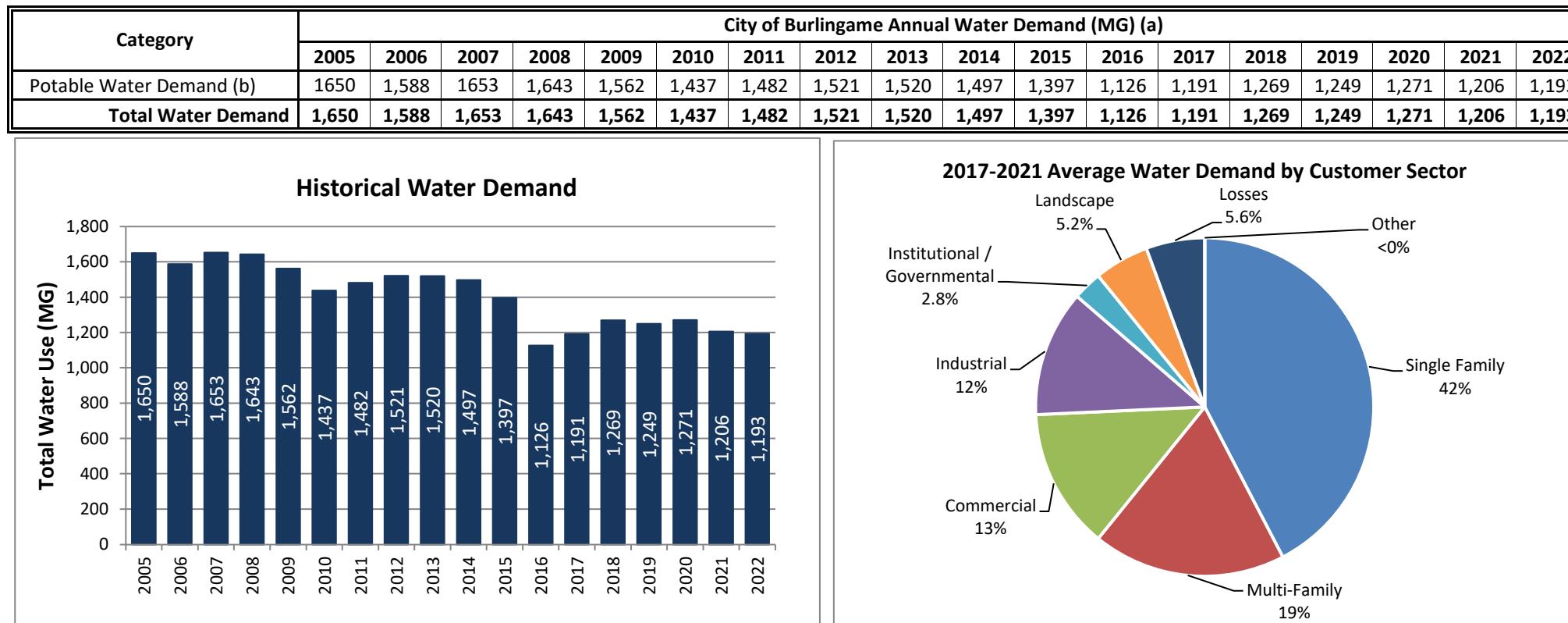
Notes:

- (a) Total landscaped area per Reference 1.
- (b) Annual reference evapotranspiration rate for Redwood City region per Reference 2.
- (c) The ETAF is 0.45 for non-residential areas.
- (d) The MAWA calculations are described in Reference 3.

References:

1. Helios Real Estate Partners, 2022. Information provided by Helios Real Estate Partners, received on 21 July 2022.
2. California Department of Water Resources, 2012. California Irrigation Management Information System Reference Evapotranspiration Zones, January 2012.
3. California Code of Regulations, Title 23, Division 2, Chapter 2.7, Model Water Efficient Landscape Ordinance, 29 September 2020.

Table 3
Historical Water Demand for the City of Burlingame
1669/1699 Bayshore Highway & 810/821 Malcom Road, Burlingame, California



Abbreviations:

"FY" = Fiscal Year

"MG" = million gallons

"SWRCB" = State Water Resources Control Board

"UWMP" = Urban Water Management Plan

Notes:

(a) Historical water demands from 2005-2009 per Table 3-1 in Reference 1, 2010-2020 per Table 4-1 in Reference 2, 2021 per Reference 3, and 2022 per Reference 4.

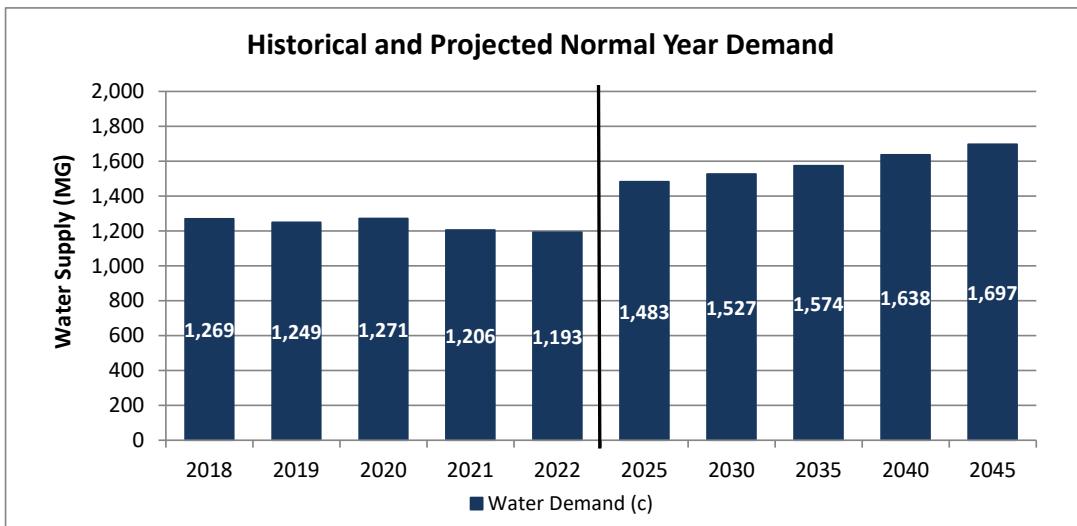
(b) All data is presented on a FY basis.

References:

1. 2015 Urban Water Management Plan, City of Burlingame, prepared by EKI Environment & Water, Inc., dated June 2016.
2. 2020 Urban Water Management Plan, City of Burlingame, prepared by EKI Environment & Water, Inc., dated September 2021.
3. SWRCB Water Conservation and Production Reports, Urban Water Supplier Monthly Reports, dated 8 July 2022.
4. City of Burlingame, 2022. Information provided by the City of Burlingame, received 26 July 2022.

Table 4
Historical and Projected Water Demand for the City of Burlingame
 1669/1699 Bayshore Highway & 810/821 Malcom Road, Burlingame, California

Water Demand	Historical Demand (MG) (a)					Projected Demand (MG) (b)				
	2018	2019	2020	2021	2022	2025	2030	2035	2040	2045
Water Demand (c)	1,269	1,249	1,271	1,206	1,193	1,483	1,527	1,574	1,638	1,697



Abbreviations:

- "BAWSCA" = Bay Area Water Supply and Conservation Agency
- "DSS Model" = Demand Management Decision Support System Model
- "FY" = Fiscal Year
- "MG" = million gallons
- "SWRCB" = State Water Resources Control Board

Notes:

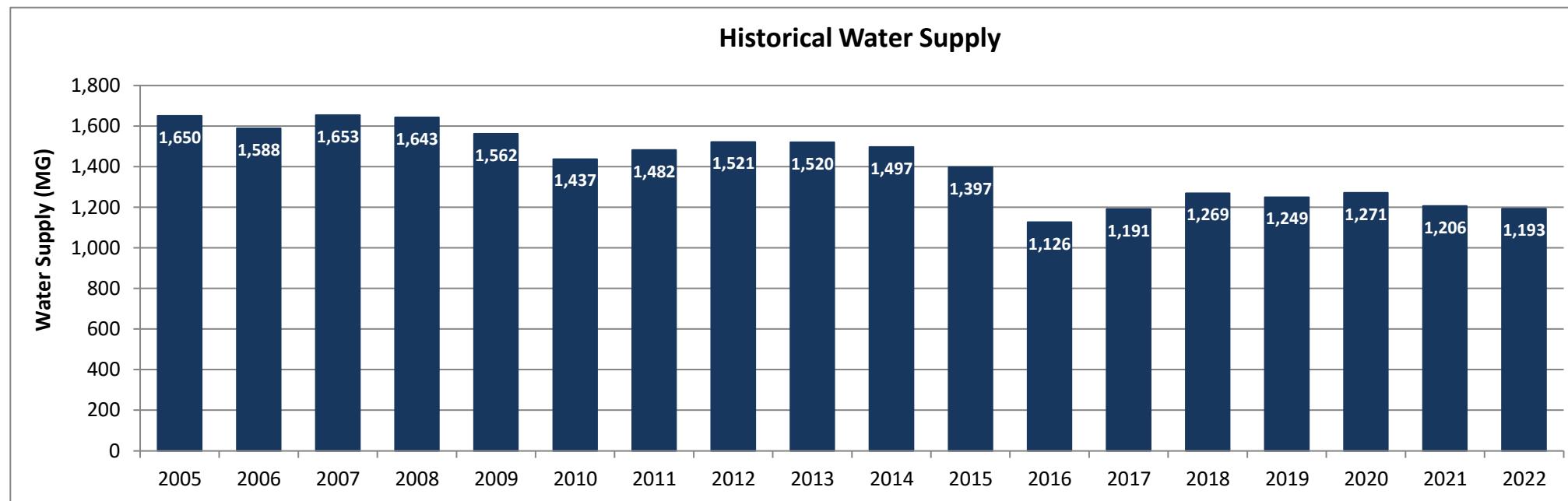
- (a) Historical water demand for years 2018-2020 per Table 4-1 in Reference 1, 2021 per Reference 2, and 2022 per Reference 3. Demands are presented on a FY basis.
- (b) Projected water demand per Reference 4.
- (c) The Proposed Project demands are included in the City's 2020 UWMP projections and the 2022 demand projections update and do not contribute to incremental demands.

References:

1. 2020 Urban Water Management Plan, City of Burlingame, prepared by EKI Environment & Water, Inc., dated September 2021.
2. SWRCB Water Conservation and Production Reports, Urban Water Supplier Monthly Reports, dated 8 July 2022.
3. City of Burlingame, 2022. Information provided by the City of Burlingame, received 26 July 2022.
4. City of Burlingame DSS Model, updated 9 August 2022.

Table 5
Historical Water Supply for the City of Burlingame
 1669/1699 Bayshore Highway & 810/821 Malcom Road, Burlingame, California

Water Supply Source	Historical Water Supply (MG) (a) (b)																	
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Purchased or Imported Water (c)	1,650	1,588	1,653	1,643	1,562	1,437	1,482	1,521	1,520	1,497	1,397	1,126	1,191	1,269	1,249	1,271	1,206	1,193
Total Water Supply	1,650	1,588	1,653	1,643	1,562	1,437	1,482	1,521	1,520	1,497	1,397	1,126	1,191	1,269	1,249	1,271	1,206	1,193



Abbreviations:

- "City" = City of Burlingame
- "RWS" = Regional Water System
- "FY" = Fiscal Year
- "SFPUC" = San Francisco Public Utilities Commission
- "ISG" = Individual Supply Guarantee
- "SWRCB" = State Water Resources Control Board
- "MG" = million gallons
- "UWMP" = Urban Water Management Plan

Notes:

- (a) Historical water demands from 2005-2009 per Table 3-1 in Reference 1, 2010-2020 per Table 4-1 in Reference 2, 2021 per Reference 3, and 2022 per Reference 4.
- (b) All data is presented on a FY basis.
- (c) Water purchased from the SFPUC RWS. The City has an ISG of 5.23 MG per day, or approximately 1,909 MG per year.

References:

1. 2015 Urban Water Management Plan, City of Burlingame, prepared by EKI Environment & Water, Inc., dated June 2016.
2. 2020 Urban Water Management Plan, City of Burlingame, prepared by EKI Environment & Water, Inc., dated September 2021.
3. SWRCB Water Conservation and Production Reports, Urban Water Supplier Monthly Reports, dated 8 July 2022.
4. City of Burlingame, 2022. Information provided by the City of Burlingame, received 26 July 2022.

Table 6a

Scenario 1: Projected Normal and Single Dry Year Water Supply and Demand for the City of Burlingame with Implementation of the Bay-Delta Plan Amendment
 1669/1699 Bayshore Highway & 810/821 Malcom Road, Burlingame, California

Water Supply and Demand	Projected Normal Year Supply and Demand (MG)				
	2025	2030	2035	2040	2045
Normal Year Supply (a)	1,909	1,909	1,909	1,909	1,909
Single Dry Year Supply with Implementation of BDP (b)	981	1,005	1,035	1,051	929
Demand					
City of Burlingame (c)	1,483	1,527	1,574	1,638	1,697
Proposed Project (d)	Included in City of Burlingame Demands				
Water Demand Inclusive of Proposed Project	1,483	1,527	1,574	1,638	1,697
Normal Year Supply Shortfall (% demand)	None	None	None	None	None
Single Dry Year Supply Shortfall (% demand)	34%	34%	34%	36%	45%

Abbreviations:

"BAWSCA" = Bay Area Water Supply and Conservation Agency	"MG" = million gallons
"BDP" = Bay-Delta Plan Amendment	"MGD" = million gallons per day
"City" = City of Burlingame	"Proposed Project" = 1699 Old Bayshore Highway
"DSS Model" = Demand Management Decision Support System Model	"SFPUC" = San Francisco Public Utilities Commission
"ISG" = Individual Supply Guarantee	"UWMP" = Urban Water Management Plan

Notes:

- (a) Water supply available to the City during normal years is assumed to be equal to the City's ISG. The City has an ISG of 5.23 MGD, or approximately 1,909 MG per year.
- (b) Water supply available to the City during single dry years is based on dry year supply projections, assuming the BDP is implemented as written. Supply projections with the BDP are presented per the City's 2020 UWMP; however, actual future supply allocations may vary based on actual shortage levels and the then-applicable allocation methodology being applied by BAWSCA and SFPUC. Supply volumes, which assumes implementation of the BPD, are per Reference 1.
- (c) Water demand projections for the City were updated in 2022 per Reference 2.
- (d) The Proposed Project demands are included in the City's 2020 UWMP projections and the 2022 demand projections update and do not contribute to incremental demands.

References:

1. SFPUC Regional Water System Supply Reliability and BAWSCA Tier 2 Drought Implementation Scenarios, Updated Drought Allocations, dated 1 April 2021.
2. City of Burlingame DSS Model, updated 9 August 2022.

Table 6b
Scenario 1: Multiple Dry Year Water Supply and Demand for the City with Implementation of the Bay-Delta Plan Amendment
1669/1699 Bayshore Highway & 810/821 Malcom Road, Burlingame, California

Water Supply and Demand	Projected Water Supply and Demand During Multiple Dry Years (MG) (a)																								
	2025					2030					2035					2040					2045				
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 1	Year 2	Year 3	Year 4	Year 5	Year 1	Year 2	Year 3	Year 4	Year 5	Year 1	Year 2	Year 3	Year 4	Year 5	Year 1	Year 2	Year 3	Year 4	Year 5
Multiple Dry Year Supply with Implementation of BDP (b)	981	843	843	843	843	1,005	864	864	864	864	1,035	873	873	873	809	1,051	901	901	801	801	929	929	929	792	792
Demand																									
City of Burlingame (c)	1,483	1,483	1,483	1,483	1,483	1,527	1,527	1,527	1,527	1,527	1,574	1,574	1,574	1,574	1,574	1,638	1,638	1,638	1,638	1,638	1,697	1,697	1,697	1,697	1,697
Proposed Project (d)																									
Water Demand Inclusive of Proposed Project	1,483	1,483	1,483	1,483	1,483	1,527	1,527	1,527	1,527	1,527	1,574	1,574	1,574	1,574	1,574	1,638	1,638	1,638	1,638	1,638	1,697	1,697	1,697	1,697	1,697
Supply Shortfall (% demand)	34%	43%	43%	43%	43%	34%	43%	43%	43%	43%	34%	45%	45%	45%	49%	36%	45%	45%	51%	51%	45%	45%	45%	53%	53%

Abbreviations:

"BAWSCA" = Bay Area Water Supply and Conservation Agency

"Proposed Project" = 1699 Old Bayshore Highway

"BDP" = Bay-Delta Plan Amendment

"SFPUC" = San Francisco Public Utilities Commission

"City" = City of Burlingame

"UWMP" = Urban Water Management Plan

"DSS Model" = Demand Management Decision Support System Model

"WSA" = Water Supply Assessment

"MG" = million gallons

Notes:

- (a) While WSA regulations only require an analysis of a three-year drought scenario, UWMP regulations were updated in 2018 to include a five-year drought scenario (California Water Code §10635). Therefore, a five-year drought scenario is presented here.
- (b) Projected supply is based on dry year allocation projections if the BDP is adopted, based on the methodology, assumptions and information utilized and provided by SFPUC and BAWSCA; however, actual future supply allocations may vary based on actual shortage levels and the then-applicable allocation methodology being applied by BAWSCA and SFPUC, per Reference 1.
- (c) Water demand projections for the City were updated in 2022 per Reference 2.
- (d) The Proposed Project demands are included in the City's 2020 UWMP projections and the 2022 demand projections update and do not contribute to incremental demands.

References:

1. SFPUC Regional Water System Supply Reliability and BAWSCA Tier 2 Drought Implementation Scenarios, Updated Drought Allocations, dated 1 April 2021.
2. City of Burlingame DSS Model, updated 9 August 2022.

Table 7a**Scenario 2: Projected Normal and Single Dry Year Water Supply and Demand for the City of Burlingame****without Implementation of the Bay-Delta Plan Amendment**

1669/1699 Bayshore Highway & 810/821 Malcom Road, Burlingame, California

Water Supply and Demand	Projected Normal Year Supply and Demand (MG)				
	2025	2030	2035	2040	2045
Normal Year Supply (a)	1,909	1,909	1,909	1,909	1,909
Single Dry Year Supply without Implementation of BDP (b)	1,909	1,909	1,909	1,909	1,909
Demand					
City of Burlingame (c)	1,483	1,527	1,574	1,638	1,697
Proposed Project (d)					Included in City of Burlingame Demands
Water Demand Inclusive of Proposed Project	1,483	1,527	1,574	1,638	1,697
<i>Normal Year Supply Shortfall (% demand)</i>	<i>None</i>	<i>None</i>	<i>None</i>	<i>None</i>	<i>None</i>
<i>Single Dry Year Supply Shortfall (% demand)</i>	<i>None</i>	<i>None</i>	<i>None</i>	<i>None</i>	<i>None</i>

Abbreviations:

"BAWSCA" = Bay Area Water Supply and Conservation Agency

"MG" = million gallons

"BDP" = Bay-Delta Plan Amendment

"MDG" = million gallons per day

"City" = City of Burlingame

"Proposed Project" = 1699 Old Bayshore Highway

"DSS Model" = Demand Management Decision Support System Model

"SFPUC" = San Francisco Public Utilities Commission

"ISG" = Individual Supply Guarantee

"UWMP" = Urban Water Management Plan

Notes:

- (a) Water supply available to the City during normal years is assumed to be equal to the City's ISG. The City has an ISG of 5.23 MGD, or approximately 1,909 MG per year.
- (b) Water supply available to the City during single dry years is based on dry year allocation projections if the BDP is not adopted, based on the methodology, assumptions and information utilized and provided by SFPUC and BAWSCA per Table N in Reference 1.
- (c) Water demand projections for the City were updated in 2022 per Reference 2.
- (d) The Proposed Project demands are included in the City's 2020 UWMP projections and the 2022 demand projections update and do not contribute to incremental demands.

References:

1. SFPUC Regional Water System Supply Reliability and BAWSCA Tier 2 Drought Implementation Scenarios, Updated Drought Allocations, dated 1 April 2021.
2. City of Burlingame DSS Model, updated 9 August 2022.

Table 7b
Scenario 2: Multiple Dry Year Water Supply and Demand for the City without Implementation of the Bay-Delta Plan Amendment
1669/1699 Bayshore Highway & 810/821 Malcom Road, Burlingame, California

Water Supply and Demand	Projected Water Supply and Demand During Multiple Dry Years (MG) (a)																									
	2025					2030					2035					2040					2045					
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 1	Year 2	Year 3	Year 4	Year 5	Year 1	Year 2	Year 3	Year 4	Year 5	Year 1	Year 2	Year 3	Year 4	Year 5	Year 1	Year 2	Year 3	Year 4	Year 5	
Multiple Dry Year Supply without Implementation of BDP (b)	1,909	1,909	1,909	1,909	1,909	1,909	1,909	1,909	1,909	1,909	1,909	1,909	1,909	1,909	1,909	1,909	1,909	1,909	1,909	1,909	1,909	1,909	1,909	1,455	1,455	
Demand																										
City of Burlingame (c)	1,483	1,483	1,483	1,483	1,483	1,527	1,527	1,527	1,527	1,527	1,574	1,574	1,574	1,574	1,574	1,638	1,638	1,638	1,638	1,638	1,697	1,697	1,697	1,697	1,697	
Proposed Project (d)											Included in City of Burlingame Demands															
Water Demand Inclusive of Proposed Project	1,483	1,483	1,483	1,483	1,483	1,527	1,527	1,527	1,527	1,527	1,574	1,574	1,574	1,574	1,574	1,638	1,638	1,638	1,638	1,638	1,697	1,697	1,697	1,697	1,697	
Supply Shortfall (% demand)	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	14%	14%	

Abbreviations:

"BAWSCA" = Bay Area Water Supply and Conservation Agency

"Proposed Project" = 1699 Old Bayshore Highway

"BDP" = Bay-Delta Plan Amendment

"SFPUC" = San Francisco Public Utilities Commission

"City" = City of Burlingame

"UWMP" = Urban Water Management Plan

"DSS Model" = Demand Management Decision Support System Model

"WSA" = Water Supply Assessment

"MG" = million gallons

Notes:

(a) While WSA regulations only require an analysis of a three-year drought scenario, UWMP regulations were updated in 2018 to include a five-year drought scenario (California Water Code §10635), Therefore, a five-year drought scenario is presented here.

(b) Projected supply is based on dry year allocation projections if the BDP is not adopted, based on the methodology, assumptions and information utilized and provided by SFPUC and BAWSCA per Table N in Reference 1. Supply allocations in the fourth- and fifth- year drought in 2045 represent the City's Tier Two drought cutbacks.

(c) Water demand projections for the City were updated in 2022 per Reference 2.

(d) The Proposed Project demands are included in the City's 2020 UWMP projections and the 2022 demand projections update and do not contribute to incremental demands.

References:

1. SFPUC Regional Water System Supply Reliability and BAWSCA Tier 2 Drought Implementation Scenarios, Updated Drought Allocations, dated 1 April 2021.
2. City of Burlingame DSS Model, updated 9 August 2022.

Appendix A

Landscape Coverage Plans

Brent Street
Suite 300
1 Francisco, San Francisco, CA 94103
(415) 856-3000
www.perkinswill.com

CONSULTANTS

OF
150 CALIFORNIA STREET, SUITE 600 SAN FRANCISCO, CA 94111
STRUCTURAL
ABH
355 SOUTHBAY STREET, SUITE 7700 LOS ANGELES, CA 90045
WATERS
YERS+
95 BATTERY STREET, SAN FRANCISCO, CA 94111
WA
BUSH STREET, 10 FLOOR, SAN FRANCISCO, CA 94111
YARDING STRUCTURE
WATRY DESIGN
2099 GATEWAY PLACE, SUITE 550
ACCO ENGINEERED SYSTEMS
133 ACADEMY AVENUE, ALEXANDRIA, VA 22314
ON BUILD PLUMBING
MARELICH
1111 11TH STREET, HAYWARD, CA 94541
ON BUILD PLUMBING
TAYLOR
ARINA VILLAGE PARKWAY SUITE 501, ALAMEDA, CA 94501
DURR ELECTRIC
RIME
101 RIVERWOOD AVE, SAN JOSE, CA 95131
ON BUILD FIRE PROTECTION
FIRE PROTECTION
SCOTT'S VALLEY, JANIS WAY
G STREET
OYKSTON STREET, SUITE 1570, BOSTON, MA 02199
IOS REAL ESTATE
44 MOYGOON ROAD, YANKEE HOLLOW, SAN FRANCISCO, CA 94108

PROJECT

1699 & 1701 Bayshore Highway

KSP

KING STREET PROPERTIES

800 BOYLSTON STREET, SUITE 1570, BOSTON, MA 02199

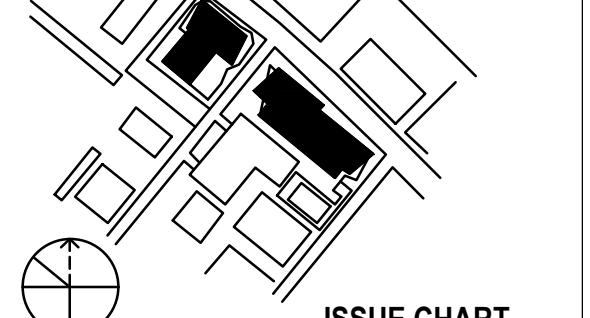
HELIOS

REAL ESTATE PARTNERS

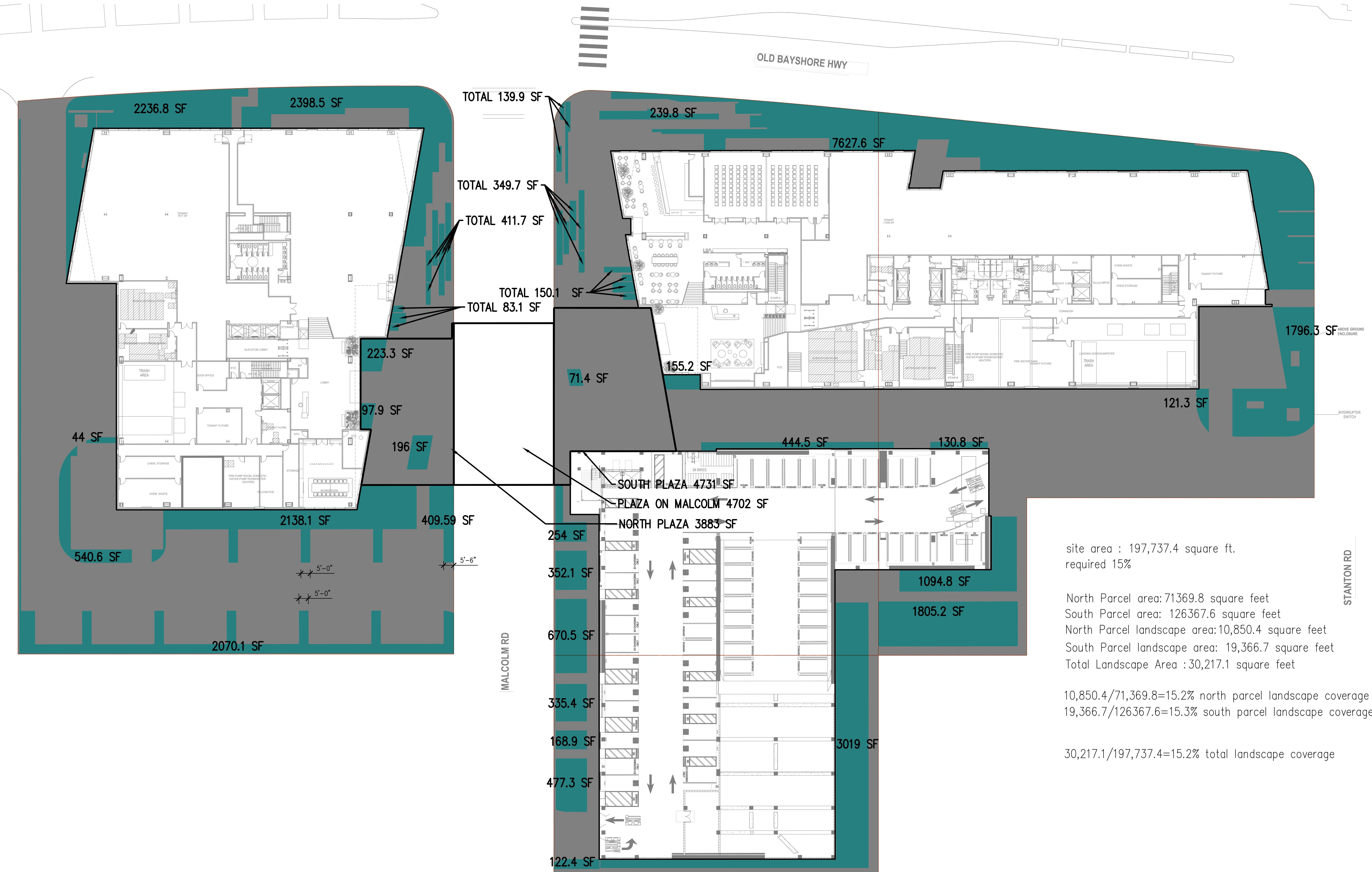
HELIOS REAL ESTATE PARTNERS

MONTGOMERY ST, 3RD FLOOR
FRANCISCO, CA 94104

KEYPLAN



ISSUE CHART



Job Number: 035196.100
Title: LANDSCAPE COVERAGE

SHEET NUMBER

L06-01

Appendix B

SFPUC Memorandum Re: Regional Water System Supply Reliability and UWMP 2020



San Francisco Water Power Sewer

Services of the San Francisco Public Utilities Commission

525 Golden Gate Avenue, 13th Floor
San Francisco, CA 94102
T 415.554.3155
F 415.554.3161
TTY 415.554.3488

TO: SFPUC Wholesale Customers

FROM: Steven R. Ritchie, Assistant General Manager, Water

DATE: June 2, 2021

RE: Regional Water System Supply Reliability and UWMP 2020

This memo is in response to various comments from Wholesale Customers we have received regarding the reliability of the Regional Water System supply and San Francisco's 2020 Urban Water Management Plan (UWMP).

As you are all aware, the UWMP makes clear the potential effect of the amendments to the Bay-Delta Water Quality Control Plan adopted by the State Water Resources Control Board on December 12, 2018 should it be implemented. Regional Water System-wide water supply shortages of 40-50% could occur until alternative water supplies are developed to replace those shortfalls. Those shortages could increase dramatically if the State Water Board's proposed Water Quality Certification of the Don Pedro Federal Energy Regulatory Commission (FERC) relicensing were implemented.

We are pursuing several courses of action to remedy this situation as detailed below.

Pursuing a Tuolumne River Voluntary Agreement

The State Water Board included in its action of December 12, 2018 a provision allowing for the development of Voluntary Agreements as an alternative to the adopted Plan. Together with the Modesto and Turlock Irrigation Districts, we have been actively pursuing a Tuolumne River Voluntary Agreement (TRVA) since January 2017. We believe the TRVA is a superior approach to producing benefits for fish with a much more modest effect on our water supply.

Unfortunately, it has been a challenge to work with the State on this, but we continue to persist, and of course we are still interested in early implementation of the TRVA.

London N. Breed
Mayor

Sophie Maxwell
President

Anson Moran
Vice President

Tim Paulson
Commissioner

Ed Harrington
Commissioner

Newsha Ajami
Commissioner

Michael Carlin
Acting
General Manager

Evaluating our Drought Planning Scenario in light of climate change

Ever since the drought of 1987-92, we have been using a Drought Planning Scenario with a duration of 8.5 years as a stress test of our Regional Water System supplies. Some stakeholders have criticized this methodology as being too conservative. This fall we anticipate our Commission convening a workshop

OUR MISSION: To provide our customers with high-quality, efficient and reliable water, power and sewer services in a manner that values environmental and community interests and sustains the resources entrusted to our care.



regarding our use of the 8.5-year Drought Planning Scenario, particularly in light of climate change resilience assessment work that we have funded through the Water Research Foundation. We look forward to a valuable discussion with our various stakeholders and the Commission.

Pursuing Alternative Water Supplies

The SFPUC continues to aggressively pursue Alternative Water Supplies to address whatever shortfall may ultimately occur pending the outcome of negotiation and/or litigation. The most extreme degree of Regional Water System supply shortfall is modeled to be 93 million gallons per day under implementation of the Bay-Delta Plan amendments. We are actively pursuing more than a dozen projects, including recycled water for irrigation, purified water for potable use, increased reservoir storage and conveyance, brackish water desalination, and partnerships with other agencies, particularly the Turlock and Modesto Irrigation Districts. Our goal is to have a suite of alternative water supply projects ready for CEQA review by July 1, 2023.

In litigation with the State over the Bay-Delta Plan Amendments

On January 10, 2019, we joined in litigation against the State over the adoption of the Bay-Delta Water Quality Control Plan Amendments on substantive and procedural grounds. The lawsuit was necessary because there is a statute of limitations on CEQA cases of 30 days, and we needed to preserve our legal options in the event that we are unsuccessful in reaching a voluntary agreement for the Tuolumne River. Even then, potential settlement of this litigation is a possibility in the future.

In litigation with the State over the proposed Don Pedro FERC Water Quality Certification

The State Water Board staff raised the stakes on these matters by issuing a Water Quality Certification for the Don Pedro FERC relicensing on January 15, 2021 that goes well beyond the Bay-Delta Plan amendments. The potential impact of the conditions included in the Certification appear to virtually double the water supply impact on our Regional Water System of the Bay-Delta Plan amendments. We requested that the State Water Board reconsider the Certification, including conducting hearings on it, but the State Water Board took no action. As a result, we were left with no choice but to once again file suit against the State. Again, the Certification includes a clause that it could be replaced by a Voluntary Agreement, but that is far from a certainty.

I hope this makes it clear that we are actively pursuing all options to resolve this difficult situation. We remain committed to creating benefits for the Tuolumne River while meeting our Water Supply Level of Service Goals and Objectives for our retail and wholesale customers.

cc.: SFPUC Commissioners

Nicole Sandkulla, CEO/General Manager, BAWSCA

Appendix E-2

WSA Supplemental Memorandum



MEMORANDUM

City of Burlingame
PUBLIC WORKS/ENGINEERING DEPARTMENT

TO: Kevin Gardiner, Community Development Director

FROM: Syed Murtuza, Public Works Director

DATE: October 13, 2022

SUBJECT: Supplemental Information to the Water Supply Assessments for Private Development Projects Located at 1669/1699 Bayshore Highway & 810/821 Malcolm Road and 777 Airport Boulevard

BACKGROUND

On September 19, 2022, the Burlingame City Council approved two Water Supply Assessments (WSA) for private development projects located at 1669/1699 Bayshore Highway & 810/821 Malcolm Road ("1669 Bayshore Project") and 777 Airport Boulevard ("777 Airport Project"). Both WSAs were prepared pursuant to Sections 10910 through 10915 of the California Water Code. Each WSA evaluated the available water supply and the project's water demand. The WSA is required to evaluate whether the total projected water supplies available during normal, single-dry, and multiple-dry water years during a 20-year projection are sufficient to meet the water demand associated with the proposed project, in addition to the demand of existing and planned future uses.

The City's 2020 Urban Water Management Plan (UWMP)¹ and the WSAs for both projects consider whether the Water Quality Control Plan for the San Francisco/Sacramento-San Joaquin Delta Estuary ("Bay-Delta Plan Amendment") will be implemented and how it will affect the supply reliability of the City and County of San Francisco's Regional Water System, which is the City's sole source of water supply. Given this uncertainty, the WSAs analyze water supply and demands through 2045 under three scenarios:

1. Scenario 1: Implementation of the Bay-Delta Plan Amendment
2. Scenario 2: Without implementation of the Bay-Delta Plan Amendment
3. Scenario 3: Implementation of the Proposed Voluntary Agreement

The WSA for each project concludes that the City has sufficient water supply to meet project water demands in normal years in all three scenarios mentioned above. In single and multiple dry years, the City will have to implement significant reductions identified in its Water Supply Contingency Plan (WSCP)² in

¹ The City's 2020 UWMP and WSCP are available at

https://www.burlingame.org/document_center/Water/CityofBurlingame_2020_UWMP.pdf

² Ibid.

order to address shortfalls, particularly if the Bay-Delta Plan Amendment is implemented.

The WSAs further conclude that, because the proposed projects were included in the City's 2020 UWMP and the City's 2022 water demand projections update, they will not affect water supply reliability within the City's service area beyond what has been projected. Based on current available information, the City expects to be able to meet all future demands within its service area inclusive of the proposed projects in normal hydrologic years. Furthermore, the future demand projections fall below the City of Burlingame's Individual Supply Guarantee (ISG), which is 5.23 Million Gallons per Day (MGD) or 1,909 Million Gallons per Year (MG). The shortfalls in multiple dry years are projected to range from 14% to 53% and will be addressed through implementation of the City's 2020 Water Shortage Contingency Plan.

Lastly, as stated in the City's 2020 UWMP, the Bay Area Water Supply and Conservation Agency and the San Francisco Public Utilities Commission (SFPUC) are pursuing the development of additional water supplies to improve the Regional Water System and local supply reliability, which is anticipated to minimize potential impacts during multiple dry years conditions. A description of additional water supplies and the Alternate Water Supply Program is provided in the City's 2020 UWMP Chapter 7.1.4.2 Strategies and Actions to Address Dry Year Supply Shortfalls.

PURPOSE

The WSAs for both the 1669 Bayshore Project and the 777 Airport Project comply with the Water Code and contain substantial evidence supporting their conclusions. The purpose of this memorandum is to provide the Planning Division with additional information for both project's environmental review.

Section 1.1 of both WSAs state that under Scenario 1 (Implementation of the Bay-Delta Plan Amendment), "the City has sufficient water supply to meet all of its expected future water demands, including the demands of the proposed Project in normal years. In dry years, the City will implement its Water Shortage Contingency Plan (WSCP) and apply the appropriate water demand reduction actions. Regardless of whether the proposed Project is constructed, as described in the City's adopted 2020 UWMP and in Section 6.2.1 herein, with implementation of the Bay-Delta Plan Amendment, the City is projecting supply shortfalls of up to 45% during single dry years and up to 53% during multiple dry years in 2045 and will require significant demand reductions or the development of alternate water supply sources."

To summarize, given the severity of the reduction in water supply with implementation of the Bay-Delta Plan Amendment, existing and planned dry-year supplies would not be enough to meet projected retail demands without severe rationing across all water customers. If supply shortfalls amount to 53% or 905 MG (worst-case scenario under Scenario 1), then the City would implement Shortage Level 6 of the WSCP for shortages over 50%, refer to Tables 5-2, 6-1, and 6-2 from the WSCP attached.

Rationing Implications to the Proposed Projects

While the levels of rationing described in the WSAs apply to the entire Burlingame water service area (i.e., 34%-53% under Scenario 1 and 14% under Scenario 2), the City may allocate different levels of rationing to individual customers based on customer type (e.g., dedicated irrigation, single family, multi-family residential, commercial, etc.) to achieve the required level of citywide rationing. It is anticipated that the WSCP would include a tiered allocation approach that imposes lower levels of rationing on customers who use less water than similar customers in the same customer class, and would require higher levels of rationing by customers who use more water. Staff expects that under a future WSCP adopted by the City Council, the allocation method or combination of methods that would be applied during water shortages caused by drought would similarly be subject to the discretion of the Public Works Director.

The City anticipates that, as a worst-case scenario under Scenario 1, both the 1669 Bayshore Project and 777 Airport Project could be subject up to 53% rationing during a severe drought. In accordance with the WSCP, the level of rationing that would be imposed on the proposed project would be determined at the time of a drought or other water shortage condition, and cannot be established with certainty prior to the shortage event. However, newly-constructed buildings, such as the proposed project, have water-efficient fixtures that comply with the latest regulations. If these buildings can demonstrate below-average water use, they could be conceivably subjected to a lower level of rationing than other customers that meet or exceed the average water use for the same customer class, which will be determined at the time of shortage event.

CONCLUSION

Regarding the availability of water supplies to serve the proposed projects, the City of Burlingame finds, based on the previously submitted information from the developer, as follows:

- During normal years, the City's total projected water supplies will meet the projected demands of its customers, including those of the proposed project, existing customers, and foreseeable future development under Scenario 1, Scenario 2, and Scenario 3.
- During single dry years and multiple dry years under Scenario 1 (Implementation of the Bay-Delta Plan Amendment), the City could meet the projected demands of its retail customers, including the proposed project, existing customers, and foreseeable future development, as long as it implemented rationing at a level of approximately 53% citywide. In the potential event that the Bay-Delta Plan Amendment is implemented (either at all or before alternative water sources are developed), the City may choose to implement tiered allocation rationing as described above in order to meet demand. Under Scenario 1, the City is projected to experience significant shortfalls in single and multiple dry years through 2045, regardless of whether the proposed project is constructed. These significant shortfalls are a result of implementation of the Bay-Delta Amendment, and not attributed to the incremental water demand associated with the proposed projection.
- During single dry years and multiple dry years under Scenario 2 (Without Implementation of the Bay-Delta Plan Amendment), the City can meet the projected demands of its customers, including those of the proposed project, existing customers, and foreseeable future development by implementing Shortage Level 2 of its WSCP to face supply shortfalls of 14% citywide during the 4th and 5th years of a multiple dry year scenario in 2045.
- During single dry years and multiple dry years under Scenario 3 (Implementation of the Proposed Voluntary Agreement), the City would still face a shortfall in single dry and multiple dry years, thus requiring rationing, but to a lesser degree and in closer alignment to its wholesale water supplier (i.e., SFPUC) Level of Service goal of no more than 20% system-wide rationing.

ATTACHMENTS

- City of Burlingame Water Shortage Contingency Plan, Table 5-2
- City of Burlingame Water Shortage Contingency Plan, Table 6-1
- City of Burlingame Water Shortage Contingency Plan, Table 6-2

Table 5-2. Water Shortage Contingency Plan Levels (DWR Table 8-1)

Shortage Level	Percent Shortage Range	Shortage Response Actions
1	Up to 10%	<ul style="list-style-type: none"> Declaration by the City Council of up to a 10% mandatory reduction in water use based on the City's review of available water purchases from SFPUC or based on the determination that the SWRCB (or another governing authority) has required a mandatory reduction in water use of up to 10% due to water supply shortages or emergency. Includes implementation of restrictions on end uses (see Table 6-1) as well as agency actions (see Table 6-2).
2	Up to 20%	<ul style="list-style-type: none"> Declaration by the City Council of up to a 20% mandatory reduction in water use based on the City's review of available water purchases from SFPUC or based on the determination that the SWRCB (or another governing authority) has required a mandatory reduction in water use of up to 20% due to water supply shortages or emergency. Includes implementation of restrictions on end uses (see Table 6-1) as well as agency actions (see Table 6-2).
3	Up to 30%	<ul style="list-style-type: none"> Declaration by the City Council of up to a 30% mandatory reduction in water use based on the City's review of available water purchases from SFPUC or based on the determination that the SWRCB (or another governing authority) has required a mandatory reduction in water use of up to 30% due to water supply shortages or emergency. Includes implementation of restrictions on end uses (see Table 6-1) as well as agency actions (see Table 6-2).
4	Up to 40%	<ul style="list-style-type: none"> Declaration by the City Council of up to a 40% mandatory reduction in water use based on the City's review of available water purchases from SFPUC or based on the determination that the SWRCB (or another governing authority) has required a mandatory reduction in water use of up to 40% due to water supply shortages or emergency. Includes implementation of restrictions on end uses (see Table 6-1) as well as agency actions (see Table 6-2).
5	Up to 50%	<ul style="list-style-type: none"> Declaration by the City Council of up to a 50% mandatory reduction in water use based on the City's review of available water purchases from SFPUC or based on the determination that the SWRCB (or another governing authority) has required a mandatory reduction in water use of up to 50% due to water supply shortages or emergency.

WATER SHORTAGE CONTINGENCY PLAN

Shortage Level	Percent Shortage Range	Shortage Response Actions
		<ul style="list-style-type: none"> Includes implementation of restrictions on end uses (see Table 6-1) as well as agency actions (see Table 6-2).
6	>50%	<ul style="list-style-type: none"> Declaration by the City Council of a greater than 50% mandatory reduction in water use based on the City's review of available water purchases from SFPUC or based on the determination that the SWRCB (or another governing authority) has required a mandatory reduction in water use of greater than 50% due to water supply shortages or emergency. Includes implementation of restrictions on end uses (see Table 6-1) as well as agency actions (see Table 6-2).

WATER SHORTAGE CONTINGENCY PLAN

Table 6-1. Demand Reduction Actions (DWR Table 8-2)

Shortage Level	Demand Reduction Actions	How much is this going to reduce the shortage gap? (a)	Additional Explanation or Reference	Penalty, Charge, or Other Enforcement?
1	Other	5%	<p>Stage 1 actions may include:</p> <ol style="list-style-type: none"> 1. All hoses must be equipped with a positive shut-off nozzle. (c) 2. Broken or defective plumbing and irrigation systems must be repaired or replaced within a reasonable period. (c) 3. Potable water shall not be used to water outdoor landscapes in a manner that causes runoff onto non-irrigated areas, walkways, or other hard surfaces. 4. Potable water cannot be applied to outdoor landscapes during and within (24) hours after measurable rainfall. (c) 5. Potable water shall not be applied in any manner to any driveway or sidewalk, except when necessary to address immediate health or safety concerns. 6. Irrigation with potable water of ornamental turf on public street medians is prohibited. (c) 7. Use only re-circulated or recycled water to operate ornamental fountains. (c) 8. Restaurants and other food service operations shall serve water to customers only upon request. 9. Hotels and motels shall provide guests an option whether to launder towels and linens daily. Hotels and motels shall prominently display notice of this option using clear and easily understood language. (c) 10. Other measures as may be approved by Resolution of the City Council. 	Yes
2	Other	15%	<p>Stage 2 actions may include:</p> <ol style="list-style-type: none"> 1. Continue with actions and measures from Level 1 except where superseded by more stringent requirements. 2. Prohibit installation of single-pass cooling systems. 3. Residential and commercial landscape irrigation with potable water is prohibited between the hours of 8:00 a.m. and 6:00 p.m. two (2) days per week. 4. Prohibit vehicle washing except with the use of recycled water. 	Yes

Table 6-1. Demand Reduction Actions (DWR Table 8-2)

Shortage Level	Demand Reduction Actions	How much is this going to reduce the shortage gap? (a)	Additional Explanation or Reference	Penalty, Charge, or Other Enforcement?
			<p>5. Prohibit irrigation with potable water outside of newly constructed homes and buildings that is not delivered by drop or microspray systems.</p> <p>6. Other measures as may be approved by Resolution of the City Council.</p>	
3	Other	25%	<p>Stage 3 actions may include:</p> <ol style="list-style-type: none"> 1. Continue with actions and measures from Levels 1 and 2 except where superseded by more stringent requirements. 2. No new turf shall be installed at new construction sites. 3. Prohibit the use of potable water for street washing. 4. Residential and commercial landscape irrigation with potable water is limited to no more than one (1) day per week on a schedule established by the Director and posted on the City's website. 5. Implement drought rate structure. 6. Other measures as may be approved by Resolution of the City Council. 	Yes
4	Other	35%	<p>Stage 4 actions may include:</p> <ol style="list-style-type: none"> 1. Continue with actions and measures from Levels 1, 2 and 3 except where superseded by more stringent requirements. 2. Implement water budget for customers. Water use shall not exceed water budgets established for each customer. 3. Other measures as may be approved by Resolution of the City Council. 	Yes
5	Other	45%	<p>Stage 5 actions may include:</p> <ol style="list-style-type: none"> 1. Continue with actions and measures from Levels 1 through 4 except where superseded by more stringent requirements. 2. Outdoor irrigation is prohibited at all times. 3. Existing irrigation systems shall not be expanded. 4. Reduce water budget from Stage 4 amounts. Water use shall not exceed water budgets established for each customer. 5. No new potable water service shall be provided, no new temporary meters or permanent meters shall be provided, and no statements of immediate ability to serve or provide potable water service (such as, will- 	Yes

WATER SHORTAGE CONTINGENCY PLAN

Table 6-1. Demand Reduction Actions (DWR Table 8-2)

Shortage Level	Demand Reduction Actions	How much is this going to reduce the shortage gap? (a)	Additional Explanation or Reference	Penalty, Charge, or Other Enforcement?
			<p>serve letters, certificates or letters of availability) shall be issued by the City, except under the following circumstances:</p> <ul style="list-style-type: none"> a. A valid, unexpired building permit has been issued for the project; or b. The project is necessary to protect the public's health, safety, and welfare; or c. The applicant provides substantial evidence of an enforceable commitment that water demands for the project will be offset prior to the provision of a new water meter(s) to the satisfaction of the Public Works Director; or d. To provide continuation of water service or to restore service that has been interrupted for a period of one year or less. <p>6. Other measures as may be approved by Resolution of the City Council.</p>	
6	Other	55%	<p>Stage 6 actions may include:</p> <ol style="list-style-type: none"> 1. Continue with actions and measures from Levels 1 through 5 except where superseded by more stringent requirements. 2. Reduce water budget from Stage 5 amounts Water use shall not exceed water budgets established for each customer. 3. Other measures as may be approved by Resolution of the City Council. 	Yes
<p>NOTES:</p> <p>(a) The percentages listed in this table are the cumulative savings for each shortage level with implementation of corresponding supply augmentation and other agency actions in Table 6-2. Detailed saving estimates based on end use, response action, and implementation rates can be found in Attachment 3.</p> <p>(b) Table 6-1 lists each demand reduction action as "other" because they represent a suite of demand reduction actions for each shortage level that include multiple categories of demand reduction actions provided in the DWR drop down menu.</p> <p>(c) Stage 1 includes permanent water use restrictions that are part of Burlingame's municipal code (see Attachment 1).</p>				

WATER SHORTAGE CONTINGENCY PLAN

Table 6-2. Supply Augmentation and Other Actions (DWR Table 8-3)

Shortage Level	Supply Augmentation Methods and Other Actions by Water Supplier	How much is this going to reduce the shortage gap? (a)	Additional Explanation or Reference
1	Other	5%	<p>Stage 1 actions may include:</p> <ol style="list-style-type: none"> 1. Inform customers that there is a water shortage emergency and the list of actions they can take to reduce water use (e.g., via direct mail, bill inserts, etc.). 2. Increase public outreach, including information regarding fines or penalties for non-compliance. 3. Conduct in-house training so City staff are prepared to respond to customer calls, reports and complaints, and to support enforcement actions. 4. Conduct coordination with BAWSCA and SFPUC.
2	Other	15%	<p>Stage 2 actions may include:</p> <ol style="list-style-type: none"> 1. Continue with actions and measures from Level 1. 2. Reduce frequency of water main flushing. 3. Inform local fire department of water supply status and request cooperation in reducing of fire training exercises that use water. 4. Evaluate potential implementation of drought surcharge on water rates. 5. Suspend issuance of building permits for new residential pools, spas, and hot tubs.
3	Other	25%	<p>Stage 3 actions may include:</p> <ol style="list-style-type: none"> 1. Continue with actions and measures from Levels 1 and 2. 2. Increase public outreach, including hosting public events and workshops and providing water use reports. 3. Increase enforcement and water waste patrols. 4. Suspend routine flushing of water mains. 5. Convert to more frequent water reading and billing. 6. Offer water use surveys to the top 10% of each water use sector.

Table 6-2. Supply Augmentation and Other Actions (DWR Table 8-3)

Shortage Level	Supply Augmentation Methods and Other Actions by Water Supplier	How much is this going to reduce the shortage gap? (a)	Additional Explanation or Reference
4	Other	35%	<p>Stage 4 actions may include:</p> <ol style="list-style-type: none"> 1. Continue with actions and measures from Levels 1, 2 and 3. 2. Continue increasing public outreach, including top residential and commercial users. 3. Continue increasing enforcement and water waste patrols. 4. Perform an audit of distribution system to reduce system water loss. 5. Reduce distribution system pressures. 6. Develop water budgets for all accounts and notice those accounts appropriately if necessary.
5	Other	45%	<p>Stage 5 actions may include:</p> <ol style="list-style-type: none"> 1. Continue with actions and measures from Levels 1 through 4. 2. Continue increasing public outreach. 3. Continue increasing enforcement and water waste patrols. 4. Increase water budget reduction requirements from Stage 4.
6	Other	55%	<p>Stage 6 actions may include:</p> <ol style="list-style-type: none"> 1. Continue with actions and measures from Levels 1 through 5. 2. Continue increasing public outreach. 3. Continue increasing enforcement and water waste patrols. 4. Increase water budget reduction requirements from Stage 5. 5. Implement other emergency actions.
<p>NOTES:</p> <p>(a) The percentages listed in this table are the cumulative savings for each shortage level with implementation of corresponding demand reduction actions in Table 6-1. Detailed saving estimates based on end use, response action, and implementation rates can be found in Attachment 3.</p> <p>(b) Table 6-2 lists each supply augmentation method or other actions by water supplier action as “other” because they represent a suite of actions by the water supplier for each shortage level that include multiple categories of actions provided in the DWR drop down menu.</p>			

Appendix F

**Cultural Resources Study and Department of Parks and
Recreation Form**



Memorandum

To:	Erika Lewit, Senior Planner
From:	Lora Holland M.A., RPA, Senior Archaeologist, ICF Jon Rusch, Senior Historic Preservation Specialist, ICF
Cc:	Heidi Mekkelson, Project Director, ICF Devan Atteberry, Project Manager, ICF
Date:	October 17, 2022
Re:	Cultural Resources Study for the 1669/1699 Old Bayshore Highway and 810/821 Malcolm Road Project

The proposed 1669/1699 Old Bayshore Highway and 810/821 Malcolm Road Project (Project) in Burlingame, California, is subject to state environmental review requirements pursuant to the California Environmental Quality Act (CEQA). The City of Burlingame (City) will serve as the lead agency. ICF prepared this technical memo to: (1) identify cultural resources that may meet the CEQA definition of a historical resource (California Public Resources Code [PRC] § 21084.1) or unique archaeological resource (PRC § 21083.2) and that may be affected by development within the Project site; and (2) recommend mitigation or additional study that may be required to address potential impacts on such resources.

Project Location and Description

The 4.54-acre Project site comprises four parcels (Assessor's Parcel Number [APN] 026-302-530, 026-302-550, 026-301-180, and 026-302-400) and is located in the northern portion of the City, within Township 4 South, Range 5 West, of the Mount Diablo Base Line and Meridian, as depicted on the U.S. Geological Survey (USGS) San Mateo, CA. 7.5-minute topographic quadrangle (Attachment A: Figures 1 and 2).

The Project site is relatively level, approximately 5 feet above sea level, and adjacent to San Francisco Bay. Currently, the Project site is occupied by three single-story commercial buildings and a two-story commercial building with one basement level. Outside of the existing building

footprints, the Project site is paved with asphalt and concrete and contains landscaping (Attachment A: Figure 3).

The Project entails demolition of the four existing buildings and creation of an office and research and development (R&D) campus with a North and South Parcel that Malcolm Road would bisect. The North Parcel would include a new seven-story building with a ground-floor lobby and meeting room and a surface parking lot. The South Parcel would include a new eight-story building with a ground-floor lobby, meeting room, and café, and a separate nine-level parking structure. In total, the Project would include 475,790 square feet (sf) of office and R&D space, as well as 958 parking spaces.

Background Research

ICF conducted archival and background research to identify cultural resources in, and in the vicinity of, the Project site. The background research consisted of a records search at the Northwest Information Center at Sonoma State University (NWIC), a review of the Sacred Lands File (SLF) at the Native American Heritage Commission (NAHC) in Sacramento, a review of archival maps and aerial photographs, and a geoarchaeological literature review. The results of these tasks are summarized below.

NWIC Records Search

On September 1, 2022, an ICF Archaeologist conducted a records search of the Project site and a 0.25-mile radius at the NWIC (NWIC File #22-0396). The NWIC, an affiliate of the State of California Office of Historic Preservation, is the official state repository of cultural resources records and reports for San Mateo County. As part of the records search, the following local and State of California inventories were reviewed.

- *California Inventory of Historic Resources* (California Department of Parks and Recreation 1976)
- *Five Views: An Ethnic Historic Site Survey for California* (California Office of Historic Preservation 1988)
- *California Points of Historical Interest* (California Office of Historic Preservation 1992)
- *San Mateo County Its History and Heritage* (San Mateo County Historic Resources Advisory Board 1984)
- *California Historical Landmarks* (California Office of Historic Preservation 1996)
- *Directory of Properties in the Historic Property Data File* (California Office of Historic Preservation 2012), which includes the listings of the National Register of Historic Places (NHRP), National Historic Landmarks, the California Register of Historic Resources (CRHR), California Historical Landmarks, and California Points of Historical Interest

Results

The NWIC records search did not identify any previously recorded cultural resources in the Project site. One previously recorded built environment resource, P-41-02683, described as a

warehouse/storage building constructed in 1957, is at 1761 Adrian Road. In 2016, Crawford Historic Services evaluated the building and concluded that “building does not appear to qualify for the National Register of Historic Places and/or California Historic Register under any of the established criteria. Therefore, the subject property is not considered to be an historic resource for the purposes of the [National Historic Preservation Act]”(Crawford 2016).

No previous cultural resources studies have been conducted within the Project site.

NAHC Sacred Lands File Review

On September 2, 2022, ICF submitted a request to the NAHC to review its Sacred Lands File for the Project site. The NAHC is the official State repository of Native American sacred site location records in California.

ICF received a response on October 11, 2022, from Cody Campagne, Cultural Resources Analyst at the NAHC, stating that “A record search of the Native American Heritage Commission Sacred Lands File was completed for the information you have submitted for the above referenced project. The results were negative.” A list of a list of eight Native American tribes who may also have knowledge of cultural resources in the project area was also provided with the NAHC response.

Historical Research and Built-Environment Inventory

To compile an inventory of built-environment resources that would require evaluation for CRHR listing, ICF conducted desktop research using Google Earth, Historic Aerials, and ParcelQuest to identify the ages of built-environment resources within the Project site.

Four buildings were identified within the Project site:

1. 1669 Bayshore Highway (APN 026-302-530), built 1961
2. 1699 Bayshore Highway (APN 026-302-550), built 1974
3. 810 Malcolm Road (APN 026-301-180), built 1965–1968
4. 821 Malcolm Road (APN 026-302-400), built 1962

Because the buildings are approximately 50 years old or older, they required documentation on Department of Parks and Recreation (DPR) series 523 form sets and evaluation for listing in the CRHR. ICF undertook additional property-specific research, including historic newspapers, maps, and previous environmental and planning documents to evaluate and document these buildings.

ICF’s evaluations found that the buildings within the Project site do not have significance under any of the CRHR evaluative criteria and are not eligible for listing in the CRHR. Therefore, the buildings do not qualify as historical resources under CEQA, as defined in CEQA section 21084.1 and CEQA Guidelines section 15064.5(a)(3). For the full evaluation information including the historic context, see the DPR series 523 form sets attached to this memo (Attachment C).

Archival Map and Aerial Photograph review

ICF reviewed archival maps and aerial photographs for the presence of historic-period buildings and/or structures within the Project site and the general vicinity to assist in identifying the potential for historic-period archaeological deposits. The results of this review are summarized in Table 1.

Table 1. Archival Map and Aerial Photograph Review

Map/Photograph	Results
1896 <i>San Mateo, CA</i> . USGS topographic quadrangle (1:62,500)	This map depicts the Project site as salt marsh.
1899 <i>San Mateo, CA</i> USGS topographic quadrangle (1:62,500)	This map depicts the Project site as salt marsh.
1915 <i>San Mateo, CA</i> USGS topographic quadrangle (1:62,500)	This map depicts the Project site as salt marsh.
1939 <i>San Mateo, CA</i> . USGS topographic quadrangle (1:62,500)	This map depicts the Project site as filled salt marsh. No buildings or structures are located within the Project site, a channel is depicted adjacent to the northern boundary of the Project site.
1949 <i>San Mateo, CA</i> . USGS topographic quadrangle (1:24,000)	This map depicts the Project site as filled salt marsh. No buildings or structures are located within the Project site, a ditch is depicted adjacent to the northern boundary of the Project site, and Bayshore Freeway is depicted to the south.
1946 <i>Aerial Photograph</i> (NETR 1946)	The photo shows the Project site as filled saltmarsh and Bayshore freeway.

Archival maps and aerial photographs indicate that the Project site was a salt marsh and undeveloped until the mid-twentieth century, indicating low potential for intact deposits at shallow depths just below the surface (e.g., artifact-filled features, such as wells or privies).

Geoarchaeological Sensitivity

This section considers the potential for the Project site to contain buried archaeological resources. For the purposes of this analysis, the phrase *archaeological sensitivity* is used to characterize a given area's likelihood to contain buried archaeological resources. For example, if an area is defined as having a high degree of buried archaeological sensitivity, it is considered to have a high likelihood for containing archaeological resources.

The Project site consists of 4 to 7 feet of fill underlain by a tidal flat consisting of Young Bay Mud (Rockridge 2021). Typically, tidal flats were not inhabited consistently or with sufficient intensity to accumulate substantive archaeological deposits; therefore, the Project site has low sensitivity for buried precontact-period archeological resources.

Field Survey

ICF archaeologists conducted a pedestrian survey of the Project site on August 18, 2022, to examine the ground surface for evidence of archaeological materials. All exposed soils were inspected for precontact archaeological materials (e.g., stone tools, lithic debitage, ground stone), historic-period artifacts (e.g., metal, glass, ceramics), and discoloration that might indicate the presence of archaeological deposits.

The survey consisted of walking the Project site; however, the majority of the Project site was paved, therefore, small landscaped areas with exposed soils were inspected for precontact archaeological materials (e.g., stone tools and lithic debitage, ground stone), historic-period artifacts (e.g., metal, glass, ceramics), and soil discoloration that might indicate the presence of archaeological deposits. The field survey did not identify any archeological resources within the Project site.

Summary and Recommendations

This study consisted of background research, including a records search, NAHC SLF search, a literature review, evaluation of four buildings (1669 Bayshore Highway, 1699 Bayshore Highway, 810 Malcolm Road, and 821 Malcolm Road) and a field survey. The results of the NWIC records search indicate that no known and previously recorded cultural resources are located on or adjacent to the project site. The field survey did not identify any cultural resources.

The buildings within the Project site do not have significance under any of the CRHR evaluative criteria and are not eligible for listing in the CRHR. Therefore, the buildings do not qualify as historical resources under CEQA, as defined in CEQA section 21084.1 and CEQA Guidelines section 15064.5(a)(3).

Historic-period maps and aerial photographs indicate that the project site was an undeveloped salt marsh until the mid-twentieth century; therefore, it is unlikely that any historic-period archaeological deposits are located within the project site. Furthermore, saltmarsh tidal flats were not inhabited consistently or with sufficient intensity to accumulate substantive archaeological deposits; therefore, the Project site has low sensitivity for buried precontact archeological resources.

Recommendations

This study did not identify any archaeological or built-environment cultural resources on the Project site that qualify as historical or unique archaeological resources under CEQA. Despite the negative results, archaeological cultural resources could be encountered during Project construction activities. Should such deposits be encountered during ground disturbance, a substantial adverse change in the significance of a historical resource would occur from its demolition, destruction, relocation, or alteration, and the significance of the resource would be materially impaired (CEQA Guidelines § 15064.5[b][1]).

Despite the negative results, there is always a possibility archaeological cultural resources could be encountered during project construction activities. As a condition of approval, the city would require the Project applicant to require, as condition in its construction contract, that all personnel conducting ground-disturbing activities receive preconstruction archaeological sensitivity training. The training would include basic information about the types of artifacts that might be encountered during construction activities and identify the protocol for unanticipated archaeological discoveries, including stopping construction work if an archaeological material or feature is encountered during ground-disturbing activities, thereby preventing further disruption and possible damage.

As a condition of approval, the City would also require that, should unknown precontact or historic-period archaeological materials be encountered during project activities, all work in the immediate vicinity of the find will halt until a qualified archaeologist can evaluate the find and make recommendations. If determined to be a historical or unique archaeological resource pursuant to PRC Section 21084.1 or PRC Section 21083.2, a treatment plan would be developed in consultation with the City and Native American participating organizations, as applicable. Therefore, the proposed Project would not cause substantial adverse changes to archaeological resources, should they be historical or unique archaeological resources under CEQA.

In the event that human remains are identified during project construction, the remains will be treated in accordance with California Health and Safety Code Section 7050.5 and PRC Section 5097.98, as appropriate. In the event of the discovery or recognition of any human remains in any location other than a dedicated cemetery, Section 7050.5 of the California Health and Safety Code states that there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains were discovered has determined whether the remains are subject to the coroner's authority. If the human remains are of Native American origin, then the coroner must notify the NAHC within 24 hours of identification. The NAHC will identify a Native American Most Likely Descendent (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. PRC Section 5097.98 states that the NAHC, on notification of the discovery of Native American human remains, pursuant to California Health and Safety Code Section 7050.5, shall immediately notify those persons (i.e., the MLD) it believes to be descended from the deceased. With permission of the landowner or a designated representative, the MLD may inspect the remains and any associated cultural materials and make recommendations for the treatment or disposition of the remains and associated grave goods. The MLD will provide recommendations or preferences for treatment of the remains and associated cultural materials within 48 hours of being granted access to the site.

In consideration of the analysis outlined above, the exception under CEQA Guidelines Section 15300.2(f) does not apply to the Project. Impacts would be ***less than significant***.

References Cited

- California Office of Historic Preservation. 1976. *California Inventory of Historic Resources* California Department of Parks and Recreation, Sacramento, CA
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- San Mateo County Historic Resources Advisory Board. 1984. *San Mateo County Its History and Heritage*. San Mateo County, CA

Enclosures: Attachment A – Figures

Attachment B – Native American Heritage Commission SLF Results

Attachment C-DPR523 series forms for: 1669 Bayshore Highway (APN 026-302-530); 1699 Bayshore Highway (APN 026-302-550); 810 Malcolm Road (APN 026-301-180); and 821 Malcolm Road (APN 026-302-400)

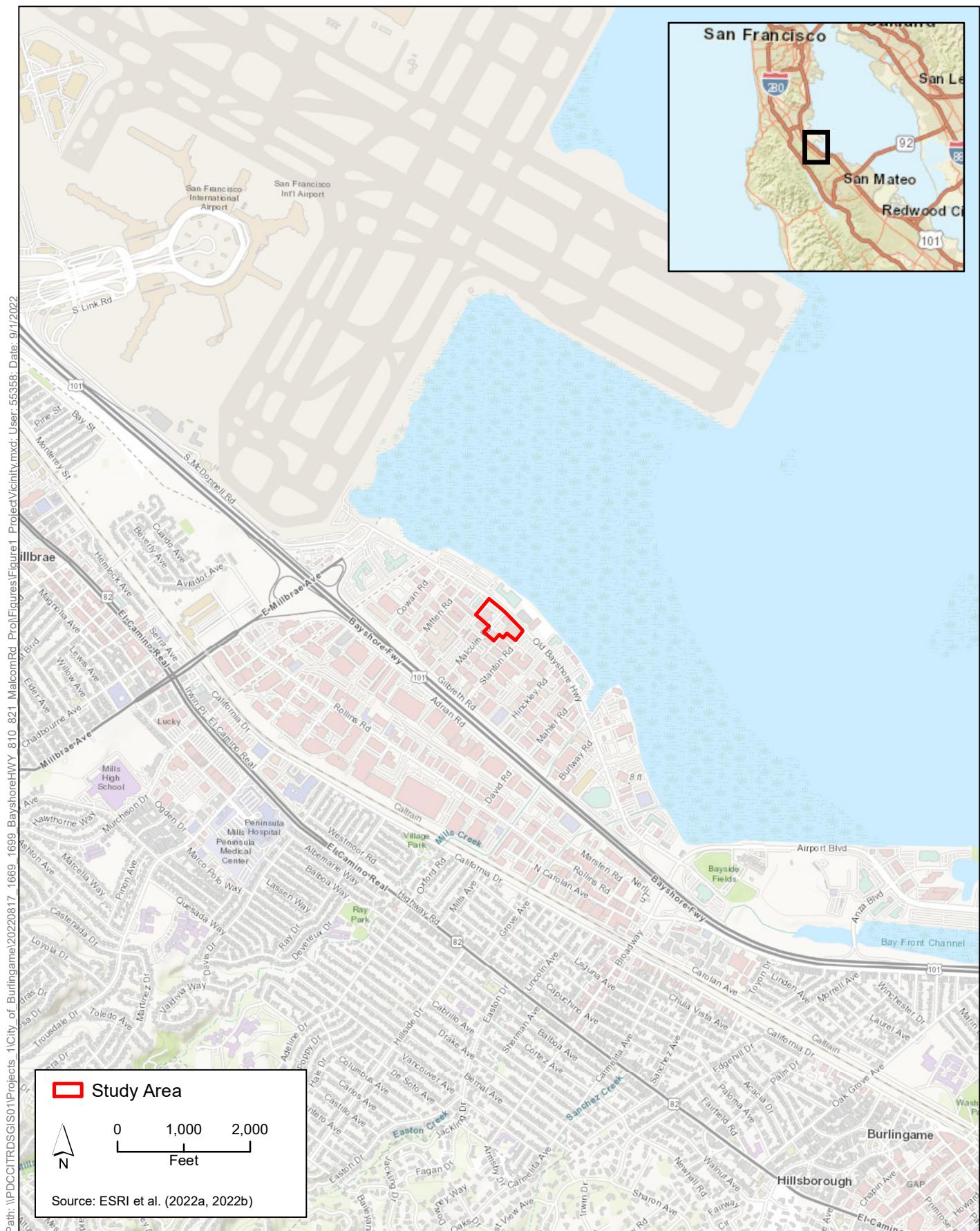


Figure 1
Project Vicinity
1669/1699 Bayshore Highway

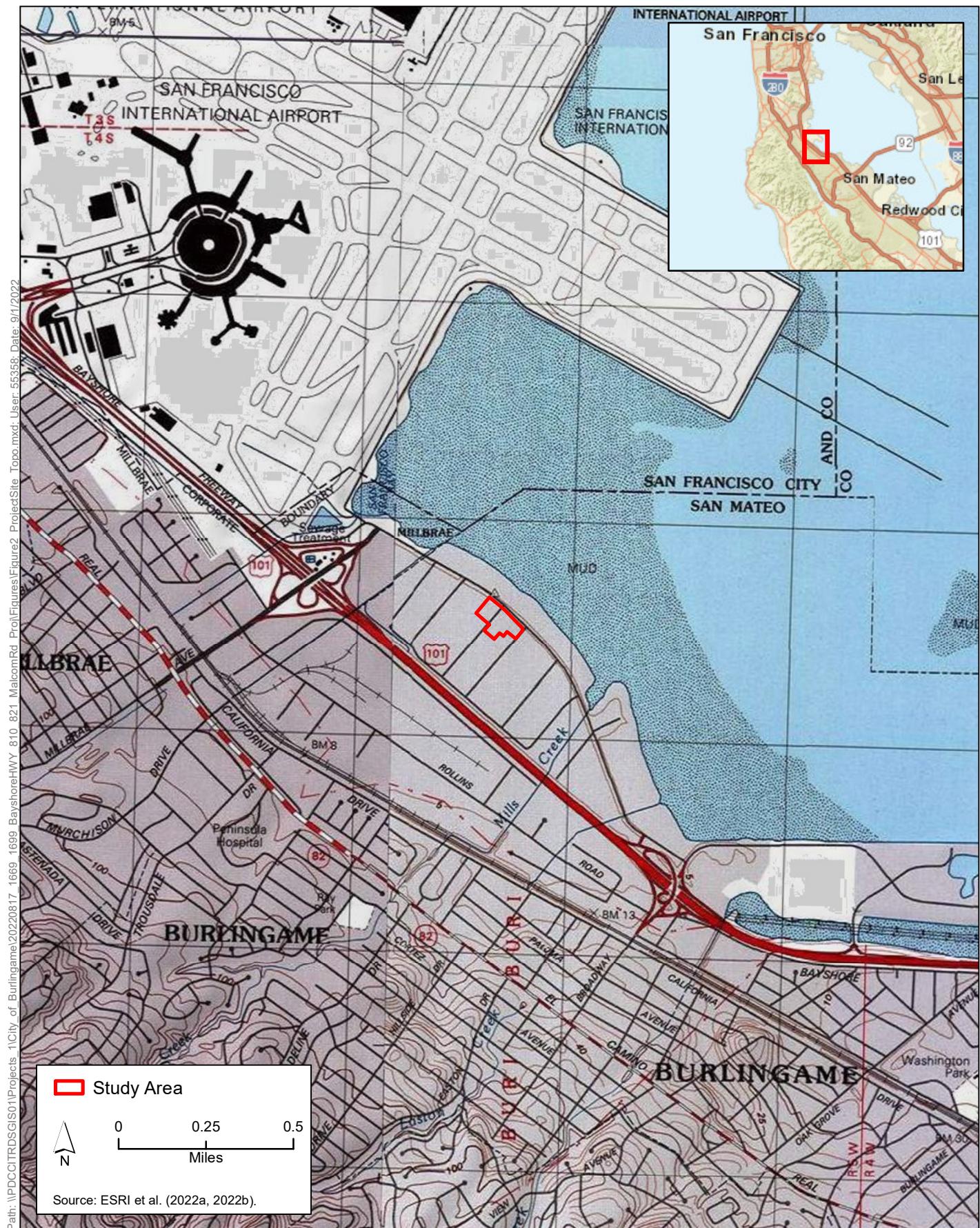


Figure 2
Project Site
1669/1699 Bayshore Highway

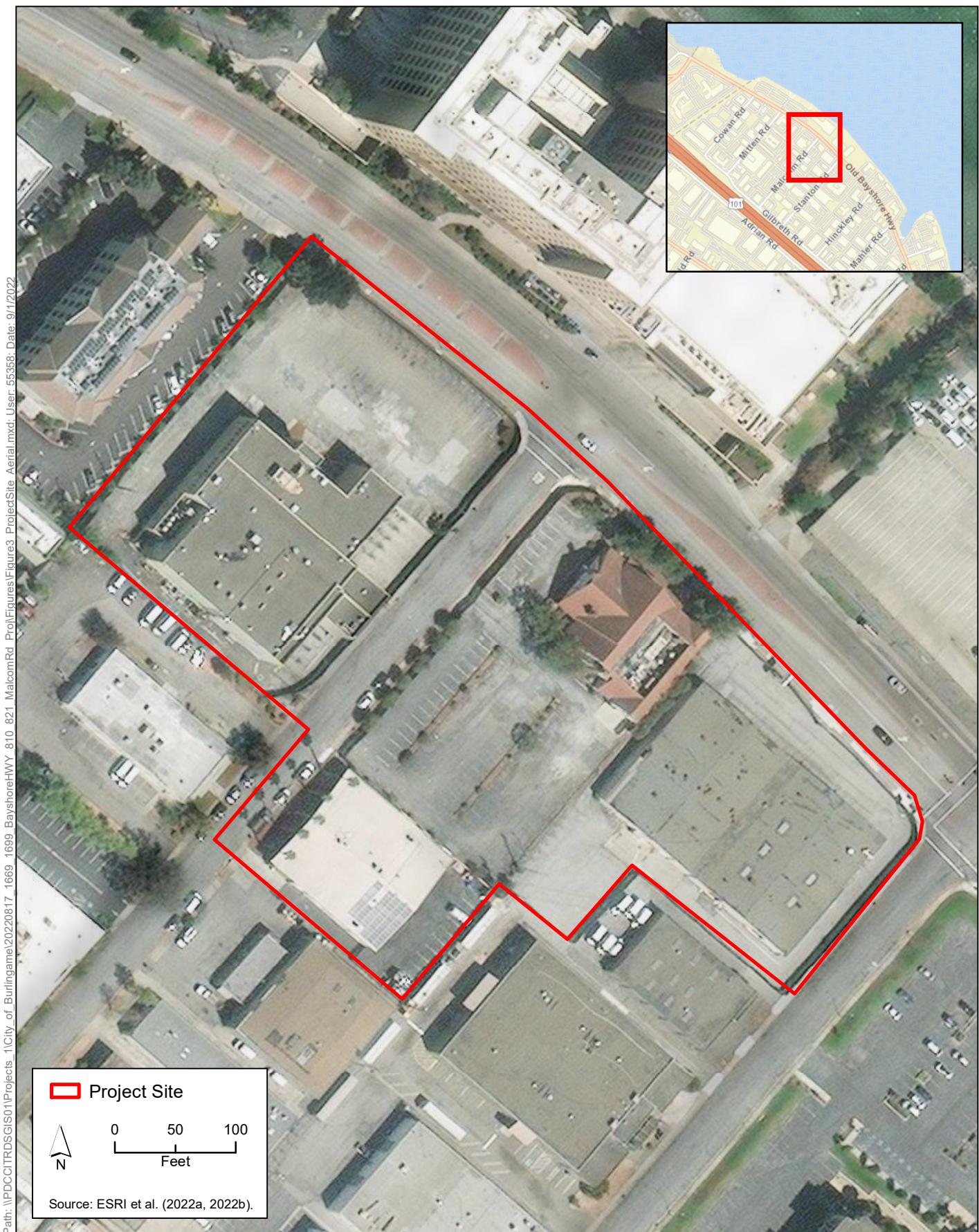


Figure 3
Project Site
1669/1699 Bayshore Highway

Sacred Lands File & Native American Contacts List Request

Native American Heritage Commission

1550 Harbor Blvd, Suite 100

West Sacramento, CA 95691

916-373-3710

916-373-5471 – Fax

nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: 1669 and 1699 Bayshore Highway and 810 and 821 Malcom Road Project

County: San Mateo County

USGS Quadrangle Name: San Mateo (see map)

Township: 4S **Range:** 5W **Section(s):** _____

Company/Firm/Agency: ICF

Street Address: 201 Mission Street, Suite 1500

City: San Francisco **Zip:** 94105

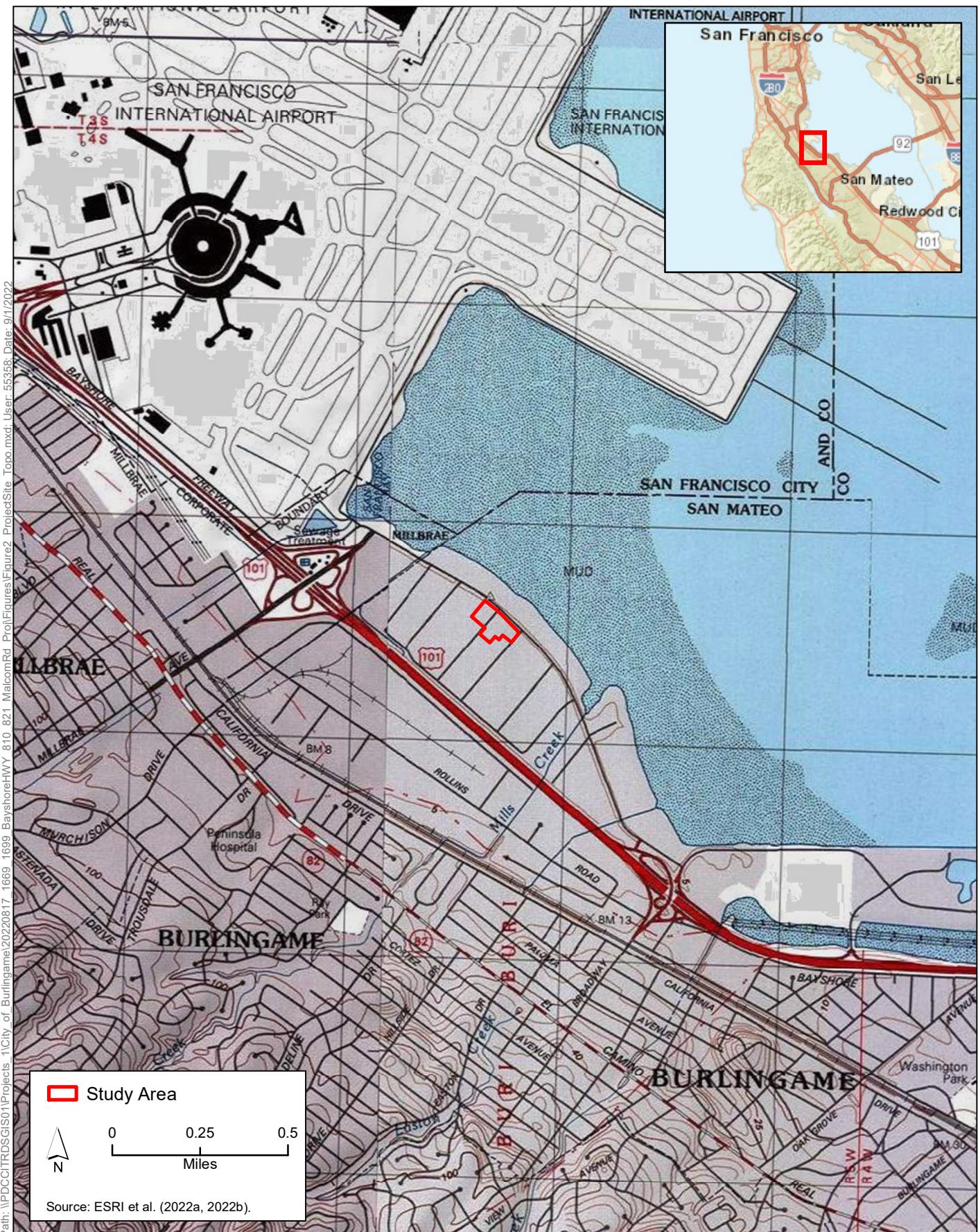
Phone: (925)783-6738

Fax: _____

Email: megan.watson@icf.com

Project Description:

The 1669 and 1699 Bayshore Highway and 810 and 821 Malcolm Road (Project) site totals 4.54 acres and is currently occupied by three single-story commercial buildings and one two-story commercial building. The Project entails the demolition of the four existing buildings and the creation of an office and research and development campus with a North and South Parcel that would be bisected by Malcolm Road. The North Parcel would include a new 7-story building with a ground floor lobby and meeting room and a surface parking lot. The South Parcel would include a new 8-story building with a ground floor lobby, meeting room, and café, and a separate 7-story parking structure. The upper story of each building would house a mechanical penthouse and roof terrace. In total, the Project would include 475,790 square feet (sf) of office and research and development space, as well as 929 parking spaces.



Project Site
1669/1699 Bayshore Highway



STATE OF CALIFORNIA

Gavin Newsom, Governor

NATIVE AMERICAN HERITAGE COMMISSION

October 11, 2022

Megan Watson
ICF

Via Email to: megan.watson@icf.com

Re: 1669, 1699 Bayshore Highway and 810, 821 Malcom Road Project, San Mateo County

Dear Ms. Watson:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Cody.Campagne@nahc.ca.gov.

Sincerely,

Cody Campagne

Cody Campagne
Cultural Resources Analyst

Attachment

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

**Native American Heritage Commission
Native American Contact List
San Mateo County
10/11/2022**

***Amah Mutsun Tribal Band of
Mission San Juan Bautista***

Irene Zwierlein, Chairperson
3030 Soda Bay Road
Lakeport, CA, 95453
Phone: (650) 851 - 7489
Fax: (650) 332-1526
amahmutsuntribal@gmail.com

Costanoan

The Ohlone Indian Tribe

Andrew Galvan, Chairperson
P.O. Box 3388
Fremont, CA, 94539
Phone: (510) 882 - 0527
Fax: (510) 687-9393
chochenyo@AOL.com

Bay Miwok
Ohlone
Patwin
Plains Miwok

***Costanoan Rumsen Carmel
Tribe***

Tony Cerdá, Chairperson
244 E. 1st Street
Pomona, CA, 91766
Phone: (909) 629 - 6081
Fax: (909) 524-8041
rumsen@aol.com

Costanoan

***Wuksache Indian Tribe/Eshom
Valley Band***

Kenneth Woodrow, Chairperson
1179 Rock Haven Ct.
Salinas, CA, 93906
Phone: (831) 443 - 9702
kwood8934@aol.com

Foothill Yokut
Mono

***Indian Canyon Mutsun Band of
Costanoan***

Ann Marie Sayers, Chairperson
P.O. Box 28
Hollister, CA, 95024
Phone: (831) 637 - 4238
ams@indiancanyons.org

Costanoan

***Indian Canyon Mutsun Band of
Costanoan***

Kanyon Sayers-Roods, MLD
Contact
1615 Pearson Court
San Jose, CA, 95122
Phone: (408) 673 - 0626
kanyon@kanyonkonsulting.com

Costanoan

***Muwekma Ohlone Indian Tribe
of the SF Bay Area***

Monica Arellano, Vice
Chairwoman
20885 Redwood Road, Suite 232 Costanoan
Castro Valley, CA, 94546
Phone: (408) 205 - 9714
monicavarellano@gmail.com

The Ohlone Indian Tribe

Desiree Vigil, THPO
1775 Marco Polo Way, Apt. 21
Burlingame, CA, 94010
Phone: (650) 290 - 0245
dirwin0368@yahoo.com

Bay Miwok
Ohlone
Patwin
Plains Miwok

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed 1669, 1699 Bayshore Highway and 810, 821 Malcom Road Project, San Mateo County.

**State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD**

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

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*Resource Name or #: 1669 Bayshore Highway

P1. Other Identifier: Joe's Café By the Bay; Repo Depo; Togoto

***P2. Location:** Not for Publication Unrestricted

***a. County:** San Mateo

***b. USGS 7.5' Quad:** San Mateo **Date:** 2021 **T R ; 1/4 of 1/4 of Sec** (un-sectioned) **B.M.** MDB&M

c. Address: 1669 Bayshore Highway **City:** Burlingame **Zip:** 94010-1406

d. UTM: **Zone:** 10S; 555633 mE/ 4161696 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, façade, etc., as appropriate) APN: 026-302-530

***P3a. Description:**

The building at 1669 Bayshore Highway (Figure 1) is a one-story commercial building on an approximately 1.21-acre parcel (ParcelQuest 2022). The building has a rectangular footprint, a low-pitched gable roof, vertical wood board cladding, and minimal architectural detail. The building has features of Mid-Century Modern commercial buildings, including a cantilevered roof with overhanging eaves, expansive window assemblies with aluminum frames, and commercial signage. Previous tenants in the eastern section of the building were primarily in the food industry with a commercial storefront. In contrast, the western section was occupied by various commercial enterprises. The two halves of the building are distinguished by the valley of low-pitched gable roofs and a slight recess in the easternmost section. The building is sited near a security fence at the parcel's northern boundary. Automobile parking is located perpendicular to the north façade. Stanton Road is located to the east, the building at 810 Stanton Road is located to the south, and the building and parking lot of 1699 Bayshore Highway are located to the west.

(See continuation sheet.)

***P3b. Resource Attributes:** HP6. Commercial Building

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photograph or Drawing



P5b. Description of Photo:

(Figure 1) North façade of 1669 Bayshore Highway, viewed facing southeast, ICF, 08/18/2022.

***P6. Date Constructed/Age and Sources:**

Historic Prehistoric Both
1961 (ParcelQuest 2022)

***P7. Owner and Address:**

King Bayshore Owner LLC
800 Boylston Street, Suite 1570
Boston, MA 02199-1900

***P8. Recorded by:**

Nicole Felicetti, ICF
201 Mission Street, Suite 1500
San Francisco, CA 94105

***P9. Date Recorded:** September 6, 2022

***P10. Survey Type:** Intensive

***P11. Report Citation:** ICF. 2022. CEQA Class 32 Infill Exemption, 1669/1699 Old Bayshore Highway and 810/821 Malcolm Road Project. September. September. (ICF 00042.21) San Francisco, CA. Prepared for City of Burlingame Planning Division, Burlingame, California.

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record

BUILDING, STRUCTURE, AND OBJECT RECORD

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*NRHP Status Code: 6Z

*Resource Name or #: 1669 Bayshore Highway

B1. Historic Name: Swimquip, S.F., Asiatic Animal Imports, Quartz Heat Co., Repo Depo

B2. Common Name: Joe's Café by the Bay; Togoto

B3. Original Use: Commercial B4. Present Use: Commercial

*B5. Architectural Style: Mid-Century Modern

*B6. Construction History:

The building at 1669 Bayshore Highway was constructed in 1961 (ParcelQuest 2022). Historic aerial photographs since 1965 do not indicate changes to the building's footprint or roof through 2018 (UCSB 1965, NETR 2018). Building permits and architectural drawings from the San Mateo County Records Center were not accessible. Therefore, the construction history was determined through field survey, visual analysis, and online research, including historic maps, newspaper databases, and other accessible digital records. The north façade was significantly altered between March 2015 and 2016 with the changing of a tenant. To the west, the extensive window assembly was replaced by vertical wood board cladding, one entryway was covered or removed, and the second entryway was replaced with double pedestrian doors flanked by large picture windows (Figures 2-3) (Google Streetview 2015, 2016). The security fence was added to the north and east parcel boundaries ca. 2019-2020. Many of the aluminum-framed windows at the north façade were removed and boarded with wood, including the storefront at the northeast corner (Google Streetview 2019, 2020). Additional window and door openings were altered between 2020 and 2022.

*B7. Moved? No Yes Unknown

Date: N/A

Original Location: N/A

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance:

Theme: N/A

Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

Historic Context: San Mateo County and the City of Burlingame

The arrival of the Spanish to the San Francisco Peninsula in the late 18th century catalyzed a series of changes in San Mateo County history, including Spanish mission construction and land grants or ranchos with titles from the Spanish crown. Eventually, it resulted in continuous settlement and growth during the 1848 California Gold Rush, the expansion of regional rail, and World War II.

(See continuation sheet.)

B11. Additional Resource Attributes: N/A

*B12. References: See continuation sheet.

B13. Remarks: N/A

*B14. Evaluator:

Nicole Felicetti, ICF
201 Mission Street, Suite 1500
San Francisco, CA 94105

*Date of Evaluation: September 6, 2022

(This space reserved for official comments.)



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*Resource Name or #: 1669 Bayshore Highway

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*Date: September 6, 2022

Continuation Update

P3a. Description (continued):

The north façade has a variety of storefront systems and claddings, including smooth stucco, vertical wood boards, and expansive window assemblies with aluminum frames. The façade has undergone significant modifications in the 21st century to accommodate changing tenants. As of 2022, three single pedestrian doors (two boarded) are within the window assembly, and one double door is at the northwest corner. A free-standing wall of concrete breeze blocks parallel to the façade with a flower motif of Midcentury Modern influence (Figures 4-5). Exposed precast structural columns at a regular interval divide the east façade into five equal bays. One horizontal picture window punctuates each of the three middle bays; a single pedestrian door is below the center window (Figure 6).

The south façade has smooth stucco cladding and various-sized door openings. The openings are described on the façade from west to east: two different-sized overhead door openings with stucco infill, a single pedestrian door boarded with wood, two overhead doors, two single pedestrian doors (one boarded up), and one overhead door. Various mechanical and electrical fixtures are attached to or immediately adjacent to the façade (Figure 7-8). The west façade has rectangular pilasters at regular intervals, no openings, and a smooth stucco finish (Figure 9).

***B10. Significance (continued):**

Historic Context: San Mateo County and the City of Burlingame (Continued)

Pockets of Spanish settlement along the 600-mile trail from San Diego to San Francisco changed the population makeup during the creation of the Spanish Missions (Alexander and Hamm 1916:21). In the late 18th century, the route between missions evolved from a modest dirt path to “El Camino Real,” a designated road under the jurisdiction of the Spanish viceroys (KCET 2013). El Camino Real ran through present-day San Mateo County to connect the Mission Santa Carla in present-day Santa Clara County to the Mission Dolores in present-day San Francisco (Alexander and Hamm 1916: 11).

The City of Burlingame was formerly two Mexican-era ranchos: Buri Buri Rancho to the north and Rancho San Mateo to the south. The Buri Buri Rancho was granted to Mexican soldier Jose Antonio Sanchez, who built a house on El Camino Real, near the current border of Millbrae and Burlingame. Initially granted by the last of California’s Mexican governors, Pio Pico, Rancho San Mateo changed ownership a few times until William Davis Merry Howard acquired it and established a dairy farm on the land. Once the United States’ war with Mexico concluded in 1848, the Treaty of Guadalupe Hidalgo resulted in Mexico ceding California to the United States. Per the Treaty, Mexicans who lived on existing ranchos were guaranteed property rights and were allowed to remain on the land. However, the start of the California Gold Rush soon led to a dramatic increase in Northern California’s population. Specifically, the influx of gold seekers to California’s region between San Francisco and the Sierra foothills forced Mexican landowners off their land (Carey & Co. 2008). Many new settlers conformed to the prevalent agricultural lifestyle in the 19th-century peninsula, while others saw and forged economic opportunities from the area’s proximity to commercial cores. For example, many of the early buildings of San Francisco were built from redwood timber of present-day San Mateo County. The region’s growth was so significant that in 1856, San Mateo County was formally divided from San Francisco County (Alexander and Hamm 1916:22–24).

After Howard passed away, his Rancho San Mateo land was divided among his family. However, land west of El Camino Real was sold to William C. Ralston, an established banker. Ralston could afford to buy the land after discovering the Comstock Lode in Nevada in the 1860s. With this real estate, he planned to develop a suburban tract in San Mateo County to create a “sacrosanct colony” (Burlingame Chamber of Commerce 2018). Ralston hosted many famous people in his home, including one of his first guests, Anson Burlingame, in 1866. Burlingame—a Massachusetts congressman and previously appointed United States Minister to China under President Lincoln—bought approximately one thousand acres from Ralston to build a private villa. Ralston thence decided to name his new development Burlingame after his friend’s newly acquired gain. Following Anson Burlingame’s premature death in 1870, Ralston bought back his land and began planning the town’s establishment (Carey & Co. 2008; Burlingame Historical Society 2018). After Ralston’s death, the land changed hands several times. In 1893, then-owner Francis Newlands subdivided the property and began constructing the Burlingame Country Club and five nearby cottages.

San Mateo County’s proximity to mining areas and growing commercial and industrial markets benefitted from the introduction of railroads in the 1860s. The opening of railroad service in San Mateo County catalyzed the construction of train stations and complementary commercial development. In 1859, the San Francisco and San Jose Railroad was established. Once the Southern Pacific Railroad later gained ownership of the line, it positioned a temporary boarding shed at “Oak Grove Crossing” for Burlingame passengers (Carey & Co. 2008). Many other residential and commercial developments followed in the subsequent decades due to the speed and accessibility of San Mateo County afforded by railroads (JRP 2019:7-10, 7-11).

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While Burlingame increased its development and growth throughout the late 1800s, William H. Howard (son of William Davis Merry Howard) and other members of the Burlingame Country Club wanted to replace the flag-stop shelter at Oak Grove with a permanent train station on the Southern Pacific Railroad. Howard donated, and the land and Club contributed money to construct the Burlingame Train Depot in 1894, a distinctly Mission Revival-style building (Burlingame Historical Society 2013). From 1894 through the early 20th century, the train station catalyzed estate development by San Francisco families that could easily commute on the railroad. Burlingame developed as a quintessential commuter suburb with neighborhoods organized in compact grids. Burlingame's population continued to increase again after the 1906 San Francisco earthquake as the town was incorporated in 1908. Additionally, municipal services expanded between 1907-1909 to include the volunteer fire department and the first library. The neighboring town of Easton, also a part of the original Rancho Buri Buri, was annexed in 2010 (Burlingame Historical Society, 2013). Burlingame continued to grow in the early 20th century like others along the peninsula.

Construction of the Old Bayshore Highway began in 1937 and provided a more rapid connection for automobiles between San Jose and San Francisco along the Peninsula. Once completed, the highway contributed to the 1,540-mile U.S. Route 101, which connected Olympia, Washington, and Los Angeles, California. Portions of the highway followed the edge of San Francisco Bay's tidal marshes and continued south of San Francisco International Airport. After mounting political pressure to stop a rising number of fatalities on the highway, construction of a new, elevated Bayshore Highway began in 1947. The new freeway was built over time as funding to acquire property abutting the alignments became available (JRP Historic Consulting Services 2003). The new Bayshore Freeway, which carries U.S. Route 101, is located approximately 0.25 miles to the south of the subject building.

After World War II, a population boom and suburbanization in California increased the demand for metals, concrete, lumber, and other building materials. Concurrently, the development of California's massive freeway system catalyzed an improved infrastructural system that connected the state's most populated cities and towns. However, by the 1960s, heavy industry was winding down, and the emergence of light industry (i.e., distribution centers, office parks, chemical suppliers) marked a transition for San Mateo County (City of South San Francisco 2021:4.4-13). Most of Burlingame's housing stock was developed between the 1910s and 1960s; commercial and industrial development, specifically along the Bayfront, took place in the latter half of the 20th century due to its proximity to the San Francisco International Airport. New development between 1960 and the 1990s consisted mainly of commercial development or relatively small-scale residential infill projects (MIG 2019:CX-1).

Occupant History

It appears that there have been two suites in the building since its construction. The first online record of tenants was in 1963 with the following three companies: Swimpump, S.F., Asiatic Animal Imports, Quartz Heat Co. (San Francisco Examiner 1963:15; Redwood City 1963:2; San Mateo Times 1963:26). Alfa Rent-A-Car was a tenant in one suite in 1966 through 1977, possibly to 1981 when The Phone Company was a tenant (San Francisco Examiner 1966:19; San Francisco Examiner 1981:96). The Phone Company was a tenant in 1985, though that is the latest online record for that suite (San Francisco Examiner 1985:34). Joe's Café by the Bay has been the occupant since at least 2008 (Google Streetview 2008). Repo Depo, an office supply firm, occupied one building suite from 1971 to ca. 2015 (San Francisco Examiner 1971:39; Google Streetview 2015). Togoto subsequently occupied the suite until ca. 2017 (Google Streetview 2017).

National Register of Historic Places and California Register of Historical Resources Evaluation of 1669 Bayshore Highway

The following section evaluates the subject property to determine whether it meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) as an individual resource. In order to be eligible for listing in the NRHP and CRHP, a property must demonstrate significance under one or more of the following criteria:

- Criteria A/1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
- Criteria B/2 (Persons): Resources that are associated with the lives of persons important to local, California, or national history.
- Criteria C/3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.
- Criteria D/4 (Information Potential): Resources that have yielded, or have the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

CRITERIA A/1 (EVENTS)

The building at 1669 Bayshore Highway does not appear to be associated with any event(s) that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States. Although the building has been used for

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various commercial businesses since its construction in 1961, none of the known tenants appear exceptional within the context of a quickly developing commercial and industrial area of San Mateo County during the post–World War II period to rise to the level of significance necessary for listing in the CRHR or NRHP under Criterion A/1. Rather, the building appears to represent an unremarkable pattern of commercial and industrial lot development that occurred throughout San Mateo County and Burlingame in the early and mid-20th century. Additionally, no evidence suggests the building significantly contributed to Burlingame's commercial development throughout the mid-to-late 20th century. Newspaper research did not find the building associated with any other important single events, patterns of events, repeated activities, or historic trends; instead, it appears to have contributed to the everyday community and commercial life. As such, 1669 Bayshore Highway is not significant under NRHP/CRHR under Criteria A/1.

CRITERIA B/2 (PERSONS)

The building at 1669 Bayshore Highway does not appear to be associated with the productive life of any individual(s) important in the area of Burlingame's industrial development or, more broadly, in history at the local, state, or national levels. Although none of its past owners were identified, the commercial-industrial building has a broad and unremarkable association with local community life and economic patterns through a series of revolving tenants with food and general commercial storefronts. Through the range of tenants, no associations were made to rise to a level of significance as most were one among many locations of regional or national companies. Newspaper research and similar online repositories yielded no evidence of persons or events within previous tenant businesses exclusively associated with 1669 Bayshore Highway. Finally, no evidence suggests that the building housed activities that allowed a particular owner, tenant, or employee to achieve the historical significance that the building would best convey. As such, 1669 Bayshore Highway lacks a direct association with any significant individual and is not significant under NRHP/CRHR Criteria B/2.

CRITERIA C/3 (DESIGN/CONSTRUCTION):

The building at 1669 Bayshore Highway does not appear to embody distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master or possess high artistic value. The building is one-story and comprised of commercial Mid-Century Modern features, including a cantilevered roof with overhanging eaves, expansive window assemblies with aluminum frames, vertical pilasters and exposed structural columns, and mixed cladding materials. However, the building's form and architectural characteristics do not best embody the style and have deteriorated or been modified to accommodate changing tenants, including the removal of expansive aluminum-framed wall assemblies, mixed finishes, and attached signage that best represent the style. The building lacks a flat roof, metal awnings, and modern materials of better examples and does not express innovative design or construction of the style to warrant significance. No evidence in the available historical record or field visit analysis suggests the building originally had a noteworthy architectural design; it is not a distinct or solely remaining example of the commercial development in the 1960s Burlingame or San Mateo County. Although the research did not reveal the identities of the building's original architect and builder, it is unlikely that a master designer was involved in what appears to be one of many commercial lot developments in San Mateo County after World War II. As such, 1669 Bayshore Highway is not significant under NRHP/CRHR Criteria C/3.

CRITERIA D/4 (INFORMATION POTENTIAL):

The building at 1669 Bayshore Highway is not significant under NRHP/CRHR Criteria D/4, which most commonly applies to archaeological resources. The property is documented in other primary and secondary historical sources, including historic aerial photographs. As such, 1669 Bayshore Highway would not yield information important to prehistory or history. For this reason, Embarcadero Station is not significant under NRHP/CRHR Criteria D/4.

In conclusion, the building at 1669 Bayshore Highway is not eligible for individual listing in the NRHP and CRHR due to its lack of historical and design/construction significance. The property was evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Resources Code, and it appears not to be an individual historical resource for the purposes of CEQA.

***B12. References:**

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_____. 1963. "Legal Notice: Phillips Developments, Inc." September 9: 26.

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_____. 1971. "140: For the Office." July 2: 39.

_____. 1981. "The Phone Company." January 14: 96.

_____. 1985. "The Phone Company." January 14: 96.

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Continuation Update

Figures:



Figure 2. Original storefront on the western section of the north façade viewed facing south.

Source: Google Streetview 2015.



Figure 3. Altered storefront on the western section of the north façade viewed facing south.

Source: Google Streetview 2016.

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Continuation Update



**Figure 4. North façade viewed facing south.
Source: ICF 2022.**



Figure 5. Detail of a commercial entrance door on the north façade viewed facing south. Source: ICF 2022.

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*Resource Name or #: 1669 Bayshore Highway

*Recorded by: Nicole Felicetti, ICF
*Date: September 6, 2022

Continuation Update



Figure 6. East façade viewed facing southwest. Source: ICF 2022.



Figure 7. South façade viewed facing northwest. Source: ICF 2022.

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***Resource Name or #:** 1669 Bayshore Highway

***Recorded by:** Nicole Felicetti, ICF
***Date:** September 6, 2022

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Figure 8. South façade viewed facing north. Source: ICF 2022.



Figure 9. West façade viewed facing northwest. Source: ICF 2022.

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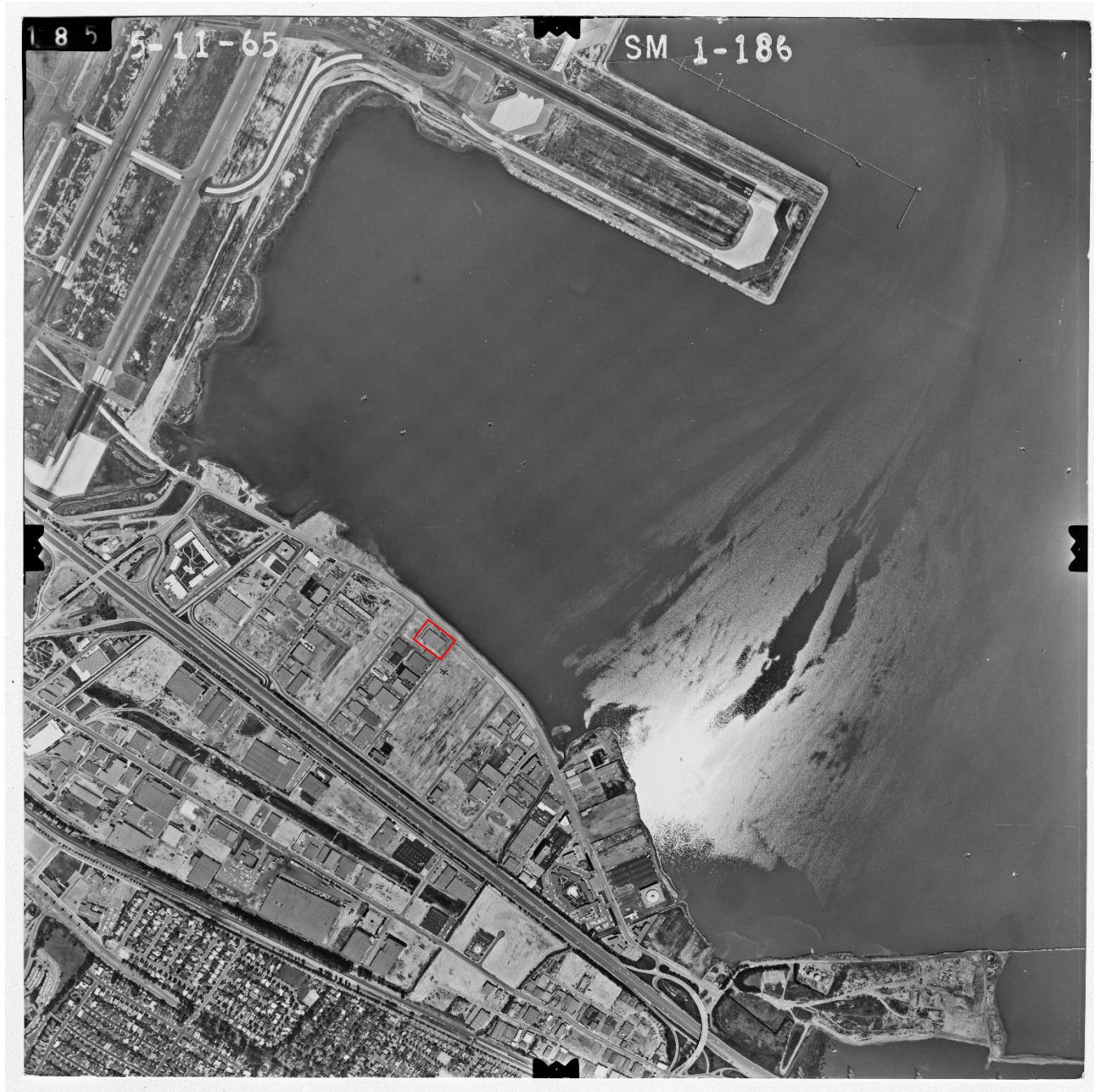


Figure 10. 1965 Historic Aerial Photograph. Source: UCSB.

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HRI # _____
Trinomial _____

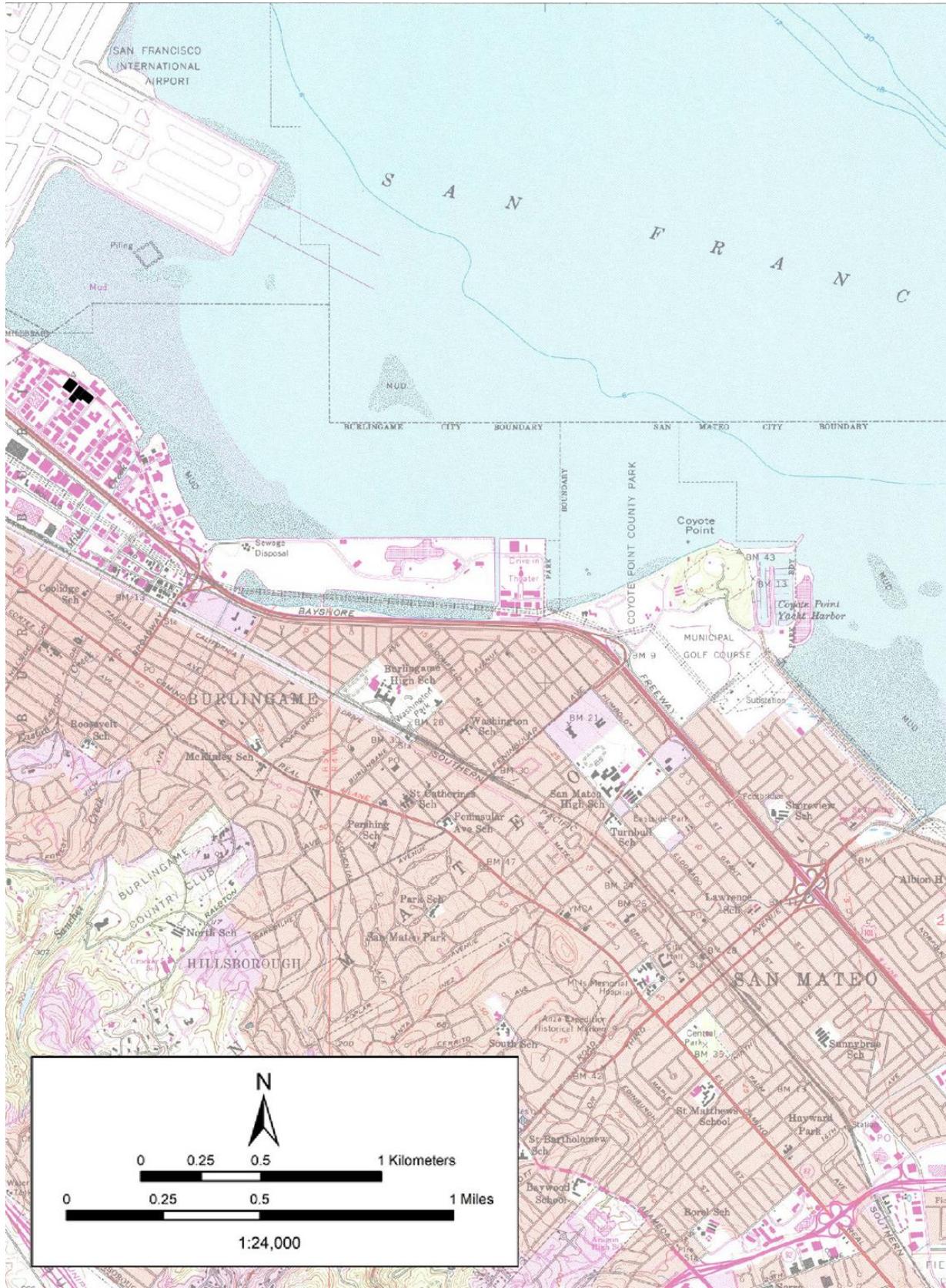
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***Map Name:** 1669 Bayshore Highway Location Map

***Scale:** 1:24,000

***Resource Name or #:** 1669 Bayshore Highway

***Date of Map:** September 6, 2022



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NRHP Status Code _____

Other Listings _____ Reviewer _____ Date _____
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*Resource Name or #: 1699 Bayshore Highway

P1. Other Identifier: Gulliver's; King of Thai Noodle House; R &L Food Inc.

***P2. Location:** Not for Publication Unrestricted

***a. County:** San Mateo

***b. USGS 7.5' Quad:** San Mateo **Date:** 2021 **T R ; 1/4 of 1/4 of Sec** (un-sectioned) **B.M.** MDB&M

c. Address: 1699 Bayshore Highway **City:** Burlingame **Zip:** 94010-1512

d. UTM: **Zone:** 10S; 555601 mE/ 4161740 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, façade, etc., as appropriate) APN: 026-302-550

***P3a. Description:**

The building at 1699 Bayshore Highway (Figure 1) is a one-story restaurant building on an approximately 1.2-acre parcel. The stucco and brick-clad building has an irregular footprint, steeply pitched front-facing gables, and other Tudor Revival features. The building has false half-timbering, recessed entries, narrow vertical windows, and projecting chimneys above the roofline. The building has housed a commercial restaurant tenant since its construction and measures approximately 52,453 square feet (ParcelQuest 2022). The building is sited near a security fence at the parcel's northern and western boundaries, and the parcel's southern half is used for automobile parking. The parking lot and building at 1669 Bayshore Highway are to the east.

The south façade served as the primary pedestrian entrance to the southwest corner and the employee entryway at the southeast corner. The former entryway is recessed and supported by decorative wood posts; the latter has a single pedestrian wood door and a larger, inaccessible opening currently covered in a plastic sheet. Three steeply pitched front-facing gables dominate the profile of the south façade with stucco and half-timbering and a centered brick chimney (Figures 1-5).

(See continuation sheet.)

***P3b. Resource Attributes:** HP6. Commercial Building

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photograph or Drawing



P5b. Description of Photo:

(Figure 1) South façade of 1699 Bayshore Highway, viewed facing northeast, ICF, 08/18/2022.

***P6. Date Constructed/Age and Sources:**

Historic Prehistoric Both
1974 (San Francisco Examiner 1974:85).

***P7. Owner and Address:**

King Bayshore Owner LLC
800 Boylston Street, Suite 1570
Boston, MA 02199-1900

***P8. Recorded by:**

Nicole Felicetti, ICF
201 Mission Street, Suite 1500
San Francisco, CA 94105

***P9. Date Recorded:** September 6, 2022

***P10. Survey Type:** Intensive

***P11. Report Citation:** ICF. 2022. CEQA Class 32 Infill Exemption, 1669/1699 Old Bayshore Highway and 810/821 Malcolm Road Project. September. September. (ICF 00042.21) San Francisco, CA. Prepared for City of Burlingame Planning Division, Burlingame, California.

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
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*Resource Name or #: 1699 Bayshore Highway

*NRHP Status Code: 6Z

B1. Historic Name: Gulliver's

B2. Common Name: King of Thai Noodle House; R & L Food Inc.

B3. Original Use: Commercial

B4. Present Use: Commercial

***B5. Architectural Style:** Tudor Revival

***B6. Construction History:**

The building at 810 Malcolm Road was constructed in 1974 as a Northern California location of Gulliver's restaurant. The building's design was described in the manner of "an 18th century English inn, including a wood-paneled pub, an open kitchen, and a traditional dining area [to] accommodate 200 persons" (San Francisco Examiner 1974:85). Historic aerial photographs since 1980 do not indicate changes to the building's footprint or roof through 2018 (NETR 2018). Building permits and architectural drawings from the San Mateo County Records Center were not accessible. Therefore, the construction history was determined through field survey, visual analysis, and online research, including historic maps, newspaper databases, and other accessible digital records. Visual inspection indicates the modification of attached signage from the previous tenant and minor, in-kind cladding maintenance. Additionally, the gable stucco and brick wall on the north façade were refinished with incompatible brick and mortar ca. 2018-2019. Window openings on the north and west facades were altered ca. 2019-2020 and covered with wood boards. Additionally, the southwest-covered entryway was boarded up, and a security fence was added to the parcel's north and west boundaries (Google Streetview 2018, 2019, 2020).

***B7. Moved?** No Yes Unknown

Date: N/A

Original Location: N/A

***B8. Related Features:**

B9a. Architect: Unknown

b. Builder: Unknown

***B10. Significance:**

Theme: N/A

Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

Historic Context: San Mateo County and the City of Burlingame

The arrival of the Spanish to the San Francisco Peninsula in the late 18th century catalyzed a series of changes in San Mateo County history, including Spanish mission construction and land grants or ranchos with titles from the Spanish crown. Eventually, it resulted in continuous settlement and growth during the 1848 California Gold Rush, the expansion of regional rail, and World War II.

(See continuation sheet.)

B11. Additional Resource Attributes: N/A

***B12. References:** See continuation sheet.

B13. Remarks: N/A

***B14. Evaluator:**

Nicole Felicetti, ICF

201 Mission Street, Suite 1500
San Francisco, CA 94105

***Date of Evaluation:** September 6, 2022

(This space reserved for official comments.)



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P3a. Description (continued):

Like the south façade, the west façade has brick and stucco cladding, half-timbering, and a brick chimney. The southwest building entryway is accessed by brick stairs lined with metal railings but is currently boarded up by wood panels. A raised brick flowerbed runs along the façade. The wood-framed window opening has been altered, and the glass has been removed (Figures 6-7). The signage altered in 2015 with a changing tenant is attached to the chimney (Figure 8). The north façade also has stucco, brick, and half-timbering. The wood-framed window opening has been altered, and the glass has been removed (Figure 9). The east façade has stucco cladding and half-timbering, with no door or window openings (Figures 10-11).

***B10. Significance (continued):**

Historic Context: San Mateo County and the City of Burlingame (Continued)

Pockets of Spanish settlement along the 600-mile trail from San Diego to San Francisco changed the population makeup during the creation of the Spanish Missions (Alexander and Hamm 1916:21). In the late 18th century, the route between missions evolved from a modest dirt path to “El Camino Real,” a designated road under the jurisdiction of the Spanish viceroys (KCET 2013). El Camino Real ran through present-day San Mateo County to connect the Mission Santa Carla in present-day Santa Clara County to the Mission Dolores in present-day San Francisco (Alexander and Hamm 1916: 11).

The City of Burlingame was formerly two Mexican-era ranchos: Buri Buri Rancho to the north and Rancho San Mateo to the south. The Buri Buri Rancho was granted to Mexican soldier Jose Antonio Sanchez, who built a house on El Camino Real, near the current border of Millbrae and Burlingame. Initially granted by the last of California's Mexican governors, Pio Pico, Rancho San Mateo changed ownership a few times until William Davis Merry Howard acquired it and established a dairy farm on the land. Once the United States' war with Mexico concluded in 1848, the Treaty of Guadalupe Hidalgo resulted in Mexico ceding California to the United States. Per the Treaty, Mexicans who lived on existing ranchos were guaranteed property rights and were allowed to remain on the land. However, the start of the California Gold Rush soon led to a dramatic increase in Northern California's population. Specifically, the influx of gold seekers to California's region between San Francisco and the Sierra foothills forced Mexican landowners off their land (Carey & Co. 2008). Many new settlers conformed to the prevalent agricultural lifestyle in the 19th-century peninsula, while others saw and forged economic opportunities from the area's proximity to commercial cores. For example, many of the early buildings of San Francisco were built from redwood timber of present-day San Mateo County. The region's growth was so significant that in 1856, San Mateo County was formally divided from San Francisco County (Alexander and Hamm 1916:22–24).

After Howard passed away, his Rancho San Mateo land was divided among his family. However, land west of El Camino Real was sold to William C. Ralston, an established banker. Ralston could afford to buy the land after discovering the Comstock Lode in Nevada in the 1860s. With this real estate, he planned to develop a suburban tract in San Mateo County to create a “sacrosanct colony” (Burlingame Chamber of Commerce 2018). Ralston hosted many famous people in his home, including one of his first guests, Anson Burlingame, in 1866. Burlingame—a Massachusetts congressman and previously appointed United States Minister to China under President Lincoln—bought approximately one thousand acres from Ralston to build a private villa. Ralston thence decided to name his new development Burlingame after his friend's newly acquired gain. Following Anson Burlingame's premature death in 1870, Ralston bought back his land and began planning the town's establishment (Carey & Co. 2008; Burlingame Historical Society 2018). After Ralston's death, the land changed hands several times. In 1893, then-owner Francis Newlands subdivided the property and began constructing the Burlingame Country Club and five nearby cottages.

San Mateo County's proximity to mining areas and growing commercial and industrial markets benefitted from the introduction of railroads in the 1860s. The opening of railroad service in San Mateo County catalyzed the construction of train stations and complementary commercial development. In 1859, the San Francisco and San Jose Railroad was established. Once the Southern Pacific Railroad later gained ownership of the line, it positioned a temporary boarding shed at “Oak Grove Crossing” for Burlingame passengers (Carey & Co. 2008). Many other residential and commercial developments followed in the subsequent decades due to the speed and accessibility of San Mateo County afforded by railroads (JRP 2019:7-10, 7-11).

While Burlingame increased its development and growth throughout the late 1800s, William H. Howard (son of William Davis Merry Howard) and other members of the Burlingame Country Club wanted to replace the flag-stop shelter at Oak Grove with a permanent train station on the Southern Pacific Railroad. Howard donated, and the land and Club contributed money to construct the Burlingame Train Depot in 1894, a distinctly Mission Revival-style building (Burlingame Historical Society 2013). From 1894 through the early 20th century, the train station catalyzed estate development by San Francisco families that could easily commute on the railroad. Burlingame developed as a quintessential commuter suburb with neighborhoods organized in compact grids. Burlingame's population continued to increase again after

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the 1906 San Francisco earthquake as the town was incorporated in 1908. Additionally, municipal services expanded between 1907-1909 to include the volunteer fire department and the first library. The neighboring town of Easton, also a part of the original Rancho Buri Buri, was annexed in 2010 (Burlingame Historical Society, 2013). Burlingame continued to grow in the early 20th century like others along the peninsula.

Construction of the Old Bayshore Highway began in 1937 and provided a more rapid connection for automobiles between San Jose and San Francisco along the Peninsula. Once completed, the highway contributed to the 1,540-mile U.S. Route 101, which connected Olympia, Washington, and Los Angeles, California. Portions of the highway followed the edge of San Francisco Bay's tidal marshes and continued south of San Francisco International Airport. After mounting political pressure to stop a rising number of fatalities on the highway, construction of a new, elevated Bayshore Highway began in 1947. The new freeway was built over time as funding to acquire property abutting the alignments became available (JRP Historic Consulting Services 2003). The new Bayshore Freeway, which carries U.S. Route 101, is located approximately 0.25 miles south of the subject building.

After World War II, a population boom and suburbanization in California increased the demand for metals, concrete, lumber, and other building materials. Concurrently, the development of California's massive freeway system catalyzed an improved infrastructural system that connected the state's most populated cities and towns. However, by the 1960s, heavy industry was winding down, and the emergence of light industry (i.e., distribution centers, office parks, chemical suppliers) marked a transition for San Mateo County (City of South San Francisco 2021:4.4-13). Most of Burlingame's housing stock was developed between the 1910s and 1960s; commercial and industrial development, specifically along the Bayfront, took place in the latter half of the 20th century due to its proximity to the San Francisco International Airport. New development between 1960 and the 1990s consisted mainly of commercial development or relatively small-scale residential infill projects (MIG 2019:CX-1).

Occupant History

The building at 810 Malcolm Road was constructed in 1974 as a 9,400-square-foot Gulliver's restaurant on a 1.2-acre site leased from Pacific Southwest Airlines, San Diego. Gulliver's Inc. was headquartered in Los Angeles and had other restaurant locations in Marina del Rey and Irvine. Gulliver's in Burlingame opened for business in 1975 and occupied the location at 810 Malcolm Road until 2015 (San Francisco Examiner 1974:85; San Francisco Examiner 200:A28; Google Streetview 2015). King of Thai Noodle occupied the building from 2016 to ca. 2018-2019, when it appears the tenant vacated the building (Google Streetview 2018, 2019).

National Register of Historic Places and California Register of Historical Resources Evaluation of 1699 Bayshore Highway

The following section evaluates the subject property to determine whether it meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) as an individual resource. In order to be eligible for listing in the NRHP and CRHP, a property must demonstrate significance under one or more of the following criteria:

- Criteria A/1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
- Criteria B/2 (Persons): Resources that are associated with the lives of persons important to local, California, or national history.
- Criteria C/3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.
- Criteria D/4 (Information Potential): Resources that have yielded, or have the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

CRITERIA A/1 (EVENTS)

The building at 1699 Bayshore Highway does not appear to be associated with any event(s) that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States. Although the building has been a restaurant since its construction in 1974, none of the known tenants appear exceptional within the context of a quickly developing commercial area of San Mateo County during the post-World War II period to rise to the level of significance necessary for listing in the CRHR or NRHP under Criterion A/1. Rather, the building appears to represent an unremarkable pattern of residential growth and post-date population increases that occurred throughout San Mateo County and Burlingame in the early and mid-20th century. Additionally, no evidence suggests the restaurant significantly contributed to Burlingame's commercial development throughout the mid-to-late 20th century. Newspaper research did not find the building associated with any other important single events, patterns of events, repeated activities, or historic trends; instead, it appears to have contributed to the everyday community and commercial life. As such, 1699 Bayshore Highway is not significant under NRHP/CRHR under Criteria A/1.

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CRITERIA B/2 (PERSONS)

The building at 1699 Bayshore Highway does not appear to be associated with the productive life of any individual(s) important in the area of Burlingame's commercial development or, more broadly, in history at the local, state, or national levels of significance. Although none of its past owners were identified, the restaurant has a broad and unremarkable association with local community life and economic patterns through two tenants, predominately Gulliver's restaurant, from 1974-2015. Through its operation, no associations were made to rise to a level of significance as it opened as one of three regional Gulliver's locations. Newspaper research and similar online repositories yielded no evidence of persons or events within Gulliver's restaurants, or Gulliver's Inc., exclusively associated with 1699 Bayshore Highway. Finally, no evidence suggests that the building housed activities that allowed a particular owner, tenant, or employee to achieve the historical significance that the building would best convey. As such, 1699 Bayshore Highway lacks a direct association with any significant individual and is not significant under NRHP/CRHR Criteria B/2.

CRITERIA C/3 (DESIGN/CONSTRUCTION):

The building at 1699 Bayshore Highway does not appear to embody distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master or possess high artistic value. The building features numerous Tudor Revival style characteristics, including steeply pitched front-facing gables, half-timbering with mixed façade finishes (stucco and brick), recessed entries, narrow vertical windows, and projecting chimneys above the roofline. However, the building at 1699 Bayshore Highway is not a distinct example or best exemplifies the style but rather is ubiquitous in architectural detail and form. The 1974 construction post-dates the general popularization of the Tudor Revival style in California and the United States from ca. 1900-the 1950s, which was replaced with more modern styles after WWII. Tudor Revival was best exemplified in residential buildings and was often oversimplified in commercial typologies by the 1970s. Therefore, this 1970s example does not express innovative design or construction of the style to warrant significance. Additionally, no evidence in the available historical record or field visit analysis suggests the building is a distinct or solely remaining example of the commercial development in the 1970s Burlingame or San Mateo County. Although the research did not reveal the identities of the building's original architect and builder, it is unlikely that a master designer was involved in what appears to be a derivative example of Tudor Revival to portray company branding and standard design. As such, 1699 Bayshore Highway is not significant under NRHP/CRHR Criteria C/3.

CRITERIA D/4 (INFORMATION POTENTIAL):

The building at 1699 Bayshore Highway is not significant under NRHP/CRHR Criteria D/4, which most commonly applies to archaeological resources. The property is documented in other primary and secondary historical sources, including historic aerial photographs. As such, 1699 Bayshore Highway would not yield information important to prehistory or history. For this reason, Embarcadero Station is not significant under NRHP/CRHR Criteria D/4.

In conclusion, the building at 1699 Bayshore Highway is not eligible for individual listing in the NRHP and CRHR due to its lack of historical and design/construction significance. The property was evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Resources Code, and it appears not to be an individual historical resource for the purposes of CEQA.

***B12. References:**

Alexander, Philip W., and Charles P. Hamm. 1916. History of San Mateo County from the Earliest Times: With a Description of Its Resources and Advantages: And the Biographies of Its Representative Men. Burlingame, CA: Press of Burlingame Publishing Co. Available: <https://catalog.hathitrust.org/Record/011725171>.

Burlingame Chamber of Commerce. 2018. *History of Burlingame*. Available: <https://burlingamechamber.org/life-in-burlingame/history/>. Accessed March 14, 2018.

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***Date:** September 6, 2022

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Google Streetview. 2015, 2018, 2019, 2020. 1699 Bayshore Highway, Burlingame, California, 94010, Aerial Photograph. Burlingame, CA: Google LLC, February 24. Accessed August 26, 2022.

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———. 2007. "Steak Houses: Gulliver's." December 7: A28.

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Figures:



Figure 2. South façade viewed facing northeast.
Source: ICF 2022.

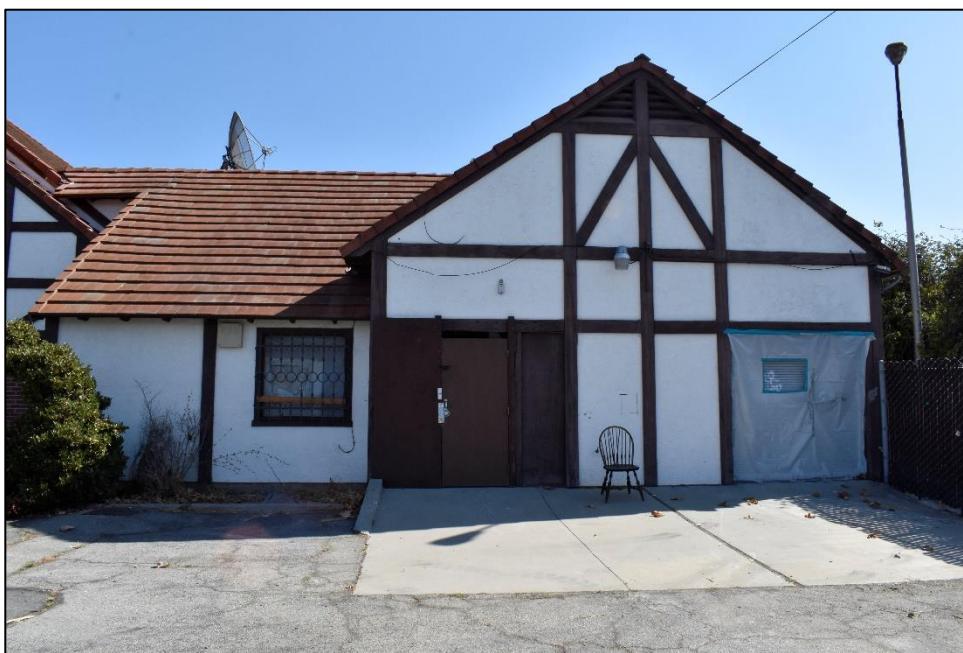


Figure 3. Detail of a service entrance on the south façade, viewed looking northeast. Source: ICF 2022.

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Figure 4. Southeast corner viewed at the parking lot entrance looking east. Source: ICF 2022.



Figure 5. Detail of recessed entrance on the south façade, viewed facing northeast. Source: ICF 2022.

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Figure 6. West façade viewed facing east. Source: ICF 2022.



Figure 7. Detail of a boarded entrance on the west façade viewed facing east. Source: ICF 2022.

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Figure 8. Northeast corner viewed facing south. Source: ICF 2022.



Figure 9. North façade viewed facing northwest. Source: ICF 2022.

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Figure 10. East façade viewed facing west from the adjacent 1669 Bayshore Highway parking lot. Source: ICF 2022.



Figure 2. East façade viewed facing southwest from the adjacent 1669 Bayshore Highway parking lot. Source: ICF 2022.

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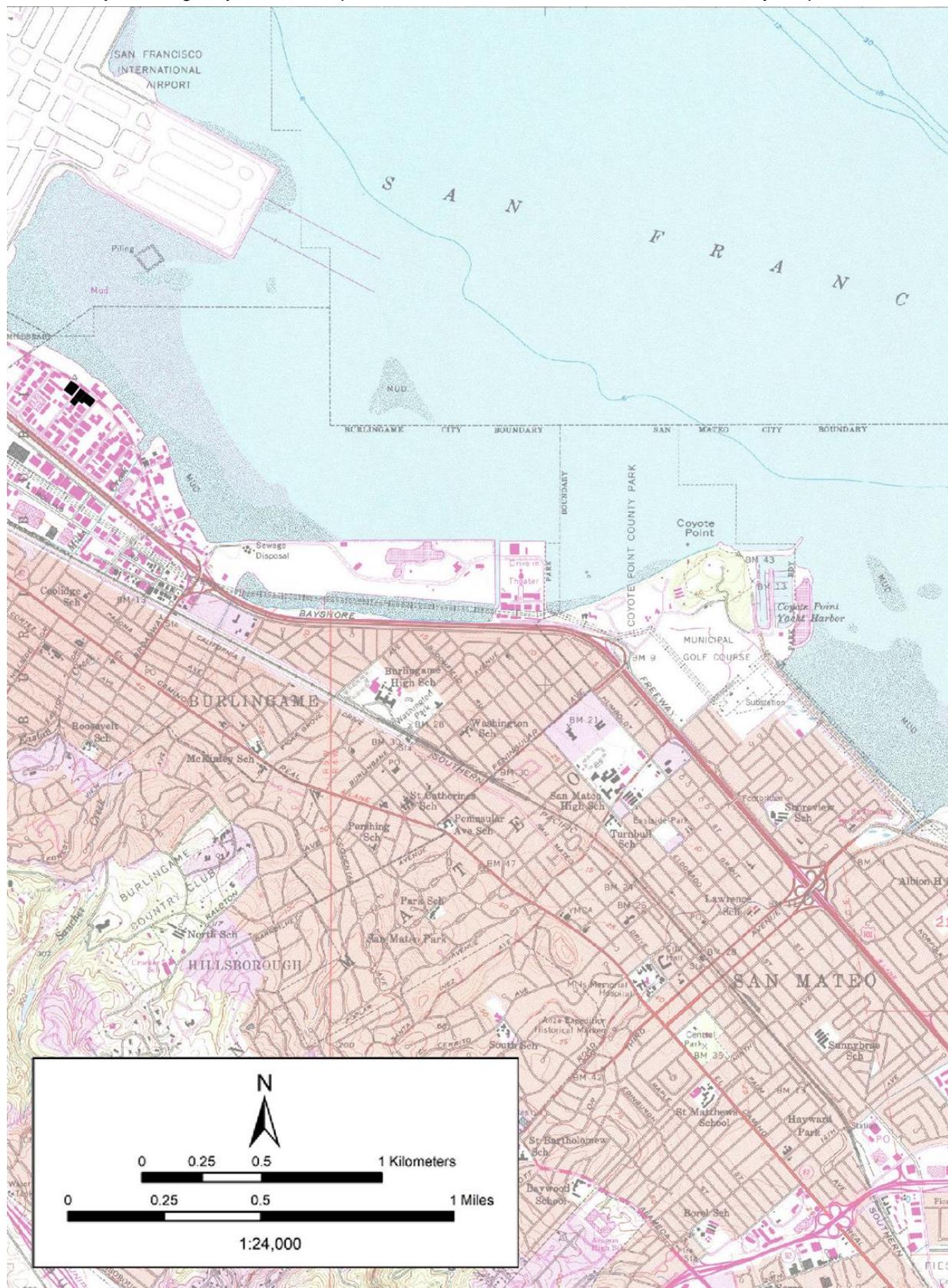
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***Map Name:** 1699 Bayshore Highway Location Map

***Scale:** 1:24,000

***Resource Name or #:** 1699 Bayshore Highway

***Date of Map:** September 6, 2022



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NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

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*Resource Name or #: 810 Malcolm Road

P1. Other Identifier: GE Monogram Expert

***P2. Location:** Not for Publication Unrestricted

***a. County:** San Mateo

***b. USGS 7.5' Quad:** San Mateo **Date:** 2021 **T R :** 1/4 of **1/4 of Sec (un-sectioned) B.M.** MDB&M

c. Address: 810 Malcolm Road **City:** Burlingame **Zip:** 94010-1406

d. UTM: Zone 10S; 555511 mE/ 4161764 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, façade, etc., as appropriate) APN: 026-301-180

***P3a. Description:**

The building at 810 Malcolm Road (Figure 1) is a GE Monogram Repair Service location on an approximately 1.64-acre industrial lot. The stucco-clad utilitarian building has an irregular-shaped footprint comprised of multiple two-story masses. The building has a flat roof and minimal architectural detail. No attached signage is featured on the building expressing tenant branding, nor is free-standing signage located around the lot. The building is sited near the parcel's southern boundary, and much of the northern half of the parcel (adjacent to Old Bayshore Highway) is utilized for automobile and heavy machinery parking, material storage, and storage containers. The parking lot entrance is near the northeast corner of the parcel. The majority of building access points are located on the northern façades. A security fence surrounds the lot and obscures much of the building from the public right-of-way. Generally, the first story is punctuated by a series of overhead doors and single pedestrian doors; the second story is punctuated by a single row of vertical, narrow window openings featuring paired casement windows. Many window openings have been boarded up, and casement frames have been replaced.

(See continuation sheet.)

***P3b. Resource Attributes:** HP8. Industrial Building

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photograph or Drawing



P5b. Description of Photo:

(Figure 1) Northeast corner of 810 Malcolm Road, viewed facing southwest from the parking lot entrance off Malcolm Road, ICF 08/18/2022.

***P6. Date Constructed/Age and Sources:**

Historic Prehistoric Both
Ca. 1965-1968 (UCSB 1965; NETR 1968)

***P7. Owner and Address:**

King Bayshore Owner LLC
800 Boylston Street, Suite 1570
Boston, MA 02199-1900

***P8. Recorded by:**

Nicole Felicetti, ICF
201 Mission Street, Suite 1500
San Francisco, CA 94105

***P9. Date Recorded:** September 6, 2022

***P10. Survey Type:** Intensive

***P11. Report Citation:** ICF. 2022. CEQA Class 32 Infill Exemption, 1669/1699 Old Bayshore Highway and 810/821 Malcolm Road Project. September. September. (ICF 00042.21) San Francisco, CA. Prepared for City of Burlingame Planning Division, Burlingame, California.

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record

BUILDING, STRUCTURE, AND OBJECT RECORD

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*Resource Name or #: 810 Malcolm Road

*NRHP Status Code: 6Z

B1. Historic Name: Flying Food Group

B2. Common Name: GE Monogram Expert

B3. Original Use: Industrial

B4. Present Use: Industrial

*B5. Architectural Style: Utilitarian

*B6. Construction History:

The building at 810 Malcolm Road was constructed ca. 1965-1968 (UCSB 1965; NETR 1968). The building footprint expanded to the north via an addition constructed between 1968 and 1980. Historic aerial photographs since 1980 do not indicate additional changes to the building's footprint (NETR 1968, 1980, 2018). Building permits and architectural drawings from the San Mateo County Records Center were not accessible during the preparation of this study. Therefore, the construction history was determined through field survey, visual analysis, and online research including historic maps, newspaper databases, and other accessible digital records. Visual inspection indicates the removal of attachment signage from previous tenants and minor, in-kind cladding maintenance. Casement window replacements on the west façade predate 2019; subsequent loss of glass and doors in openings on the west and east facades post-date 2019 (Google Streetview 2019).

*B7. Moved? No Yes Unknown

Date: N/A

Original Location: N/A

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme: N/A

Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

Historic Context: San Mateo County and the City of Burlingame

The arrival of the Spanish to the San Francisco Peninsula in the late 18th century catalyzed a series of changes in San Mateo County history, including Spanish mission construction and land grants or ranchos with titles from the Spanish crown. Eventually, it resulted in continuous settlement and growth during the 1848 California Gold Rush, the expansion of regional rail, and World War II.

(See continuation sheet.)

B11. Additional Resource Attributes: N/A

*B12. References: See continuation sheet.

B13. Remarks: N/A

*B14. Evaluator:

Nicole Felicetti, ICF
201 Mission Street, Suite 1500
San Francisco, CA 94105

*Date of Evaluation: September 6, 2022

(This space reserved for official comments.)



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*Recorded by: Nicole Felicetti, ICF
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P3a. Description (continued):

The north façade is comprised of numerous masses, most of which are void of openings. One mass extends above the primary roofline (Figure 2). The northwest corner of the building has two overhead doors raised above the ground level, a single pedestrian door accessed by concrete stairs lined with metal railings, and a larger overhead door at ground level. Seven window openings with paired casement windows are aligned in a row on the second story. All openings and frames appear original. Two mechanical vents and a lighting fixture are attached to the façade above the doors (Figure 3).

The west façade has six horizontal vents near the ground level and two vertical vents on the first story. The southwest corner mass is below the primary roofline. A chain-link fence surrounds what appear to be electrical and mechanical fixtures. Narrow pilasters at a regular interval divide the façade, with a row of windows on the second story (Figures 4-5). The window openings with paired casement windows are in varied conditions: removed glass and wood boards, replacement casement frames, replaced frames, and missing glass (Figure 6).

The east façade is divided by one large mass in the middle with one overhead door at ground level. The northernmost mass has five overhead doors raised above the ground level, a single pedestrian door accessed by concrete stairs lined with metal railings, and a single pedestrian door opening (the frame and door have been removed and replaced with a wood board) covered by a metal framed awning (Figures 7-8). The southernmost mass has a recessed first and second story. The first story is raised above ground level and appears to have two overhead door openings, though there are wood boards or plastic instead of a door. The openings are accessed by concrete stairs that abut a wall on one side and are lined with a single metal railing on the other. The second story has four overhead door openings, though only one appears to have an extant and functioning door (Figure 9)

The south façade is not accessible due to the storage and continued work on site. Heavy machinery is stored between the façade and the adjacent security fence at the parcel's southern boundary. Mechanical fixtures, a raised pedestrian door with concrete stairs, and metal railings are visible on the façade (Figure 10).

***B10. Significance (continued):**

Historic Context: San Mateo County and the City of Burlingame (Continued)

Pockets of Spanish settlement along the 600-mile trail from San Diego to San Francisco changed the population makeup during the creation of the Spanish Missions (Alexander and Hamm 1916:21). In the late 18th century, the route between missions evolved from a modest dirt path to “El Camino Real,” a designated road under the jurisdiction of the Spanish viceroys (KCET 2013). El Camino Real ran through present-day San Mateo County to connect the Mission Santa Carla in present-day Santa Clara County to the Mission Dolores in present-day San Francisco (Alexander and Hamm 1916: 11).

The City of Burlingame was formerly two Mexican-era ranchos: Buri Buri Rancho to the north and Rancho San Mateo to the south. The Buri Buri Rancho was granted to Mexican soldier Jose Antonio Sanchez, who built a house on El Camino Real, near the current border of Millbrae and Burlingame. Initially granted by the last of California’s Mexican governors, Pio Pico, Rancho San Mateo changed ownership a few times until William Davis Merry Howard acquired it and established a dairy farm on the land. Once the United States’ war with Mexico concluded in 1848, the Treaty of Guadalupe Hidalgo resulted in Mexico ceding California to the United States. Per the Treaty, Mexicans who lived on existing ranchos were guaranteed property rights and were allowed to remain on the land. However, the start of the California Gold Rush soon led to a dramatic increase in Northern California’s population. Specifically, the influx of gold seekers to California’s region between San Francisco and the Sierra foothills forced Mexican landowners off their land (Carey & Co. 2008). Many new settlers conformed to the prevalent agricultural lifestyle in the 19th-century peninsula, while others saw and forged economic opportunities from the area’s proximity to commercial cores. For example, many of the early buildings of San Francisco were built from redwood timber of present-day San Mateo County. The region’s growth was so significant that in 1856, San Mateo County was formally divided from San Francisco County (Alexander and Hamm 1916:22–24).

After Howard passed away, his Rancho San Mateo land was divided among his family. However, land west of El Camino Real was sold to William C. Ralston, an established banker. Ralston could afford to buy the land after discovering the Comstock Lode in Nevada in the 1860s. With this real estate, he planned to develop a suburban tract in San Mateo County to create a “sacrosanct colony” (Burlingame Chamber of Commerce 2018). Ralston hosted many famous people in his home, including one of his first guests, Anson Burlingame, in 1866. Burlingame—a Massachusetts congressman and previously appointed United States Minister to China under President Lincoln—bought approximately one thousand acres from Ralston to build a private villa. Ralston thence decided to name his new development Burlingame after his friend’s newly acquired gain. Following Anson Burlingame’s premature death in 1870, Ralston bought back his land and began planning the town’s establishment (Carey & Co. 2008; Burlingame Historical Society 2018). After Ralston’s death, the land changed hands

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several times. In 1893, then-owner Francis Newlands subdivided the property and began constructing the Burlingame Country Club and five nearby cottages.

San Mateo County's proximity to mining areas and growing commercial and industrial markets benefitted from the introduction of railroads in the 1860s. The opening of railroad service in San Mateo County catalyzed the construction of train stations and complementary commercial development. In 1859, the San Francisco and San Jose Railroad was established. Once the Southern Pacific Railroad later gained ownership of the line, it positioned a temporary boarding shed at "Oak Grove Crossing" for Burlingame passengers (Carey & Co. 2008). Many other residential and commercial developments followed in the subsequent decades due to the speed and accessibility of San Mateo County afforded by railroads (JRP 2019:7-10, 7-11).

While Burlingame increased its development and growth throughout the late 1800s, William H. Howard (son of William Davis Merry Howard) and other members of the Burlingame Country Club wanted to replace the flag-stop shelter at Oak Grove with a permanent train station on the Southern Pacific Railroad. Howard donated, and the land and Club contributed money to construct the Burlingame Train Depot in 1894, a distinctly Mission Revival-style building (Burlingame Historical Society 2013). From 1894 through the early 20th century, the train station catalyzed estate development by San Francisco families that could easily commute on the railroad. Burlingame developed as a quintessential commuter suburb with neighborhoods organized in compact grids. Burlingame's population continued to increase again after the 1906 San Francisco earthquake as the town was incorporated in 1908. Additionally, municipal services expanded between 1907-1909 to include the volunteer fire department and the first library. The neighboring town of Easton, also a part of the original Rancho Buri Buri, was annexed in 2010 (Burlingame Historical Society, 2013). Burlingame continued to grow in the early 20th century like others along the peninsula.

Construction of the Old Bayshore Highway, which began in 1937, provided a more rapid connection for automobiles between San Jose and San Francisco along the Peninsula. Once completed, the highway contributed to the 1,540-mile U.S. Route 101, which connected Olympia, Washington, and Los Angeles, California. Portions of the highway followed the edge of San Francisco Bay's tidal marshes and continued south of San Francisco International Airport. After mounting political pressure to stop a rising number of fatalities on the highway, construction of a new, elevated Bayshore Highway began in 1947. The new freeway was built over time as funding to acquire property abutting the alignments became available (JRP Historic Consulting Services 2003). The new Bayshore Freeway, which carries U.S. Route 101, is located approximately 0.25 miles south of the subject building.

After World War II, a population boom and suburbanization in California increased the demand for metals, concrete, lumber, and other building materials. Concurrently, the development of California's massive freeway system catalyzed an improved infrastructural system that connected the state's most populated cities and towns. However, by the 1960s, heavy industry was winding down, and the emergence of light industry (i.e., distribution centers, office parks, chemical suppliers) marked a transition for San Mateo County (City of South San Francisco 2021:4.4-13). Most of Burlingame's housing stock was developed between the 1910s and 1960s; commercial and industrial development, specifically along the Bayfront, took place in the latter half of the 20th century due to its proximity to the San Francisco International Airport. New development between 1960 and the 1990s consisted mainly of commercial development or relatively small-scale residential infill projects (MIG 2019:CX-1).

Occupant History

An unidentified tenant in the refrigeration, air conditioning, and electrical industry occupied the building at 810 Malcolm Road in 1977 (San Mateo Times 1977:32). Sky Chefs, Inc. was the first known tenant of 810 Malcolm Boulevard in August 1993, though tenancy could predate online newspaper record. Sky Chefs, Inc. was an airline catering company that benefitted from the building's proximity to the San Francisco International airport (San Francisco Examiner 1993:145). By 1996, Sky Chefs, Inc. was known as LSG/Sky Chefs (and LSG Sky Chef in 1998), and the company then maintained occupancy of the building through at least April 2000 (San Francisco Examiner 1996:125; San Francisco Examiner 1998:120; San Francisco Examiner 2000:34). Flying Food Group was the next identified tenant from 2008 to 2019 (Google Streetview 2008, 2019). Flying Food Group is an airline catering company with facilities across the country, including a large industrial lot at 50 Adrian Court on the other side of the Bayshore Freeway (Flying Food Group 2022). At an unknown date between 2019 and 2022, GE Monogram Expert gained occupancy of the building at 810 Malcolm Road.

National Register of Historic Places and California Register of Historical Resources Evaluation of 810 Malcolm Road

The following section evaluates the subject property to determine whether it meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) as an individual resource. In order to be eligible for listing in the NRHP and CRHP, a property must demonstrate significance under one or more of the following criteria:

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- Criteria A/1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
- Criteria B/2 (Persons): Resources that are associated with the lives of persons important to local, California, or national history.
- Criteria C/3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.
- Criteria D/4 (Information Potential): Resources that have yielded, or have the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

CRITERIA A/1 (EVENTS)

The building at 810 Malcolm Road does not appear to be associated with any event(s) that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States. Although the building has likely been used for various light industrial businesses since its construction in the late 1960s, none of the known tenants appear exceptional within the context of a quickly developing commercial and industrial area of San Mateo County during the post-World War II period to rise to the level of significance necessary for listing in the CRHR or NRHP under Criterion A/1. Rather, the building appears to represent an unremarkable pattern of light industrial development that occurred throughout the San Mateo County, and specifically Burlingame around the Bayshore Highway, during the mid-20th century. Despite physical proximity and tenants in the industry, no associations with the San Francisco International Airport were made to rise to a level of significance. Newspaper research did not find the building associated with any other important single events, patterns of events, repeated activities, or historic trends; instead, it appears to have contributed to the everyday community and commercial life. As such, 810 Malcolm Road is not significant under NRHP/CRHR under Criteria A/1.

CRITERIA B/2 (PERSONS)

The building at 810 Malcolm Road does not appear to be associated with the productive life of any individual(s) important in the area of Burlingame's industrial development, or, more broadly, in history at the local, state, or national levels of significance. Although none of its past owners were identified, the industrial building has a broad and unremarkable association with local community life and economic patterns through a series of tenants, predominately in the airline catering industry. It would be expected that any significant person associated with the subject property would have been widely publicized in local newspaper accounts. Yet newspaper research and similar online repositories yielded no such evidence of persons within the tenant companies previously mentioned to be associated with the building and significantly contributed to Burlingame's industrial development throughout the mid-to-late 20th century. Finally, no evidence suggests that the building housed activities that allowed a particular owner, tenant, or employee to achieve the historical significance that the building would best convey. As such, 810 Malcolm Road lacks a direct association with any significant individual and is not significant under NRHP/CRHR Criteria B/2.

CRITERIA C/3 (DESIGN/CONSTRUCTION):

The building at 810 Malcolm Road does not appear to embody distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master or possess high artistic value. The building is a utilitarian two-story industrial building comprised of boxy masses, flat roofs, stucco cladding, and utilitarian door and window openings. The building's form and lack of architectural distinction are ubiquitous among industrial buildings, with general maintenance and minor modifications to accommodate changing tenants. No evidence in the available historical record or field visit analysis suggests the utilitarian building originally had a noteworthy architectural design; it is not a distinct or solely remaining example of the industrial development in the late 1960s Burlingame or general San Mateo County development. For example, 810 Malcolm Road is only one of multiple GE Monogram Repair Service locations (the closest is in San Bruno) and an undistinguished variation of an industrial building (GE Repair Expert 2022). Although the research did not reveal the identities of the building's original architect and builder, it is unlikely that a master designer was involved in what appears to be one of many industrial lot developments in San Mateo County after World War II or that this building would represent their best work. As such, 810 Malcolm Road is not significant under NRHP/CRHR Criteria C/3.

CRITERIA D/4 (INFORMATION POTENTIAL):

The building at 810 Malcolm Road is not significant under NRHP/CRHR Criteria D/4, which most commonly applies to archaeological resources. The property is documented in other primary and secondary historical sources, including historic aerial photographs. As such, 810 Malcolm Road would not yield information important to prehistory or history. For this reason, Embarcadero Station is not significant under NRHP/CRHR Criteria D/4.

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***Resource Name or #:** 810 Malcolm Road

***Recorded by:** Nicole Felicetti, ICF
***Date:** September 6, 2022

Continuation Update

In conclusion, the building at 810 Malcolm Road is not eligible for individual listing in the NRHP and CRHR due to its lack of historical and design/construction significance. The property was evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Resources Code, and it appears not to be an individual historical resource for the purposes of CEQA.

***B12. References:**

Alexander, Philip W., and Charles P. Hamm. 1916. History of San Mateo County from the Earliest Times: With a Description of Its Resources and Advantages: And the Biographies of Its Representative Men. Burlingame, CA: Press of Burlingame Publishing Co. Available: <https://catalog.hathitrust.org/Record/011725171>.

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- _____. 1996. "Materials Manager." November 10: 125.
- _____. 1998. "LSG Sky Chefs." May 31: 120.
- _____. 2000. "Catering: LSG Sky Chefs." April 8: 34.

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University of California, Santa Barbara (UCSB) and ESRI. 2021. FrameFinder. Available: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/. Accessed: August 30, 2022.

1965. Flight CAS-65-130, Frame 1-186. June 30.

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*Recorded by: Nicole Felicetti, ICF
*Date: September 6, 2022

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Figures:



Figure 2. North façade viewed facing southwest. Source: ICF 2022.



Figure 3. Detail of overhead doors on the north façade viewed facing south. Source: ICF 2022.

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*Resource Name or #: 810 Malcolm Road

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Figure 4. West façade viewed facing southwest. Source: ICF 2022.



Figure 5. West façade viewed facing east. Source: ICF 2022.

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*Resource Name or #: 810 Malcolm Road

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Figure 6. Detail of boarded windows on the west façade viewed facing southeast. Source: ICF 2022.



Figure 7. East façade viewed facing northwest. Source: ICF 2022.

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*Resource Name or #: 810 Malcolm Road

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Figure 8. Center mass on the east façade viewed facing north. Source: ICF 2022.

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*Resource Name or #: 810 Malcolm Road

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Figure 9. East façade viewed facing northwest. Source: ICF 2022.



Figure 10. South façade viewed facing northwest. Inaccessible due to safety tape. Source: ICF 2022.

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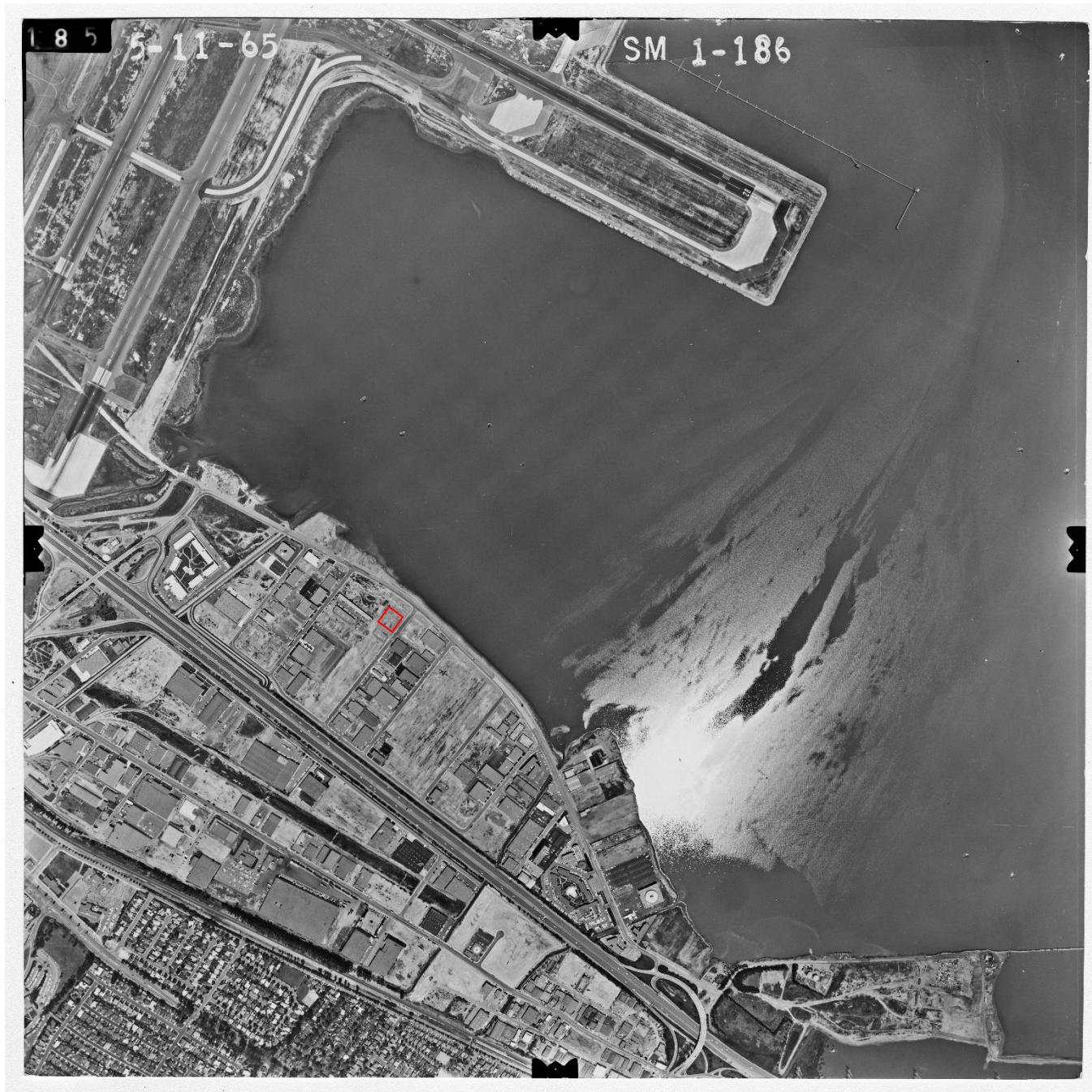


Figure 11. 1965 Historic Aerial Photograph. Vacancy land where extant footprint remains. Source: UCSB.

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DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP**

Primary # _____
HRI # _____
Trinomial _____

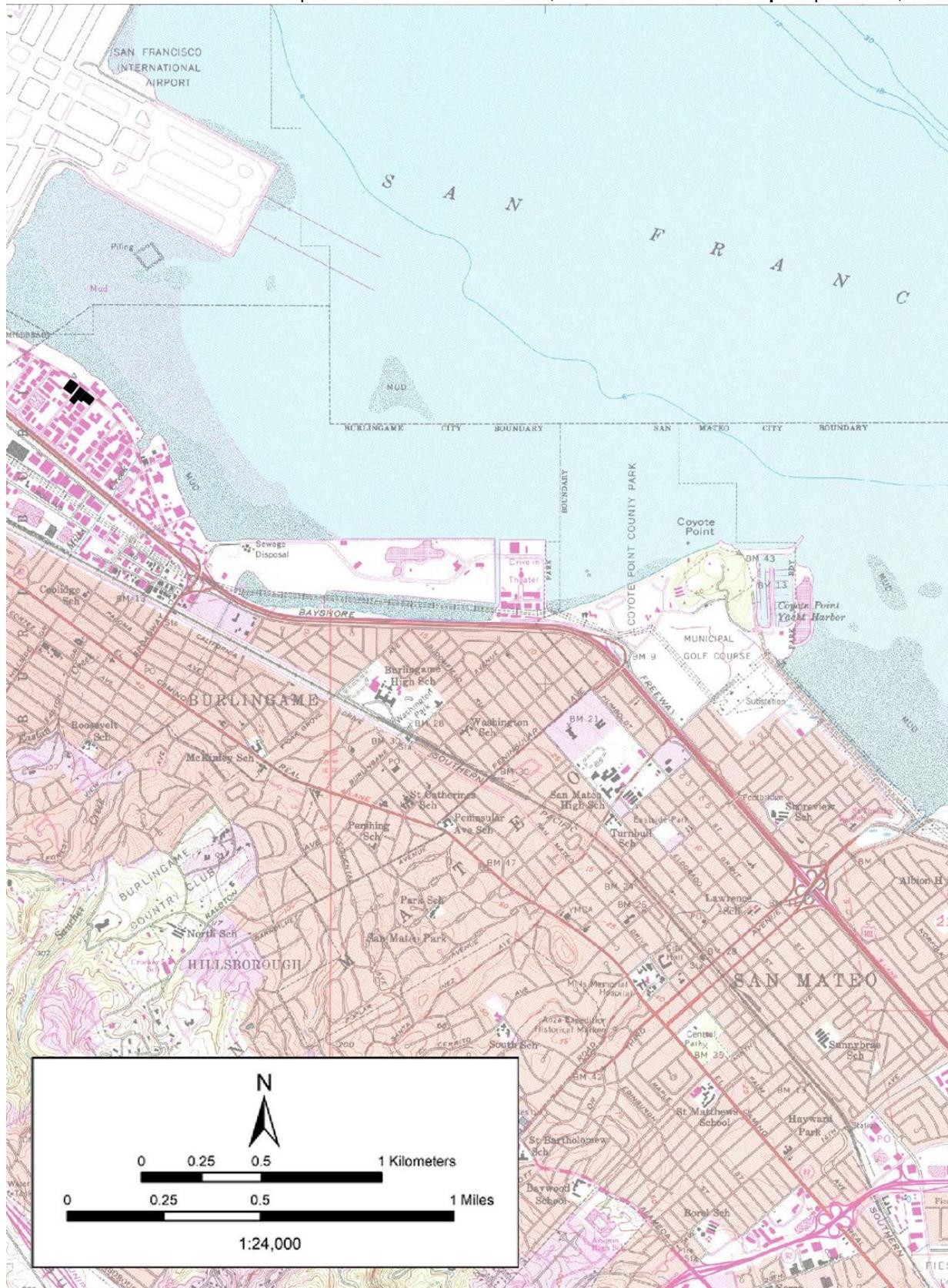
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***Map Name:** 810 Malcolm Road Location Map

***Scale:** 1:24,000

***Resource Name or #:** 810 Malcolm Road

***Date of Map:** September 6, 2022



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PRIMARY RECORD**

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

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*Resource Name or #: 821 Malcolm Road

P1. Other Identifier: Burlingame Heating

***P2. Location:** Not for Publication Unrestricted

***a. County:** San Mateo

***b. USGS 7.5' Quad:** San Mateo **Date:** 2021 **T R ; 1/4 of 1/4 of Sec** (un-sectioned) **B.M.** MDB&M

c. Address: 821 Malcolm Road **City:** Burlingame **Zip:** 94010-1406

d. UTM: Zone 10S; 555534 mE / 4161684 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, façade, etc., as appropriate) APN: 026-302-400

***P3a. Description:**

The building at 821 Malcolm Road (Figure 1) is a one-story, commercial-industrial building on an approximately 0.48-acre parcel (ParcelQuest 2022). The stucco-clad building has a rectangular footprint, a low-pitched gable roof, and minimal architectural detail. The building has features of an industrial building, including overhead doors, simple footprint and massing, and simple materials. Additionally, vertical pilasters, a cantilevered roof with overhanging eaves, expansive window assemblies with aluminum frames, and commercial signage (removed post-2019) express some characteristics of Mid-Century Modern commercial buildings. Previous tenants were in the mechanical and cable industries, thus indicating a potential light industrial use with a commercial storefront or office space. The building is sited near a security fence at the parcel's southern boundary, and the parcel's northern half is used for automobile parking.

The west façade appears to have originally featured the primary building entrance. The façade is symmetrical and centered on a single glass pedestrian door framed by glass sidelites set in aluminum frames. Attached "821" signage and a light fixture hang above the door; commercial signage was removed post-2019. Expansive window assemblies with aluminum frames flank the entrance of the west façade, separated by wide pilasters and smooth stucco-finished panels above the glass (Figure 2).

(See continuation sheet.)

***P3b. Resource Attributes:** HP6. Commercial Building

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photograph or Drawing



P5b. Description of Photo:

(Figure 1) North façade of 821 Malcolm Road, viewed facing south, ICF 08/18/2022.

***P6. Date Constructed/Age and Sources:**

Historic Prehistoric Both
1962 (ParcelQuest)

***P7. Owner and Address:**

King Bayshore Owner LLC
800 Boylston Street, Suite 2400
Boston, MA 02199-8160

***P8. Recorded by:**

Nicole Felicetti, ICF
201 Mission Street, Suite 1500
San Francisco, CA 94105

***P9. Date Recorded:** September 6, 2022

***P10. Survey Type:** Intensive

***P11. Report Citation:** ICF. 2022. CEQA Class 32 Infill Exemption, 1669/1699 Old Bayshore Highway and 810/821 Malcolm Road Project. September. September. (ICF 00042.21) San Francisco, CA. Prepared for City of Burlingame Planning Division, Burlingame, California.

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
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*Resource Name or #: 821 Malcolm Road

*NRHP Status Code: 6Z

B1. Historic Name: Korex Industries; Premier Channel; Home Box Office; Wireless Microwave Pay TV Company; Consolidated Delivery and Logistics

B2. Common Name: Burlingame Heating and Ventilation, Inc.

B3. Original Use: Commercial **B4. Present Use:** Commercial

***B5. Architectural Style:** Mid-Century Modern

***B6. Construction History:**

The building at 821 Malcolm Road was constructed in 1962 (ParcelQuest). Historic aerial photographs since 1968 do not indicate changes to the building's footprint (NETR 1968, 2018). Building permits and architectural drawings from the San Mateo County Records Center were not accessible. Therefore, the construction history was determined through field survey, visual analysis, and online research, including historic maps, newspaper databases, and other accessible digital records. Visual inspection indicates the removal of attachment signage from previous tenants and minor, in-kind exterior finishes maintenance (Google Streetview 2019).

***B7. Moved?** No Yes Unknown

Date: N/A

Original Location: N/A

***B8. Related Features:**

B9a. Architect: Unknown

b. Builder: Unknown

***B10. Significance:**

Theme: N/A

Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

Historic Context: San Mateo County and the City of Burlingame

The arrival of the Spanish to the San Francisco Peninsula in the late 18th century catalyzed a series of changes in San Mateo County history, including Spanish mission construction and land grants or ranchos with titles from the Spanish crown. Eventually, it resulted in continuous settlement and growth during the 1848 California Gold Rush, the expansion of regional rail, and World War II.

(See continuation sheet.)

B11. Additional Resource Attributes: N/A

***B12. References:** See continuation sheet.

B13. Remarks: N/A

***B14. Evaluator:**

Nicole Felicetti, ICF

201 Mission Street, Suite 1500
San Francisco, CA 94105

***Date of Evaluation:** September 6, 2022

(This space reserved for official comments.)

(Sketch Map with north arrow required)



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P3a. Description (continued):

The north façade is divided by a regular interval of rectangular, concrete structural columns with a horizontal band of fixed, aluminum-framed picture windows in between. The westernmost structural bay has an exposed concrete finish, while the other bays have a smooth stucco finish. The aluminum frame of corporate signage is still attached to the façade. The deteriorated nature of the wood eave exposes the structural system (Figure 3). The east façade is symmetrical with two overhead doors, two single pedestrian doors, and two rectangular pilasters centered around a centered pilaster (Figure 4). Like the north façade, the south façade has structural columns, four sections of a smooth stucco finish, and the westernmost section with an exposed concrete finish. Three inoperable window openings are currently covered with plastic (Figures 5-6). A pedestrian and overhead doors are embedded in the south façade (Figure 7).

***B10. Significance (continued):**

Historic Context: San Mateo County and the City of Burlingame (Continued)

Pockets of Spanish settlement along the 600-mile trail from San Diego to San Francisco changed the population makeup during the creation of the Spanish Missions (Alexander and Hamm 1916:21). In the late 18th century, the route between missions evolved from a modest dirt path to “El Camino Real,” a designated road under the jurisdiction of the Spanish viceroys (KCET 2013). El Camino Real ran through present-day San Mateo County to connect the Mission Santa Carla in present-day Santa Clara County to the Mission Dolores in present-day San Francisco (Alexander and Hamm 1916: 11).

The City of Burlingame was formerly two Mexican-era ranchos: Buri Buri Rancho to the north and Rancho San Mateo to the south. The Buri Buri Rancho was granted to Mexican soldier Jose Antonio Sanchez, who built a house on El Camino Real, near the current border of Millbrae and Burlingame. Initially granted by the last of California's Mexican governors, Pio Pico, Rancho San Mateo changed ownership a few times until William Davis Merry Howard acquired it and established a dairy farm on the land. Once the United States' war with Mexico concluded in 1848, the Treaty of Guadalupe Hidalgo resulted in Mexico ceding California to the United States. Per the Treaty, Mexicans who lived on existing ranchos were guaranteed property rights and were allowed to remain on the land. However, the start of the California Gold Rush soon led to a dramatic increase in Northern California's population. Specifically, the influx of gold seekers to California's region between San Francisco and the Sierra foothills forced Mexican landowners off their land (Carey & Co. 2008). Many new settlers conformed to the prevalent agricultural lifestyle in the 19th-century peninsula, while others saw and forged economic opportunities from the area's proximity to commercial cores. For example, many of the early buildings of San Francisco were built from redwood timber of present-day San Mateo County. The region's growth was so significant that in 1856, San Mateo County was formally divided from San Francisco County (Alexander and Hamm 1916:22–24).

After Howard passed away, his Rancho San Mateo land was divided among his family. However, land west of El Camino Real was sold to William C. Ralston, an established banker. Ralston could afford to buy the land after discovering the Comstock Lode in Nevada in the 1860s. With this real estate, he planned to develop a suburban tract in San Mateo County to create a “sacrosanct colony” (Burlingame Chamber of Commerce 2018). Ralston hosted many famous people in his home, including one of his first guests, Anson Burlingame, in 1866. Burlingame—a Massachusetts congressman and previously appointed United States Minister to China under President Lincoln—bought approximately one thousand acres from Ralston to build a private villa. Ralston thence decided to name his new development Burlingame after his friend's newly acquired gain. Following Anson Burlingame's premature death in 1870, Ralston bought back his land and began planning the town's establishment (Carey & Co. 2008; Burlingame Historical Society 2018). After Ralston's death, the land changed hands several times. In 1893, then-owner Francis Newlands subdivided the property and began constructing the Burlingame Country Club and five nearby cottages.

San Mateo County's proximity to mining areas and growing commercial and industrial markets benefitted from the introduction of railroads in the 1860s. The opening of railroad service in San Mateo County catalyzed the construction of train stations and complementary commercial development. In 1859, the San Francisco and San Jose Railroad was established. Once the Southern Pacific Railroad later gained ownership of the line, it positioned a temporary boarding shed at “Oak Grove Crossing” for Burlingame passengers (Carey & Co. 2008). Many other residential and commercial developments followed in the subsequent decades due to the speed and accessibility of San Mateo County afforded by railroads (JRP 2019:7-10, 7-11).

While Burlingame increased its development and growth throughout the late 1800s, William H. Howard (son of William Davis Merry Howard) and other members of the Burlingame Country Club wanted to replace the flag-stop shelter at Oak Grove with a permanent train station on the Southern Pacific Railroad. Howard donated, and the land and Club contributed money to construct the Burlingame Train Depot in 1894, a distinctly Mission Revival-style building (Burlingame Historical Society 2013). From 1894 through the early 20th century, the train station

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catalyzed estate development by San Francisco families that could easily commute on the railroad. Burlingame developed as a quintessential commuter suburb with neighborhoods organized in compact grids. Burlingame's population continued to increase again after the 1906 San Francisco earthquake as the town was incorporated in 1908. Additionally, municipal services expanded between 1907-1909 to include the volunteer fire department and the first library. The neighboring town of Easton, also a part of the original Rancho Buri Buri, was annexed in 2010 (Burlingame Historical Society, 2013). Burlingame continued to grow in the early 20th century like others along the peninsula.

Construction of the Old Bayshore Highway began in 1937 and provided a more rapid connection for automobiles between San Jose and San Francisco along the Peninsula. Once completed, the highway contributed to the 1,540-mile U.S. Route 101, which connected Olympia, Washington, and Los Angeles, California. Portions of the highway followed the edge of San Francisco Bay's tidal marshes and continued south of San Francisco International Airport. After mounting political pressure to stop a rising number of fatalities on the highway, construction of a new, elevated Bayshore Highway began in 1947. The new freeway was built over time as funding to acquire property abutting the alignments became available (JRP Historic Consulting Services 2003). The new Bayshore Freeway, which carries U.S. Route 101, is located approximately 0.25 miles to the south of the subject building.

After World War II, a population boom and suburbanization in California increased the demand for metals, concrete, lumber, and other building materials. Concurrently, the development of California's massive freeway system catalyzed an improved infrastructural system that connected the state's most populated cities and towns. However, by the 1960s, heavy industry was winding down, and the emergence of light industry (i.e., distribution centers, office parks, chemical suppliers) marked a transition for San Mateo County (City of South San Francisco 2021:4.4-13). Most of Burlingame's housing stock was developed between the 1910s and 1960s; commercial and industrial development, specifically along the Bayfront, took place in the latter half of the 20th century due to its proximity to the San Francisco International Airport. New development between 1960 and the 1990s consisted mainly of commercial development or relatively small-scale residential infill projects (MIG 2019:CX-1).

Occupant History

The Korex Industries headquarters was located at 821 Malcolm Road in 1975 (San Mateo Times 1975:23). A partial timeline of occupancy through the late 20th century can be traced through the following job openings advertised in online newspaper clippings associated with the address of the subject building: the Premier Channel in 1979, Home Box Office in 1980, Wireless Microwave Pay TV Company in 1994, Consolidated Delivery and Logistics in 1998, and Burlingame Heating and Ventilation, Inc. in 2005 (San Francisco Examiner 1979:78; San Francisco Examiner 1980:8; San Francisco Examiner 1988:54; San Francisco Examiner 1994:114; San Francisco Examiner 1998:100; San Francisco Examiner 2005:32). Burlingame Heating and Ventilation, Inc. maintained occupancy through 2019 (Google Streetview 2019). However, the building appears to be vacant in 2022.

National Register of Historic Places and California Register of Historical Resources Evaluation of 821 Malcolm Road

The following section evaluates the subject property to determine whether it meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) as an individual resource. In order to be eligible for listing in the NRHP and CRHP, a property must demonstrate significance under one or more of the following criteria:

- Criteria A/1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
- Criteria B/2 (Persons): Resources that are associated with the lives of persons important to local, California, or national history.
- Criteria C/3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.
- Criteria D/4 (Information Potential): Resources that have yielded, or have the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

CRITERIA A/1 (EVENTS)

The building at 821 Malcolm Road does not appear to be associated with any event(s) that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States. Although the building has been used for various commercial-industrial businesses since its construction in 1962, none of the known tenants appear exceptional within the context of a quickly developing commercial and industrial area of San Mateo County during the post-World War II period to rise to the level of significance necessary for listing in the CRHR or NRHP under Criterion A/1. Rather, the building appears to represent an unremarkable pattern of light industrial lot development that occurred throughout San Mateo County, and specifically Burlingame around the Bayshore Highway, during

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the mid-20th century. Newspaper research did not find the building associated with any other important single events, patterns of events, repeated activities, or historic trends; instead, it appears to have contributed to the everyday community and commercial life. As such, 821 Malcolm Road is not significant under NRHP/CRHR under Criteria A/1.

CRITERIA B/2 (PERSONS)

The building at 821 Malcolm Road does not appear to be associated with the productive life of any individual(s) important in the area of Burlingame's industrial development or, more broadly, in history at the local, state, or national levels of significance. Although none of its past owners were identified, the commercial-industrial building has a broad and unremarkable association with local community life and economic patterns through a series of revolving tenants, predominately in the mechanical and cable industries. Through the range of tenants, no associations were made to rise to a level of significance as most were one among many locations of regional or national companies. Most notably, the building was temporarily the headquarters of Korex Industries, yet newspaper research and similar online repositories yielded no evidence of persons or events within the company exclusively associated with 821 Malcolm Road. Additionally, no evidence suggests the headquarters significantly contributed to Burlingame's industrial development throughout the mid-to-late 20th century. Finally, no evidence suggests that the building housed activities that allowed a particular owner, tenant, or employee to achieve the historical significance that the building would best convey. As such, 821 Malcolm Road lacks a direct association with any significant individual and is not significant under NRHP/CRHR Criteria B/2.

CRITERIA C/3 (DESIGN/CONSTRUCTION):

The building at 821 Malcolm Road does not appear to embody distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master or possess high artistic value. The building is a one-story, commercial-industrial building comprised of commercial Mid-Century Modern features, including vertical pilasters, a cantilevered roof with overhanging eaves, and expansive window assemblies with aluminum frames. However, the building's form and architectural characteristics do not best embody the style and have deteriorated or been modified to accommodate changing tenants, including the removal of attached signage that contributed to the style. The building lacks a flat roof, metal awnings, and modern materials of distinct examples, and does not express innovative design or construction in the style to warrant significance. No evidence in the available historical record or field visit analysis suggests the building originally had a noteworthy architectural design; it is not a distinct or solely remaining example of the commercial and industrial development in the 1960s Burlingame or San Mateo County. Although the research did not reveal the identities of the building's original architect and builder, it is unlikely that a master designer was involved in what appears to be one of many commercial-industrial lot developments in San Mateo County after World War II. As such, 821 Malcolm Road is not significant under NRHP/CRHR Criteria C/3.

CRITERIA D/4 (INFORMATION POTENTIAL):

The building at 821 Malcolm Road is not significant under NRHP/CRHR Criteria D/4, which most commonly applies to archaeological resources. The property is documented in other primary and secondary historical sources, including historic aerial photographs. As such, 821 Malcolm Road would not yield information important to prehistory or history. For this reason, Embarcadero Station is not significant under NRHP/CRHR Criteria D/4.

In conclusion, the building at 821 Malcolm Road is not eligible for individual listing in the NRHP and CRHR due to its lack of historical and design/construction significance. The property was evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Resources Code, and it appears not to be an individual historical resource for the purposes of CEQA.

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Figures:



Figure 2. West façade with window assemblies viewed facing northeast. Source: ICF 2022.



Figure 3. North façade with removed signage viewed facing southeast. Source: ICF 2022.

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Figure 4. East façade viewed facing southwest. Source: ICF 2022.



Figure 5. South façade viewed facing northwest. Source: ICF 2022.

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Figure 6. South façade viewed facing southeast. Source: ICF 2022.



Figure 7. Detail of overhead and pedestrian door on the south façade, viewed facing north. Source: ICF 2022.

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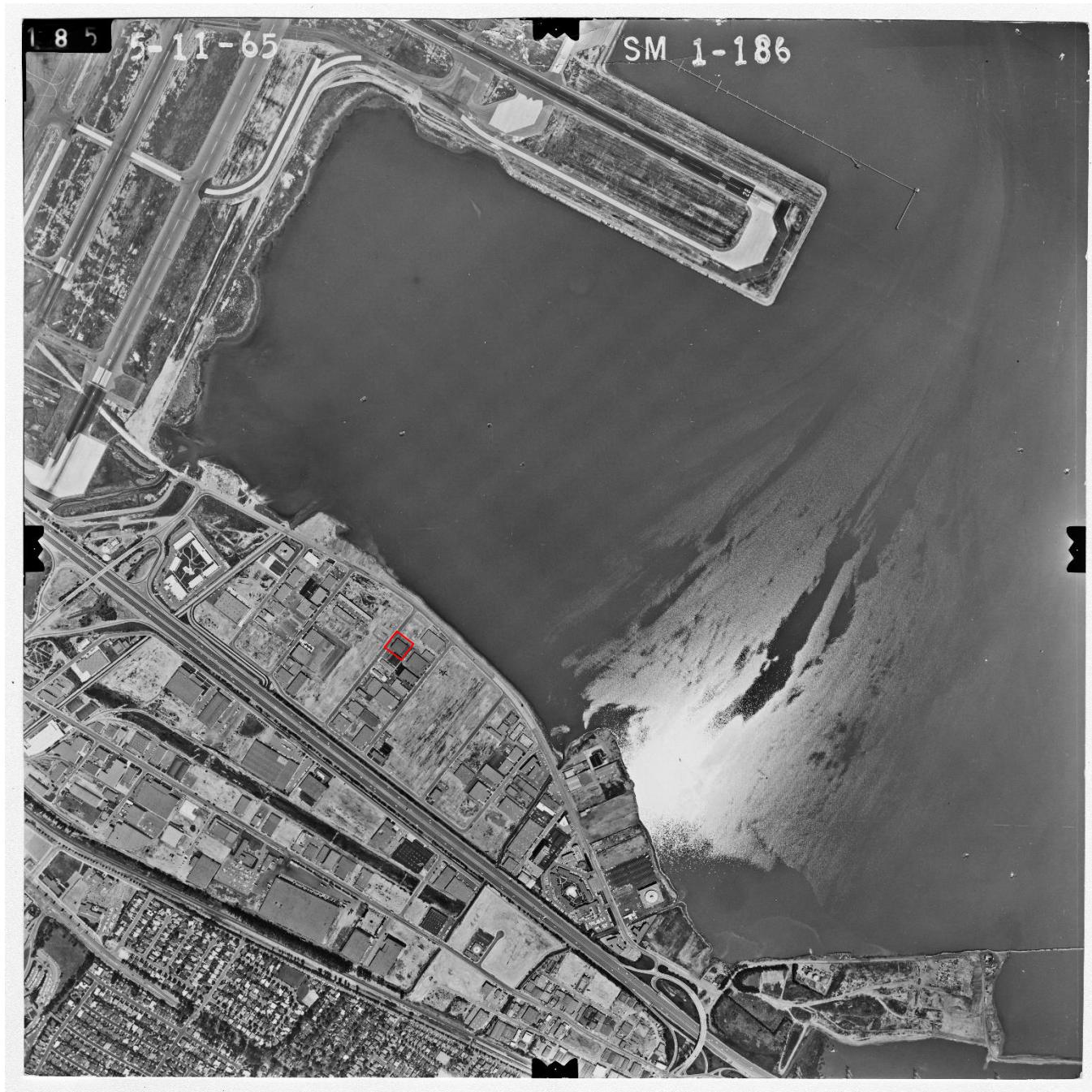


Figure 8. 1965 Historic Aerial Photograph. Source: UCSB.

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