



FEBRUARY
2021

1868 Ogden Drive Project

Final Environmental Impact Report City of Burlingame



FINAL ENVIRONMENTAL IMPACT REPORT

1868 OGDEN DRIVE PROJECT

STATE CLEARINGHOUSE #2020070230

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Acronyms and Abbreviations

BMR	below market rate
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
MGD	million gallons per day
NBMU	North Burlingame Mixed Use
Project	1868 Ogden Drive Project
RPPP	Residential Permit Parking Program
TDM	Transportation Demand Management
WWTP	Waste Water Treatment Plant

This document, together with the 1868 Ogden Drive Project (Project) Draft Environmental Impact Report (Draft EIR), issued on November 23, 2020, constitutes the Final Environmental Impact Report (Final EIR) for the Project.

1.1 Purpose of the Final EIR

In conformance with the California Environmental Quality Act (CEQA) and CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.), this Final EIR provides objective information regarding the environmental consequences of the Project. The Final EIR also examines mitigation measures and alternatives to the Project to reduce or eliminate significant environmental impacts. The Final EIR is intended to be used by the City of Burlingame (City) in making decisions regarding the Project.

The CEQA Guidelines advise that, although the information in an EIR does not control an agency's ultimate discretion on a project, an agency must respond to each significant effect identified in the EIR by making written findings for each significant effect. According to Public Resources Code Section 21081, no public agency shall approve or carry out a project for which an EIR has been certified that identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

- (a) The public agency makes one or more of the following findings with respect to each significant effect:
 - (1) Changes or alterations have been required in, or incorporated into, the project that will mitigate or avoid the significant effect on the environment.
 - (2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
 - (3) Specific economic, legal, social, technological, or other considerations, including considerations regarding the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.
- (b) With respect to significant effects that were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

1.2 Contents of the Final EIR

CEQA Guidelines Section 15132 specify that the Final EIR shall consist of:

- (a) The Draft EIR or a revision of the Draft EIR;
- (b) Comments and recommendations received on the Draft EIR, either verbatim or in summary;
- (c) A list of persons, organizations, and public agencies commenting on the Draft EIR;
- (d) The lead agency's responses to significant environmental points raised in the review and consultation process; and
- (e) Any other information added by the lead agency.

Regarding item (a), above, none of the comments the City received during the public review period for the Draft EIR triggered the need to make any revisions to the Draft EIR. As such, there are no revisions to the Draft EIR.

1.3 Public Review

The CEQA Guidelines require the City, as the lead agency, to provide written responses to comments made by a public agency at least 10 days prior to certifying the EIR. No public agencies commented on the Draft EIR; therefore, there is no need to provide responses in advance of certifying the EIR. Nonetheless, the City provided the Final EIR via email to individuals who commented on the Draft EIR as well as the City Planning Commission.

Because of current COVID-19 social-distancing requirements, including an order from San Mateo County regarding adherence to such requirements, a copy of the Final EIR is available for public review at the address listed below (by appointment only). To schedule an appointment, email Catherine Keylon at ckeylon@burlingame.org.

City of Burlingame
Community Development Department, Planning Division
501 Primrose Road
Burlingame, CA 94010

An electronic version of the Final EIR is also available for download on the City's website:
https://www.burlingame.org/business_detail_T54_R136.php.

Summary of the Draft EIR Public Review Process

The Draft EIR for the Project, dated November 2020, was circulated to affected public agencies and interested parties over a 49-day review period, from November 23, 2020, to January 11, 2021. The City undertook the following actions to inform the public of the availability of the Draft EIR and solicit comments on the document:

- The Notice of Availability and Draft EIR were published on the City's website (https://www.burlingame.org/business_detail_T54_R136.php);
- The Notice of Availability was provided to the San Mateo County Clerk;
- The Notice of Availability was sent to the agencies, businesses, organizations, and individuals identified in Chapter 3;
- The Notice of Availability was posted on the Project site, along with six other postings on Ogden Drive;
- A public meeting was held on December 14, 2020, part of the City Planning Commission meeting, to solicit comments on the Draft EIR. A notice regarding this meeting was provided in the Notice of Availability that was sent out. In addition, notices about the public meeting were sent to property owners within 500 feet of the Project site.
- A copy of the Draft EIR was made available by appointment only (because of the current COVID-19 social-distancing requirements) at the City Community Development Department, Planning Division, 501 Primrose Road, Burlingame, CA 94010.

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Chapter 3

Agencies, Organizations, Businesses, and Individuals that Received Notice of the Draft EIR

CEQA Guidelines Section 15086 requires a local lead agency to consult with and request comments on an EIR prepared for a project of this type from responsible agencies (i.e., government agencies that must approve or permit some aspect of a project), trustee agencies for resources affected by a project, adjacent cities and counties, and transportation planning agencies. The following agencies, businesses, organizations, and individuals received notice of the Draft EIR from the City or the State Clearinghouse:

Agencies

Association of Bay Area Governments

Bay Area Air Quality Management District

Burlingame School District

California Air Resources Board

California Department of Fish and Wildlife, Bay Delta Region 3

California Department of Fish and Wildlife, Marin Region 7

California Department of Housing and Community Development

California Department of Parks and Recreation

California Department of Toxic Substances Control

California Department of Transportation, District 4

California Department of Transportation, Division of Aeronautics

California Department of Transportation, Division of Transportation Planning

California Department of Water Resources

California Highway Patrol

California Native American Heritage Commission

California Natural Resources Agency

California Public Utilities Commission

California Regional Water Quality Control Board, San Francisco Bay Region 2

California State Lands Commission

City/County Association of Governments of San Mateo County

City/County Association of Governments of San Mateo County Airport Land Use Commission

City of Millbrae

City of San Mateo

Office of Historic Preservation

Peninsula Corridor Joint Powers Board

San Mateo County Transit District (SamTrans)

San Francisco Bay Conservation and Development Commission

San Francisco Regional Water Quality Control Board

San Mateo County

San Mateo Union High School District

State Water Resources Control Board, Division of Water Quality

Town of Hillsborough

Businesses, Organizations, and Individuals

Housing Leadership Council of San Mateo County

Lozeau Drury, LLP

Pacific Gas and Electric Company

Individuals who expressed interest to the City regarding the Project

Chapter 4

Draft EIR Comments and Response

In accordance with CEQA Guidelines Section 15088, this document includes written responses to comments received by the City regarding the Draft EIR. Comments on the Draft EIR were received from the following:

1. The City Planning Commission during the public meeting held for the Project on December 14, 2020.
2. One individual (Gloria J. Thompson de Velez), who provided comments through two emails on January 4, 2021.
3. One individual (John Henry Fullen), who provided comments by email on January 10, 2021.

The comments on the Draft EIR are organized under headings that include the source of the comment and the date. A copy of the minutes from the City Planning Commission meeting, including comments on the Draft EIR, and the emails with comments received by the City are provided in their entirety in this section. Specific comments from the City Planning Commission meeting and the emails from the individuals have been bracketed and numbered, as shown below. A response to each of these bracketed comments is included after the comment letter.

4.1 PM. Public Meeting Comments (December 14, 2020)



City of Burlingame

BURLINGAME CITY HALL
501 PRIMROSE ROAD
BURLINGAME, CA 94010

Meeting Minutes Planning Commission

Monday, December 14, 2020

7:00 PM

Online

- b. 1868-1870 Ogden Drive, zoned NBMU - Public Comment on a Draft Environmental Impact Report for an application for Design Review, Conditional Use Permit for tandem parking, and Condominium Permit for a new 120-unit, 6-story condominium building. (Levy Design Partners, applicant and architect; Green Banker LLC, property owner) (360 noticed) Staff Contact: Catherine Keylon

All Commissioners have visited the project site. There were no ex-parte communications to report.

Planning Manager Hurin provided an overview of the staff report.

Questions of staff:

- > *It might be a typographical error, but in the project summary on page 4 of the staff report, in the middle of the second paragraph from the bottom it says: "three units (5%) will be below market rate." It would be more than three for 120 units, right? (Hurin: We'll make note of that and have the project planner clarify that when the project comes back for review.)*
- > *Will we be hearing from the applicant? (Hurin: No, this is just time to take public comments on the Draft EIR, so there will not be a presentation from the applicant.)*

PM-1

Chair Tse opened the public hearing.

Commission Questions/Comments:

- > *There were no questions or comments.*

Public Comments:

- > *There were no public comments.*

Chair Tse closed the public hearing.

Commission Discussion/Direction:

- > *We have to consider carefully the various criteria for any potential historic structure. For this one, we're asked to consider Criterion A: historic events that took place with this building. Personally, don't think it's the building itself, the bricks and mortar, that caused or contributed to the struggles of the UFA. The struggles of the history would have occurred in whatever building the teamsters occupied. That's where the protesters would have gone and the struggles would have occurred. The building being demolished, yes, we have to consider it in terms of CEQA, but demolishing the building won't cause us to forget or diminish the memory of Cesar Chavez and Dolores Huerta or any of the stories of the UFA. For example, at the relocation camps in the San Joaquin Valley, they may not be architecturally significant as structures and they may not be iconic, but it's the actual wood and timber that is significant to the struggles of the relocated Japanese-Americans. That's contrary to this case, again, it's not the specifics of this building that represent the struggles of the UFA and the difficulties between that organization,*

PM-2

Planning Commission

Meeting Minutes

December 14, 2020

protesters and the teamsters. So we won't lose the memory of that era.

> Regarding the utilities and service system, it says Burlingame water demand between 2011 and 2015 was about 76% of our allotted amount. If you go further into that on page 4.3-126 under the Urban Water Management Planning Act, it says this plan is required to be updated every five years. The point is we've been approving a lot more housing over the last couple of years and I haven't seen, or it doesn't appear in this draft that there is a current Urban Water Management Plan and we're required to have one. It would be imperative that we have that updated plan so we know where we are. We're obviously in a drought and don't know where we're going right now, that's something to think about. The Draft EIRE also notes that existing gas and telecommunication lines would serve the project, however, they may be upgraded if necessary. We have a new ordinance that applies to this project that natural gas is not to be provided. Does this mean this project or building is entirely electric and will the electric period be able to handle the load of 120 units? Asking specifically about this project because we have it in front of us, but mainly because we've been approving a lot more housing and there's a lot of development going on in Burlingame. I want to make sure that our grid can handle it and that our water system and sewer system can handle it, and that we're not overburdening the infrastructure we already have.

> Understanding that the UFA occupied this building and as my fellow commissioner mentioned, it's not particularly the building, but the entity that was there and the work done in the building. Is there some sort of remembrance, monument or something that could be included? Is this the appropriate time to request that the applicant look at something like that to add to the memory of this location for the teamsters, for the UFA? (Hurin: My understanding is that there is a proposed monument or dedication, however I don't know what the specifics or the details of what's being proposed. I believe that's incorporated into the project and you'll see those details when it comes back for action.)

> I wanted to address Transportation, noting that there are four schools in the immediate area including Spring Valley Elementary, Mills High School, Franklin Elementary and Burlingame Intermediate School. I have concerns with all the construction trucks and movement of large vehicles during the very heavy part of the day, in the mornings and in the afternoons, when kids are going to school and then being released. There is also heavy pedestrian flow around these four sites at that time. Will the traffic control plan consider the aspects of the schools and all the number of people that would be on the roads in the morning and afternoon around the building and the end of the school day?

Chair Tse opened the public hearing.

> (Levy: Yes, I did want to reinforce what the Planning Manager said, that we had worked with the planner and we proposed a marker. We're redesigning our plaza so the UFA, the teamsters and the event will be more greatly highlighted than it is presently since you would never know it happened there. So from the start was our intention with our public plaza that we're creating.)

Chair Tse closed the public hearing.

There is no motion for this item. The application will return for action once the environmental review has been completed.

PM-2, cont.

PM-3

PM-4

PM-5

PM-6

PM-1

A question was raised regarding the number and percentage of below-market-rate (BMR) units that would be provided by the Project. Page 1-1 of the Draft EIR identifies the correct number of BMR units, which is six, or 5 percent of the total number of units (120 units).

This comment does not raise any concerns about the conclusions reached in the Draft EIR, and no revisions are needed.

PM-2

The commenter expressed an opinion regarding the historic structure on the Project site—specifically, historic events that took place within the structure. The commenter states that the building itself does not represent the historic events that took place. The comment is noted and appreciated.

This comment does not raise any concerns about the conclusions regarding the impact on historic structures disclosed in the Draft EIR, and no revisions are needed.

PM-3

The commenter noted that the Draft EIR uses information about water from the 2015 Urban Water Management Plan and that the City is required to update the plan every five years. The commenter states that it is imperative to have the updated Urban Water Management Plan. The City is currently updating the Urban Water Management Plan and expects to make the updated plan available to the City Council this year (2021). Because the updated plan is not yet available, the Draft EIR relied on the most up-to-date information available at the time of publication, which was the 2015 Urban Water Management Plan. Additional details regarding the water supplies available to support the Project, as well as proposed development with implementation of the updated City of Burlingame General Plan (General Plan), is provided below.

The commenter also noted that the City adopted an ordinance that mandates that natural gas not be provided and asks whether the Project would be entirely electric. The ordinance referenced is part of the Reach Codes, which include requirements that go beyond standard building codes. The Reach Codes apply to all newly constructed buildings with an initial planning/land use permit application or building permit application that was submitted after October 16, 2020.¹ The Project application was submitted before October 16, 2020; therefore, the Project is not subject to the Reach Codes.

The commenter also wants assurance that the water, sewer, and electrical systems can handle the Project without overburdening existing infrastructure. As noted in the Draft EIR, the Project would be consistent with the land use designation from the General Plan as well as the zoning designation, North Burlingame Mixed Use (NBMU). Overall, the Project would help implement the NBMU land use designation, which would create a high-intensity development node within walking distance of the Millbrae multimodal transit station, and include high-density residential uses as one of its permitted uses. Because the Project would be in conformance with the level of growth envisioned in the General Plan and the General Plan EIR, the conclusions in the General Plan EIR would apply to

¹ City of Burlingame. 2020. *2020 Burlingame Reach Codes*. Available: https://cms6.revize.com/revize/burlingamecity/document_center/Building/Reach%20Code%20Checklists/2020%20REACH%20CODE%20SUMMARY.pdf. Accessed: January 12, 2020.

the Project as well. As such, the following discussion describes the conclusion from the General Plan EIR regarding the ability of the existing water, sewer, and electrical systems to handle the Project as well as development resulting from implementation of the General Plan.

Chapter 20 of the General Plan EIR analyzed the ability of the City's utility infrastructure to meet the demands from increased development occurring as a result of General Plan implementation. The General Plan EIR identified that 1,283 million gallons of water were used per year in 2015 to serve Burlingame's 30,000 residents. The projected growth at building out the General Plan is a population of 38,778. According to the General Plan EIR, the project usage with both passive and active water conservation measures is:

- 1,756 million gallons per year in 2025
- 1,775 million gallons per year in 2030
- 1,841 million gallons per year in 2040

The General Plan EIR identified that the City's Individual Supply Guarantee from the San Francisco Public Utilities Commission through the year 2040 is 1,909 million gallons per year. This supply volume, in combination with continued water conservation and future expanded use of recycled water, would meet the needs of the projected population needs of 1,841 million gallons per year in 2040 with implementation of the General Plan.² As such, based on the foregoing, the City concluded that an adequate water supply would be available to meet the demands of the projected population in 2040 with implementation of the General Plan and, therefore, an adequate water supply would also be available to accommodate Project demand.

Chapter 20 of the General Plan EIR concluded that, without infrastructure expansion, the wastewater and treatment system would be adequate for the projected population in 2040 with implementation of the General Plan.³ The City's Waste Water Treatment Plant (WWTP) has a total treatment capacity of 5.5 million gallons per day (MGD) for primary and secondary treatment, but the current rate of wastewater treatment has remained constant at approximately 3.0 to 3.5 MGD, which serves the population of approximately 30,000. This means that the WWTP typically operates at a rate that is less than 70 percent of the WWTP's capacity. The proposed General Plan projects a build-out population of 38,778. Therefore, even without expansion, the wastewater and treatment system would be sufficient to provide for the projected 25 percent increase in the City's population by 2040. As such, based on the foregoing, the City concluded that adequate wastewater and treatment system infrastructure would be available to meet the demands of the projected population in 2040 with implementation of the General Plan and, therefore, adequate wastewater and treatment system infrastructure would also be available to accommodate Project demand.

Chapter 22 of the General Plan EIR identified goals and policies from the General Plan designed to ensure the efficient use of electricity. These include promoting energy efficiency, incorporating sustainable practices in development, and supporting sustainable building elements. As described in Impact EN-2 of the Draft EIR (page 4.3-38), the Project would use energy-efficient and environmentally sustainable building materials; install modern appliances; recycle construction materials; incorporate designs that would reduce the amount of energy used in building heating and

² City of Burlingame. 2018. *Burlingame 2040 General Plan*. Chapter 20, Utilities and Service Systems. June 28. Available: https://www.burlingame.org/departments/planning/general_plan_update.php.

³ Ibid.

cooling systems, compared with energy usage in conventional structures; and install landscaping with water-efficient irrigation systems, all of which would conserve energy. In addition, as described throughout the Draft EIR and included as one of the Project's objectives, the Project would reduce residential energy use by constructing new housing in accordance with California Green Building Code, Part 11, Title 24, standards. The Project would, therefore, fulfill the goals and policies identified in the General Plan. Chapter 22 of the General Plan EIR concludes that, with implementation of the goals and policies identified in the General Plan, implementation of the General Plan would not result in a wasteful or inefficient use of energy resources. As such, because the City concluded that implementation of the General Plan would not result in a wasteful or inefficient use of energy resources and because the Project would incorporate sustainable practices and energy efficiencies in its design, the existing electrical grid would be able to accommodate Project demand.

This comment does not raise any concerns about the conclusions reached in the Draft EIR, and no revisions are needed.

PM-4

The commenter asks whether the Project would include a monument in remembrance of the historic events that took place on the Project site. As stated on page 4.2-13 of the Draft EIR, the applicant would be required to provide an interpretive program to commemorate the historic events that took place on the Project site, per Mitigation Measure CR-2. Mitigation Measure CR-2 also requires the City Planning Division to review and approve the display prior to issuance of a demolition permit or site permit. In addition, Mitigation Measure CR-1 requires documentation of the building prior to demolition. The site plan in Figure 1 shows the location for the commemorative marker.

This comment does not raise any concerns about the conclusions reached in the Draft EIR, and no revisions are needed.

PM-5

The commenter expresses concern about the proximity of four schools (Spring Valley Elementary, Mills High, Franklin Elementary, and Burlingame Intermediate School) to the Project site. The commenter is concerned about trucks and large vehicles that would be on the road during construction when school is in session as well as the high level of pedestrian traffic around the four schools. Finally, the commenter asks whether the Traffic Control Plan will consider people who would be on the road in the morning and afternoon at the beginning and end of the school day.

As part of City issuance of a building permit, the applicant or contractor will be required to submit a Construction Management Plan, which will define haul routes in advance of construction. The City Public Works Department will work with the applicant during the building permit phase and submittal of the Construction Management Plan, which will include restrictions to address impacts during construction.

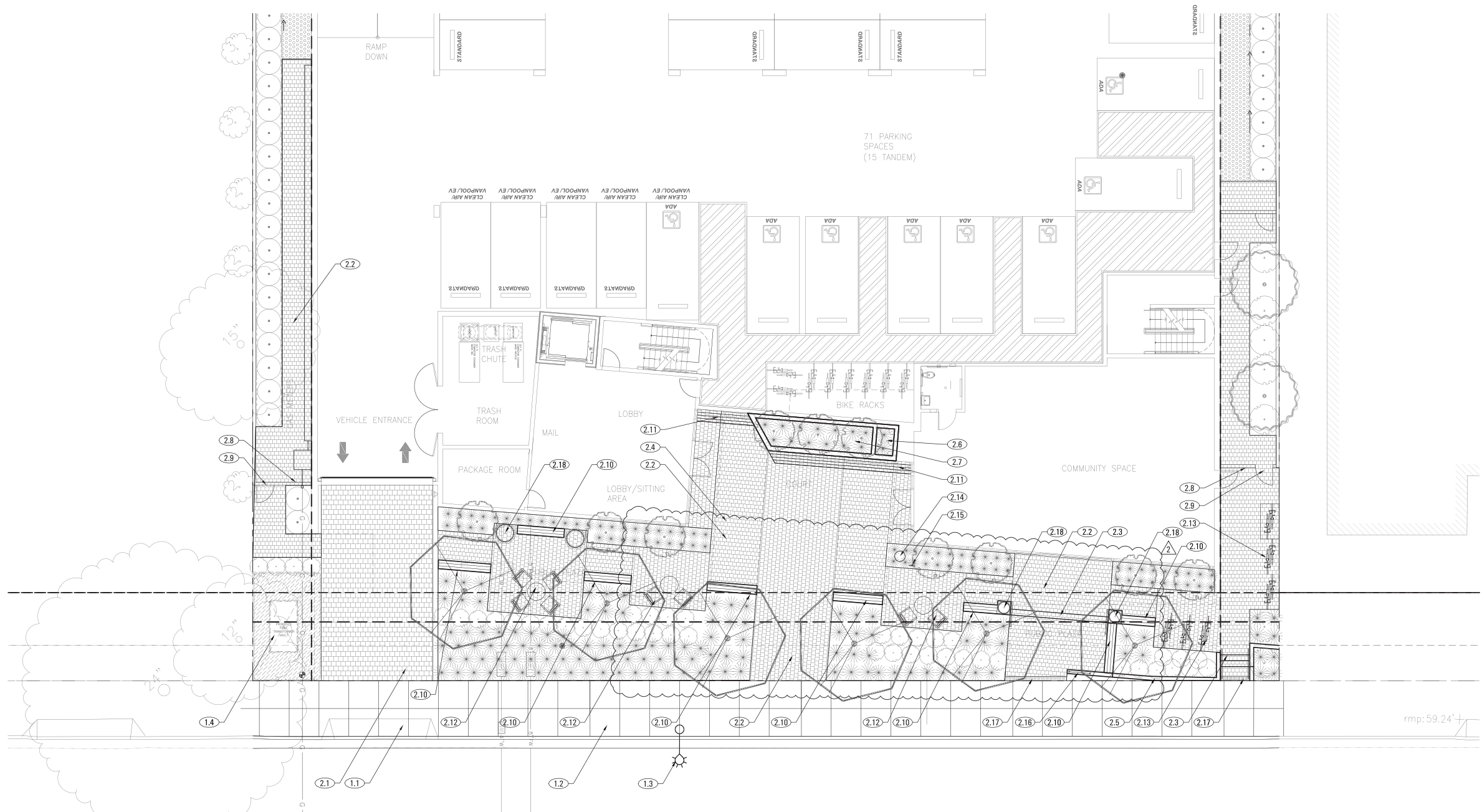
This comment does not raise any concerns about the conclusions reached in the Draft EIR, and no revisions are needed.

PM-6

The commenter, in this case, the architect for the applicant, proposes a marker to commemorate historic events that occurred on the site as well as redesigning the plaza to highlight historic events. The site plan in Figure 1 shows the location for the commemorative marker.

This comment does not raise any concerns about the conclusions reached in the Draft EIR, and no revisions are needed.

Source: CFLA, 2020



LAYOUT LEGEND

- 1.1 CONCRETE DRIVEWAY APRON IN RIGHT-OF-WAY. SEE CIVIL ENGINEER'S DRAWINGS.
- 1.2 CONCRETE SIDEWALK IN RIGHT-OF-WAY. SEE CIVIL ENGINEER'S DRAWINGS.
- 1.3 RELOCATED STREET LIGHT (EXISTING STREET LIGHT IS IN PROPOSED DRIVEWAY APRON).
- 1.4 IN-GROUND TRANSFORMER. SEE CIVIL ENG DWGS.
- 2.1 PERMEABLE PAVING ON-GRADE (AUTOMOBILE LOAD).
- 2.2 PERMEABLE PAVING ON-GRADE (PEDESTRIAN LOAD). USE TWO COLORS FOR CONTRASTING COLOR BANDS.
- 2.3 STEPS. PERMEABLE PAVERS MORTARED ON CONCRETE SUBSLAB.
- 2.4 PERMEABLE PAVING ON STRUCTURE.
- 2.5 CONCRETE RETAINING WALL (SEE CIVIL DRAWINGS FOR GRADES).
- 2.6 CAST-IN-PLACE CONCRETE (WITH INTEGRAL COLOR) PLANTER.
- 2.7 CAST-IN-PLACE CONCRETE (WITH INTEGRAL COLOR) PLANTER (STORMWATER TREATMENT).
- 2.8 6' HIGH FENCE (WITH METAL POSTS & WOOD SLATS).
- 2.9 6' HIGH GATE (WITH METAL FRAME & WOOD SLATS).
- 2.10 CAST-IN-PLACE CONCRETE (WITH INTEGRAL COLOR) BENCH (WITH WOOD SEAT SURFACE).
- 2.11 BENCH (WITH WOOD SEAT SURFACE) ATTACHED TO BUILDING WALL OR CONCRETE PLANTER WALL.
- 2.12 TABLE & CHAIR SET.
- 2.13 BIKE RACKS. (6) TOTAL. EACH BIKE RACK ACCOMMODATES 2 BIKES. (12) BIKES TOTAL ACCOMMODATED.
- 2.14 TRASH & RECYCLING RECEPTACLE.
- 2.15 HOURS OF OPERATION SIGNAGE. VERBIAGE TO BE DETERMINED.
- 2.16 HISTORICAL MARKER SIGN.
- 2.17 TRENCH DRAIN, ADA COMPLIANT.
- 2.18 PLANTER POT ON 12" HIGH CONCRETE PEDESTAL.

0 4' 8' 16'



Figure 1
Location of Historical Marker Sign
1868 Ogden Drive Project

4.2 I1. Individual Commenter, Gloria J. Thompson de Velez (January 4, 2021)

From: [Gloria Velez](#)
To: [CD/PLG-Catherine Keylon](#)
Subject: Housing projects in N. Burlingame
Date: Monday, January 4, 2021 5:57:24 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello, Ms. Keylon. Toward the beginning last year I had read an article from the Daily Journal regarding a housing project to be built on Ogden Drive in Burlingame. I became quite concerned as it is going to affect my neighborhood. I was able to have a conversation with you about my concerns and even sent you a letter outlining those concerns to be presented to the planning commission. My name is Gloria Thompson de Velez.

You can probably imagine that if I had concerns then, they have doubled with the news in the Daily Journal article of mid December 2020. Two additional properties will be purchased. That will be a total of 120 condominiums at the 1868 Ogden location and 210 units (apartments or condominiums???) between the 1820 and 1814 Ogden properties. The total is 330 units.

I1-1

As you well know, the area directly across the street on Ogden and Sequoia which runs parallel to Ogden is a quiet residential area with apartments, condominiums and single family dwellings. When the proposed structures are built, the dynamic of the area will change dramatically for the worse for the current residents. Currently, there is little to no parking at night and only a few spaces open during the day. Some of those spaces are used by employees of the two assisted living facilities in the area (on-site parking is not allowed) as well as residents of the 1848 condominiums. The parking available at the 1848 address does not seem to be enough.

Plans are in progress for a community center at the 1868 location. Where will visitors park for the events? Residents might not be in agreement with the fact that there will be strangers milling about.

I1-2

Even though parking will be built into the structures, it will not be enough. If both parents plus an adult senior or student have cars, the spaces will dwindle.

I1-3

If residents plan on using Caltrains or BART, they will, no doubt, walk to those means of transportation leaving their cars behind possibly in the street.

While the city of Burlingame seems to be pleased with the proposed plans to offer more housing in the area, I would like to know what the specific benefits would be to current residents? Currently, none come to mind.

I1-4

I have lived in this area for close to 20 years and do not welcome the abovementioned changes.

I would appreciate a response to my question regarding what the specific benefits would be to current residents.

I1-5

Thank you for your attention to this matter.

Gloria J. Thompson de Velez
 415 [REDACTED]

From: [Gloria Velez](#)
To: [CD/PLG-Catherine Keylon](#)
Subject: Request
Date: Monday, January 4, 2021 10:15:15 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Miss Keylon, I forgot to mention in my earlier email about an idea of issuing street parking placards to those who actually live in the neighborhood. Anyone else like assisted living facilities employees and construction workers would have to find parking elsewhere.

Thank you.

Gloria J Thompson de Vélez

415- [REDACTED]

Sent from my iPhone

I1-6

I1-1

The commenter expresses concern regarding the potential neighborhood effects of the Project combined with the effects of another proposed project, known as the 1814–1820 Ogden Drive Project.

The commenter correctly identifies the number of units associated with the Project (120 units). However, the commenter incorrectly identifies the number of units for the 1814–1820 Ogden Drive Project (210 units). The actual number of residential units associated with the 1814–1820 Ogden Drive Project is not 210 but 90. Therefore, there would be a total of 210 units (120 units + 90 units) on Ogden Drive from both projects, not 330 units (as identified in the comment).

The commenter also asks whether the residential units for the projects would be condominiums or apartments. Both projects would build condominiums.

The commenter expresses concern about the “changing dynamics” of the area due to implementation of these two projects. The City acknowledges that it has been facilitating and implementing a multi-year, community-driven process (“Envision Burlingame”) to update the General Plan and zoning ordinance.

The City Council adopted the General Plan on January 7, 2019. The General Plan states that both projects (1868 Ogden Drive and 1814–1820 Ogden Drive) would be located in areas with the NBMU land use designation. The General Plan notes that “The NBMU designation creates a high-intensity development node within walking distance of the Millbrae multimodal transit station. Permitted uses include retail, service commercial, dining, office, and high-density residential uses.” The Project would be consistent with the General Plan’s NBMU land use designation. Furthermore, the two projects would be consistent with the General Plan vision for this area (i.e., a “high-intensity development node within walking distance of the Millbrae multimodal transit station”).

The commenter expresses concern about the potential lack of parking in the area due to the Project. First, for information regarding CEQA and the scope of environmental impacts, please refer to Section 4.3.1 of the Draft EIR (page 4.3-1). This section notes that, in accordance with Public Resources Code Section 21099, parking impacts are not considered significant impacts on the environment. As such, the EIR concluded that the Project would not result in a significant environmental impact due to parking. Nonetheless, the City acknowledges that parking issues, albeit not an environmental impact under CEQA, are concerns for neighbors. Therefore, the following details and features of the Project would help reduce parking demand and minimize potential parking impacts in the neighborhood.

First, the Project site would be within 0.5 mile of the Millbrae multimodal transit station, with connections to Bay Area Rapid Transit, Caltrain, and future California High-Speed Rail service. It is anticipated that people would be able to readily access the Project site from the Millbrae station, which is approximately 13 minutes away when walking. In addition, the Project site would be approximately two or three blocks from El Camino Real, which has bus service. Furthermore, the Project would include 150 parking spaces, which would exceed the parking requirements of the NBMU land use designation (see page 3-4 of the Draft EIR), which requires 148 on-spaces but allows for a 20 percent reduction to the parking to 119 on-site spaces if a Transportation Demand Management Plan (TDM) is implemented. The Project would in fact implement a TDM Plan, which is intended, in part, to relieve parking demand. Please refer to Appendix B of the Draft EIR, which includes the TDM Plan and identifies the recommendations that would be applied to reduce parking demand.

This comment does not raise concerns about the conclusions reached in the Draft EIR, and no revisions are needed.

I1-2

The commenter asks where visitors to the Project community center (also known as the cultural arts space) will park during events. The NBMU land use designation does not include any requirements for guest parking. As such, guest parking is not included as a part of the Project. It is expected that visitors would include residents of the building on the Project site; residents would use the proposed parking at the Project site. Neighbors in the area could walk or bike to the Project site. Because this space would be open to the public, individuals could also use transit (El Camino Real bus lines and the Millbrae station are within walking distance of the Project site). In addition, it can be expected that some individuals would use public off-street parking. It should be noted that the community center would be 1,600 square feet. The size of the space would limit the number of guests that would end up using the space. As described in response to comment I1-1, parking is not considered a significant impact on the environment.

The commenter also notes that some residents might not be happy about having strangers in the area. The comment is noted but does not pertain to any specific physical environmental effect of the Project. The community center is proposed as a community benefit and would be open and available to all members of the public.

This comment does not raise concerns about the adequacy of the Draft EIR, and no revisions are needed.

I1-3

The commenter expresses concern about the amount of parking provided by the Project and believes it would not be adequate. Please refer to the response to comment I1-1 for a discussion of the parking issues that were raised.

This comment does not raise any concerns about the conclusions reached in the Draft EIR, and no revisions are needed.

I1-4

The commenter asks what the benefits of the Project are for the current residents. As noted in the Draft EIR, the Project is proposed as a Tier 3 project. Tier 3 projects are required to fulfill at least three community benefits. The following three community benefits have been identified for the Project:

- *Affordable Housing.* The Project would include six BMR units.
- *Public Plaza.* The Project would include a 3,400-square-foot public plaza with trees, landscaping, seat walls and planters, lighting, and bike racks.
- *Cultural Arts Space.* The Project would include a cultural arts space on the ground floor, with flexible programming for City functions, afternoon enrichment classes, and neighborhood meetings.⁴

This comment does not raise any concerns about the conclusions reached in the Draft EIR, and no revisions are needed.

⁴ City of Burlingame. 2020. *Item No. 6b Study Item, Public Comment on the Draft Environmental Impact Report for an Application for a Design Review, Conditional Use Permit, and Condominium Permit for a 120-unit Residential Condominium Development.* December 14.

I1-5

The commenter does not welcome the changes associated with the Project. The City notes and appreciates comments concerning the merits of the Project. Please refer to the responses to comments I1-1, I1-2, I1-3, and I1-4 for responses to specific concerns that were raised.

This comment does not raise any concerns about the conclusions reached in the Draft EIR, and no revisions are needed.

I1-6

The commenter suggests issuing placards for street parking for use by people who live in the neighborhood; those who do not live in the neighborhood would have to find parking elsewhere. The City has a Residential Permit Parking Program (RPPP); however, the City does not currently have a RPPP in place in the neighborhood off of Ogden Drive. Under the City's RPPP, only neighborhood residents with City-issued permits and their visitors may park on neighborhood streets for extended periods during restricted parking hours. City staff directed the commenter to the Public Works Department to learn more about this program and determine whether this could be an option for the neighborhood off of Ogden Drive, as Public Works is the lead on RPPP.

This comment does not raise any concerns about the conclusions reached in the Draft EIR, and no revisions are needed.

4.3 12. Individual Commenter, John Henry Fullen (January 10, 2021)

From: [John Henry Fullen](#)
To: [CD/P. G-Catherine Keylon](#)
Subject: 1868 - 1870 Ogden Drive
Date: Sunday, January 10, 2021 9:02:12 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Ms. Keylon,

As a resident of the neighborhood living at 1 [REDACTED] Garden Dr, Burlingame, CA 94010, I would like to offer full support for the proposed 1868-1870 condo development. I appreciate the efforts of the City to add more housing, especially in walking distance from BART / CalTrain.

I2-1

I would only urge the City to encourage the developer to add additional units, since 6 floors is woefully inadequate given the location near mass transit.

I2-2

In addition, it might be an opportunity to partner with the San Mateo High School District to provide attainable housing to the teachers at Mills High School. The cultural arts space could benefit with strong ties with Mills High School as well.

I2-3

Again, as a neighbor of the development and resident of Burlingame, I fully support the proposed development. We are certainly in the midst of a severe housing crisis, and it hurts to see so many homeless, even living in cars near our apartment. Even though I realize it is an unlikely outcome, I hope that there is still a possibility to add 2 or 3 more floors of units.

I2-4

If you have any questions, please feel free to contact me.

Also, if there is anything I can do as a volunteer or advocate for more housing in our area, please let me know if I can be of service.

Best regards,

John Fullen

Mobile: 415-[REDACTED]

I2-1

The comment expresses support for the Project. The City notes and appreciates the support.

This comment does not raise any concerns about the conclusions reached in the Draft EIR, and no revisions are needed.

I2-2

The commenter requests that additional units be added, given the Project's location near transit. The Project is in the NBMU zoning district, which has a height limit of 75 feet. Page 1-1 of the Draft EIR notes that the height of the building would be 76 feet (as measured to the top of the elevator penthouse, which is an allowable projection above the height limit). However, because of zoning limitations, a taller building with more residential units would not be allowed.

This comment does not raise any concerns about the conclusions reached in the Draft EIR, and no revisions are needed.

I2-3

The commenter notes that the Project might be an opportunity to provide housing for teachers at Mills High School and that the cultural arts space could benefit from ties with Mills High School. The City notes and appreciates the comment and will share it with the applicant.

This comment does not raise any concerns about the conclusions reached in the Draft EIR, and no revisions are needed.

I2-4

The commenter reiterates support for the Project. The City notes and appreciates the support. The commenter hopes that it will be possible to add two or three more floors of residential space. As noted in the response to comment I2-2, because of zoning limitations, a taller building with more residential units would not be allowed.

This comment does not raise any concerns about the conclusions reached in the Draft EIR, and no revisions are needed.