Project Name: El Camino Real Roadway Renewal Project
DIST-CO-RTE-PM: 04-SM-82 – PM 12.3/15.9
EA 04-0K810 / **EFIS ID** 0416000142
EA 04-1G900 / **EFIS ID** 0400020619

CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDINGS

FOR

REHABILITATE THE ROADWAY AND SIDEWALKS, IMPROVE SAFETY AND VISIBILITY, REMEDY DRAINAGE ISSUES, AND UPGRADE CURB RAMPS TO BE COMPLIANT WITH THE AMERICANS WITH DISABILITIES ACT (ADA) ALONG A 3.6-MILE SEGMENT OF STATE ROUTE (SR) 82 (EL CAMINO REAL) IN SAN MATEO COUNTY

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15091) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Division 2, Chapter 11, Section 1501 et seq.). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

The following effects have been identified in the EIR as resulting from the project. Effects found not to be significant have not been included.

Aesthetics

Adverse Environmental Effects:

The approved Build Alternative would require the removal of 300 to 350 trees within the project limits dramatically altering the tree-lined character and cohesiveness of public views.

Findings:

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Statement of Facts:

The Build Alternative would require removal of 300 to 350 trees within the project limits. Tree removal would change the visual setting of the project area notably, dramatically altering the tree-lined character and cohesiveness of these views. While the existing roadway configuration and width would be retained, the view would become very open and the intimate feeling would be lost without the double rows of large, historic trees, and their enclosing canopy. Following project construction, these views would no longer retain the same visual character. Therefore, this change represents a potentially significant impact to public views.

The project would implement avoidance, minimization, and mitigation measures summarized below. However, the Build Alternative would not allow for a return to the visual character that exists today. The restrictions on tree replacement associated with existing utility infrastructure would result in 30 percent fewer trees being replanted and an uneven distribution of trees after 20 years. Therefore, the Build Alternative would result in a significant and unavoidable impact to aesthetics.

Design modifications, including sidewalk meanders around tree trunks, sidewalk ramping over tree roots, and adjustment of driveway conforms to sidewalks and the roadway will be implemented where feasible. Caltrans will use alternative construction practices where feasible, including using hand excavation and trenchless drilling around structural roots; protecting all trees and vegetation outside of clearing and grubbing limits using flagging and environmentally sensitive area fencing to protect against construction operations, equipment, and materials storage; soils within planting areas shall be protected from construction operations, equipment, and materials storage to maintain suitable growing conditions for existing and replacement street trees; protective measures shall include avoiding compaction and introduction of materials inconducive to plant growth; corrective amendments and treatments will be used if planting area soils are damaged during construction (VIS-1). Following completion of roadway construction, replacement street trees shall be planted in roadside areas of the right-of-way consistent with horticultural and maintenance guidelines and safety and sight distance standards. Removed vegetation will be replaced at a 1:1 ratio provided there is adequate space within the roadside areas of the project limits within Caltrans' right-of-way. Replacement planting species and size will be determined during final design (VIS-2). A permanent irrigation system for replacement plantings will be specified during final design and installed prior to replacement street tree planting within the limits of the Howard-Ralston Eucalyptus Tree Rows (VIS-3). A three-year plant establishment period will be specified during final design and implemented immediately following construction of planting and irrigation systems. The three-year plant establishment period will be implemented in accordance with Section 20-4 of the standard specification (VIS-4). A 20-year management plan shall be prepared in consultation with a certified consulting arborist and shall prescribe methods for the long-term care of both retained trees and replacement trees within the limits of the Howard-

Ralston Eucalyptus Tree Rows to ensure the sustained health and viability of the trees within the Tree Rows (VIS-5).

Alternatives to the proposed project were considered in the EIR, including a road diet, a relocation alternative, and an extended construction phase alternative. However, it was determined that these alternatives would either not meet the purpose and need of the proposed project, would result in additional or similar significant impacts, or would not reduce impacts to the aesthetic resources over the Build Alternative.

A design option is being evaluated for the Build Alternative. With this design option, the existing electrical transmission, telecommunications, and cable TV lines that currently run along poles above the roadway would be relocated underground from Barroilhet Avenue to Ray Drive/Rosedale Avenue in the City of Burlingame. Implementation of this design option would allow for an increase in the number of replacement trees within the corridor. After 20 years, the impact would be less than significant. However, utility undergrounding efforts are being funded, led, and coordinated by the City of Burlingame. Final approval of utility undergrounding would depend upon agreements between the City of Burlingame, PG&E, and other utility providers. Caltrans has disclosed the environmental consequences of the undergrounding activities. However, the ability to move forward with this design option is beyond the decision-making capability of Caltrans and cannot be ensured at this time. However, these discussions will continue during the project's design phase.

Cultural Resources

Adverse Environmental Effects:

The Build Alternative would require the removal of 250 of the 391 trees that contribute to the Howard-Ralston Eucalyptus Tree Rows resulting in an adverse effect to this historic resource.

Findings:

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Statement of Facts:

The Howard-Ralston Eucalyptus Tree Rows along El Camino Real in the City of Burlingame and the Town of Hillsborough is listed on the National Register of Historic places (NRHP) (NRHP #12000127) and is a Caltrans-owned resource on the Master

List of Historical Resources per Public Resources Code 5024. The Howard-Ralston Eucalyptus Tree Rows is listed under NRHP Criterion A for its association with the founding of the City of Burlingame and Town of Hillsborough and under Criterion C as an excellent example of master landscape gardener John McLaren's early work. The project would remove at least 250 of the 391 trees that contribute to the Howard-Ralston Eucalyptus Tree Rows. The project also has the potential to directly affect the roots of additional contributing trees that may be within the existing roadway. Potential damage to tree roots encountered during construction could result in additional unanticipated tree removals.

Alternatives to the proposed project were considered in the EIR, including a road diet, a relocation alternative, and an extended construction phase alternative. However, it was determined that these alternatives would either not meet the purpose and need of the proposed project, would result in additional or similar significant impacts, or would not reduce impacts to the Howard-Ralston Eucalyptus Tree Rows.

A Memorandum of Agreement (MOA) was prepared that documents the avoidance, minimization, and mitigation measures for cultural resources agreed to by Caltrans and State Historic Preservation Officer (SHPO). The MOA was executed on February 17, 2022. While these measures (summarized below) would be incorporated into the proposed project, the measures would not reduce the proposed project's impacts to less than significant for either of the project build alternatives. Therefore, the proposed project's impact to historical resources would still be significant and unavoidable for both build alternatives.

Mitigation Measures VIS-1, VIS-2, and VIS-5 (the Howard-Ralston Eucalyptus Tree Rows Management Plan), will be done in accordance with U.S. Secretary of the Interior Standards for the Treatment of Historic Properties, where possible (CUL-2). Caltrans will prepare a Historic American Landscape Survey (HALS) for Howard-Ralston Eucalyptus Tree Rows (CUL-3). Caltrans District 4 will complete an NRHP Nomination update for the Howard-Ralston Eucalyptus Tree Rows (CUL-4). Caltrans District 4 will develop an El Camino Real Historic Resource Management Plan, for State Route 82 between post miles (PM) 12.89 and 15.79, in the City of Burlingame (CUL-5). Utilizing the photographs produced for the HALS document pursuant to CUL-3, in addition to periodic photography completed during and after construction, Caltrans District 4 will document the removal and replacement of trees within the Howard-Ralston Eucalyptus Tree Rows to create an archival record of the project and its effects to the Historic Property (CUL-6). Caltrans District 4, in consultation with the Burlingame Historical Society, will develop a walking tour which will incorporate interpretive panels, wayfinding signs, sidewalk plaques or other signage (CUL-7). Caltrans District 4 will coordinate the placement of a time capsule within Caltrans' right-of-way or other publicly accessible location. Details on placement, when the capsule will be opened, and by whom will be finalized during final design (CUL-8). Caltrans will install two benches within the project

corridor constructed of reclaimed lumber from the removed trees within the Howard-Ralston Eucalyptus Tree Rows (CUL-9).

Adverse Environmental Effects:

The Build Alternative would require the removal of character-defining features from three historic properties within the project limits resulting in significant impacts to these resources.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

Caltrans will establish Environmentally Sensitive Areas (ESA) for the preservation in place of; 1500-1504 Barroilhet, Burlingame, 770 N. El Camino Real (St. Joseph's Church), San Mateo, and 525 N. El Camino Real (Royal Pines Apartments), San Mateo (CUL-1). Caltrans will prepare Historic American Building Surveys (HABS) for 1479 El Camino Real, Burlingame, 1265 El Camino Real, Burlingame, and 1041 El Camino Real, Burlingame (CUL-3). To emphasize the importance of cultural resources and the purpose and necessity of protecting them, prior to construction, all construction personnel will be instructed on the protection and avoidance of cultural resources, including state and federal laws regarding cultural resources. This will include a review of the locations of ESAs and what is being protected at each location. Caltrans will establish environmentally sensitive areas (ESA) for the preservation in place of; 1500-1504 Barroilhet, Burlingame, 770 N. El Camino Real (St. Joseph's Church), San Mateo, and 525 N. El Camino Real (Royal Pines Apartments), San Mateo. Implementation of these measures would reduce construction impacts in these areas to less than significant.

Noise

Adverse Environmental Effects:

The Build Alternative would require daytime and nighttime construction activities adjacent to residences and a school. These activities could exceed allowable noise limits.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

The Build Alternative would require sidewalk replacement and curb ramp upgrades, pedestrian and signalized infrastructure upgrades, pavement demolition, pavement reconstruction, drainage upgrades, and tree removal, clearing, and grubbing. The Roadway Construction Noise Model was used to estimate noise levels during construction at 14 locations within the project limits. All construction activities modelled would exceed noise limits for at least one location within the project limits. Implementation of the mitigation measures summarized below would reduce short-term construction noise impacts in these locations to less than significant.

A temporary noise barrier or other control measure would be installed in front of McKinley Elementary to attenuate noise to less than 52 dBA whenever work is planned within 500 feet of the school during regular school hours. Noise levels will be verified through noise monitoring during construction (NOI-1). The project plans will include a specification for the contractor to create and implement a Noise Control and Monitoring Plan. The plan will require the contractor to implement measures to limit noise levels to comply with 2018 Caltrans Standard Specifications Section 14-8.02 and California Streets and Highway Code Section 216. Noise levels will be verified through noise monitoring during construction (NOI-2).

Dina A. El-Tawansy	Dina El-Tawansy	04/19/2022
District Director (or designee)	Signature	Date