

1100 El Camino Real – Responses to Comments

The Notice of Availability and Intent to Adopt a Sustainable Communities Environmental Assessment (SCEA) for the 1100 El Camino Real Project (proposed project) was published on January 13, 2022, and the public review period for the Project was from January 14, 2022, to February 14, 2022. During the public review period, two public comments were received, from DJT Properties LP and San Francisco International Airport (SFO). A response to each comment is provided below.

DJT Properties LP

Comment Letter

“Our Concerns are as follows:

1. Has the City of Millbrae given any variances not discussed since the last public or private discussion on September 8, 2020? If they have, we should have been notified of any and if so why haven't we been notified.
2. We are concerned about the distance and the height of the hotel from our property line. Height of the building structure may create a blockage of sunlight and overshadowing on our building structure.
3. We are concerned about possible drainage problems to our property as well as the retaining wall.
4. The trees in the plans surround our property and may cause major problems either with root damage and or messy cleanup from leaves or broken branches over a period of time. This could be a big problem.
5. Will the new builders be responsible for the cleaning of dirt, dust, possible rodent problems and general construction debris that may come onto our property during the Construction on 1100 El Camino Real.
6. I had requested at the meeting of September 8, 2020 a copy of the minutes of the meeting for my records and never received one.

I would appreciate an answer to all my above questions asap. We have heard nothing for over the past year regarding this plan ... our source of information as to the status of the project has been through the local paper. Why is this??”

Response

Responses to comments 1 through 6 are provided below. It should be noted that none of the comments are directly related to the environmental analysis in the SCEA, the conclusions from the SCEA, or the adequacy of the SCEA. None of the comments change any of the conclusions from the SCEA and no changes to the SCEA are needed to respond to the comments. The city regularly updates its website with project updates, please see the following website for information about this project - <https://www.ci.millbrae.ca.us/Home/Components/FacilityDirectory/FacilityDirectory/1127/744>.

1. The proposed project is not requesting any variances.

2. The hotel project component is conceptual and has not yet been fully designed. The hotel would be reviewed under a separate development application. . For purposes of this SCEA analysis the potential impacts of the seven-story hotel on the remaining 1.2 acres of the project site have been evaluated and are included in the overall impact assessment and conclusions in the SCEA. Regarding shadow, the city has not adopted a CEQA threshold regarding shadow; therefore, this topic is not required to be analyzed in the SCEA. More information will be available about the future hotel after a separate development application is submitted to the city by the project sponsor. If it is determined, based on the actual design of the hotel, that the hotel could result in impacts not disclosed in the SCEA, subsequent review under CEQA would be required.
3. As described in Section 4.9.3, Project-Specific Analysis, Hydrology and Water Quality, in the SCEA, with implementation of Mitigation Measure HYD-1 and compliance with city grading and stormwater regulations, the proposed project would not substantially alter the existing drainage pattern of the project site. In addition, public works has reviewed the site plan for the proposed project and determined that there would be no issues with drainage. The comment does not include a question or concern about this analysis.
4. The tree species that would be selected would be approved by the city and would include tree species that minimize root damage in accordance with *Chapter 8.60 City of Millbrae Tree Protection and Urban Forestry Program* of the municipal code. All street trees proposed would be maintained by the city, and all trees on the project site would be maintained by the project sponsor or subsequent owner of the project site in accordance with *Chapter 8.60 City of Millbrae Tree Protection and Urban Forestry Program* of the municipal code. While a nuisance, the generation of tree debris is not an environmental impact under CEQA.
5. As discussed on Section 4.2.3, Project-Specific Analysis, Air Quality, of the SCEA, the project sponsor and/or selected contractor will be required to implement Mitigation Measure AIR-1 (PBA EIR MM AQ-2: Construction Best Practices), which includes construction best practices for diesel exhaust emissions and measures to reduce fugitive dust during construction. In addition, maintaining a cleanly construction site is a standard requirement for construction projects and will be reviewed at building submittal. The City will monitor for compliance and send Code Enforcement to investigate any reported issues.
6. There was a City Council special study session held on September 8, 2020. There were no minutes taken for this study session.

San Francisco International Airport

Comment Letter

“San Francisco International Airport (SFO or the Airport) staff have reviewed the Sustainable Communities Environmental Assessment (SCEA) for the 1100 El Camino Real Project (the Proposed Project), located in the City of Millbrae. We appreciate this opportunity to provide comments on the SCEA.

The Proposed Project is located at 1100 El Camino Real (Assessor’s Parcel Numbers 021-324-190, 021-324-310, and 021-324-320), near the southwest corner of El Camino Real and Center Street, in the City of Millbrae. The Proposed Project would demolish an existing hotel and two residential buildings and construct a new five-story, 396,272-square-foot, apartment complex; a six-story, 203,514-square-foot,

parking structure; and a seven-story, 135,967-square-foot hotel with a 69,533-square-foot associated parking garage.

Site improvements would include landscaping, utility connections, and construction of pedestrian walkways and internal access driveways. The maximum height of the Proposed Project would be 85 feet above ground level. The Proposed Project is located about 0.8 mile from the closest runway end (Runway 1L-19R) at SFO.

The Proposed Project site is inside Airport Influence Area B as defined by the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP). The Proposed Project site would be located outside the 65 decibel (dBA) Community Noise Equivalent Level (CNEL) contour and the Safety compatibility zones, and therefore would not appear inconsistent with the noise and safety policies as adopted in the SFO ALUCP.

As shown in the attachment, the critical aeronautical surfaces at the Proposed Project location are at an elevation of above approximately 163 feet above mean sea level (AMSL) as defined from the origin of the North American Vertical Datum of 1988 (NAVD88). Given that the ground elevation at the Proposed Project site is around 35 feet AMSL (NAVD88), the heights of the buildings, as currently defined (as 85 feet above ground level), would be below the critical aeronautical surfaces and the Proposed Project would not appear incompatible with the Airspace Compatibility Policies of the SFO ALUCP, subject to the issuance of a Determination of No Hazard from the Federal Aviation Administration (see below) for any proposed structures, and determinations from the City/County Association of Governments of San Mateo County as the designated Airport Land Use Commission.

This determination does not negate the requirement for the Proposed Project sponsor to undergo Federal Aviation Administration review as described in 14 Code of Federal Regulations Part 77 for both (1) the permanent structures and (2) any temporary cranes or other equipment taller than the permanent structures required to construct those structures.

Due to the proximity of the Proposed Project to the Airport, Airspace Protection Policies (AP-1 through AP-4) from the SFO ALUCP are enclosed as reminders of incompatible site characteristics, especially as it pertains to wildlife attractants, particularly large flocks of birds, that pose threats to safe aircraft operations, and building materials/features that reflect and create bright lights/glare.

* * *

The Airport appreciates your consideration of these comments. If I can be of assistance, please do not hesitate to contact me at (650) 821-6678 or at nupur.sinha@flysfo.com."

Response

As discussed in Section 4.8.3, Project-Specific Analysis, Hazards and Hazardous Materials, it is noted that the proposed project would not appear incompatible with the Airspace Compatibility Policies of the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP), subject to the issuance of a Determination of No Hazard from the Federal Aviation Administration for any proposed structures, and determinations from the City/County Association of Governments of San Mateo County as the designated Airport Land Use Commission. The project sponsor will undergo Federal Aviation Administration review as described in 14 Code of Federal Regulations Part 77 for both (1) the permanent structures and (2) any temporary cranes or other equipment taller than the permanent structures required to construct those structures. None of the comments change

any of the conclusions from the SCEA and no changes to the SCEA are needed to respond to the comments.