

## **2015-2023 HOUSING ELEMENT UPDATE**

### **INITIAL STUDY AND ENVIRONMENTAL CHECKLIST FORM CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

---

- 1. Project Title:** 2015-2023 Housing Element Update – General Plan Amendment to Update the Housing Element
- 2. Lead Agency Name and Address:** City of Burlingame  
501 Primrose Road  
Burlingame, CA 94010
- 3. Contact Person and Phone Number:** Kevin Gardiner, Planning Manager  
Telephone: (650) 558-7250  
E-Mail: kgardiner@burlingame.org
- 4. Project Location:** The 2015-2023 Housing Element is a Planning document that provides guidance for new housing development throughout the City of Burlingame. Burlingame is located in central San Mateo County, as shown on Figure 1.1-1, *Regional Map*. It is bordered by the City of Millbrae to the north, the Town of Hillsborough and Freeway 280 to the west, the City of San Mateo to the south, and San Francisco Bay to the east, as shown on Figure 1.1-2, *Vicinity Map*.
- 5. Project Sponsor's Name and Address:** City of Burlingame  
Community Development Department  
501 Primrose Road  
Burlingame, CA 94010
- 7. General Plan Designation:** Within the City of Burlingame adopted General Plan, including the adopted Specific Plans, there are a variety of Residential and Mixed Use land use designations that allow residential uses at a variety of densities. The 2015-2023 Housing Element will update the General Plan as a required Element as outlined in State law. It is intended to provide an evaluation of the existing and projected housing needs of the community, provide an inventory of sites available for development to meet the City's share of the regional housing needs, and update the goals and policies to address the housing needs and remove or reduce constraints to the production and maintenance of housing.
- 8. Zoning:** There are a variety of residential and mixed-use zoning districts within the City of Burlingame that provide opportunities for development of housing projects at a variety of densities. A detailed description of the zoning and an inventory of sites available for housing development are contained in Chapter V. of the Housing Element, Community Resources and Opportunities.

## **9. Description of Project:**

The project consists of the update of the City of Burlingame's Housing Element, a mandated element of the General Plan. The document includes programs and policies which address the housing needs of the community. New policies and programs in the updated Housing Element include recommendations for changes in the land use regulations pertaining to residential development near transit stations and along transit corridors, the creation of incentives to encourage development of a variety of housing types, allowing fee waivers for affordable rehabilitation, and consideration of residential and commercial in-lieu fees to contribute towards the supply of low- and moderate-income housing. Any future changes in regulations and development of housing will be subject to environmental review per the requirements of the California Environmental Quality Act, and subject to public review and hearings prior to implementation. None of the housing sites identified in the updated Housing Element would require rezoning to allow the proposed residential uses.

The specific recommendations for implementation of the goals and policies are outlined in the Draft Housing Element. There are no major changes proposed to the goals and policies of the current 2009-2014 Housing Element.

The City of Burlingame is a mature community with very little vacant land available for development. Most of the sites selected for housing are infill sites which are currently underdeveloped and could be redeveloped at higher densities. Three areas of the City are specifically identified for development opportunities: Downtown Burlingame, North Burlingame, and sites along Carolan Avenue. Since the Housing Element update is an amendment to the General Plan, the analysis of environmental impacts is being done on a broad scale. Many of the programs and policies can be implemented through the zoning code now in place. Analysis of the housing element update will assume development will occur under the existing code as well as the recommended code revisions, which will likely occur within the first year of implementation.

---

## TABLE OF CONTENTS

---

### Contents

SECTION 1	INTRODUCTION AND PURPOSE .....	1
SECTION 2	PROJECT DESCRIPTION.....	4
SECTION 3	ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS .....	6
	3.1 AESTHETICS.....	6
	3.2 AGRICULTURAL RESOURCES.....	8
	3.3 AIR QUALITY .....	9
	3.4 BIOLOGICAL RESOURCES .....	12
	3.5 CULTURAL RESOURCES.....	15
	3.6 GEOLOGY AND SOILS.....	16
	3.7 GREENHOUSE GAS EMISSIONS.....	21
	3.8 HAZARDS AND HAZARDOUS MATERIALS .....	24
	3.9 HYDROLOGY AND WATER QUALITY .....	27
	3.10 LAND USE.....	31
	3.11 MINERAL RESOURCES.....	34
	3.12 NOISE .....	35
	3.13 POPULATION AND HOUSING.....	39
	3.14 PUBLIC SERVICES .....	40
	3.15 RECREATION .....	42
	3.16 TRANSPORTATION.....	43
	3.17 UTILITIES AND SERVICE SYSTEMS.....	45
	3.18 MANDATORY FINDINGS OF SIGNIFICANCE .....	47
SECTION 6	AUTHORS.....	50

### FIGURES

Figure 1.1-1:	Regional Map .....	2
Figure 1.1-2:	Vicinity Map .....	3
Figure 1.1-3:	Potential Housing Sites .....	4

## **SECTION 1 INTRODUCTION AND PURPOSE**

---

This Initial Study of environmental impacts is being prepared to conform to the requirements of the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations 15000 et. seq.), and the regulations and policies of the City of Burlingame. By State mandate, each city and county in California is required to plan for the housing needs for its share of the expected new households over the next eight years, as well as for the housing needs of all economic segments of each jurisdiction's population. This planning is being done in Burlingame by updating the City's adopted 2009-2014 Housing Element of the General Plan. The Housing Element serves as a guiding document for new housing development, how the City allocates resources for new housing, and housing related services during the period from 2015 through 2023.

This Initial Study evaluates the potential environmental impacts which might reasonably be anticipated to result from planning for the potential development of 863 new housing units in various locations throughout the City. The City of Burlingame is the Lead Agency under CEQA and has prepared this Initial Study to address the impacts of updating the Housing Element of the General Plan.

Figure 1.1-1: Regional Map

Figure 1.1-2: Vicinity Map

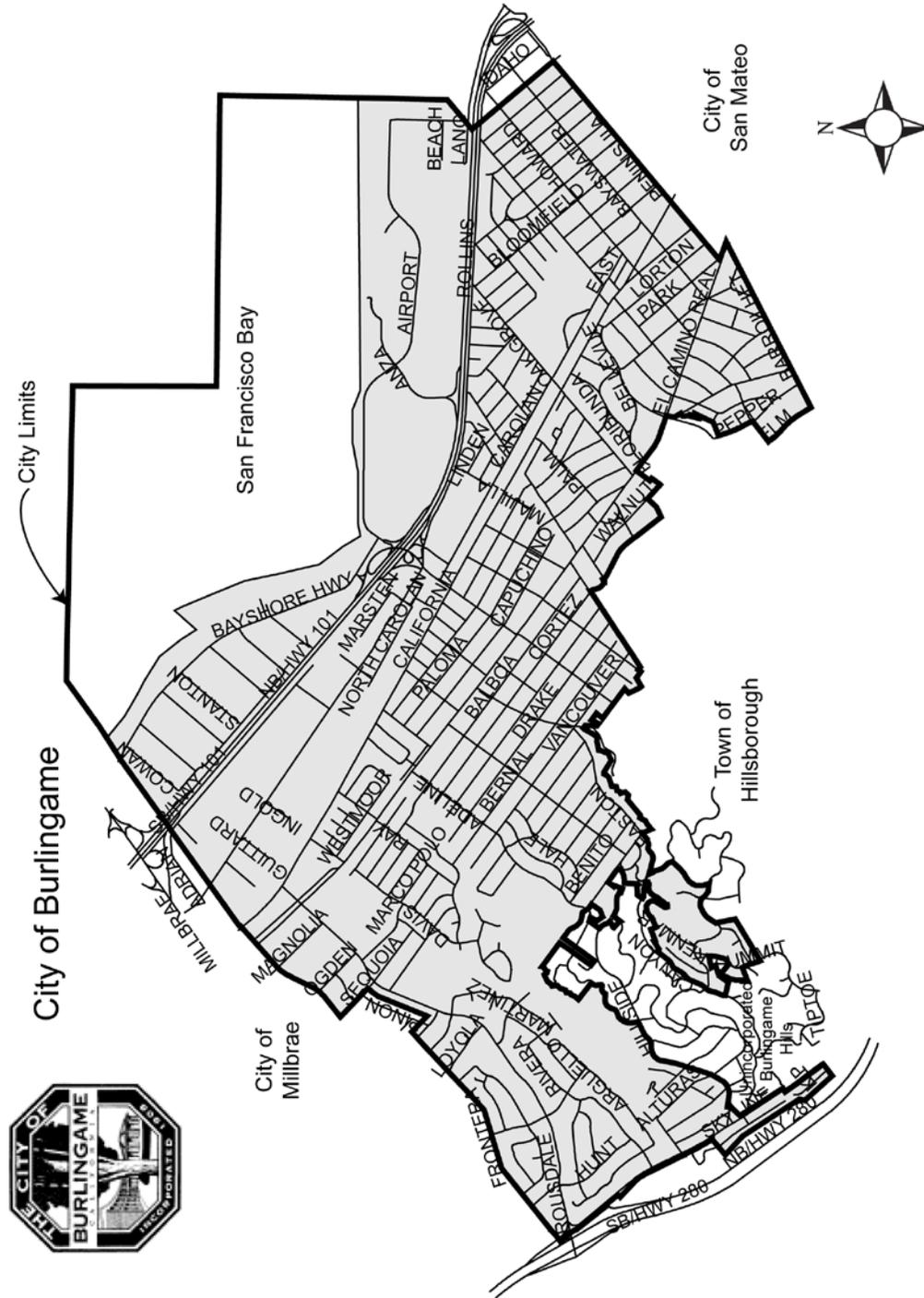
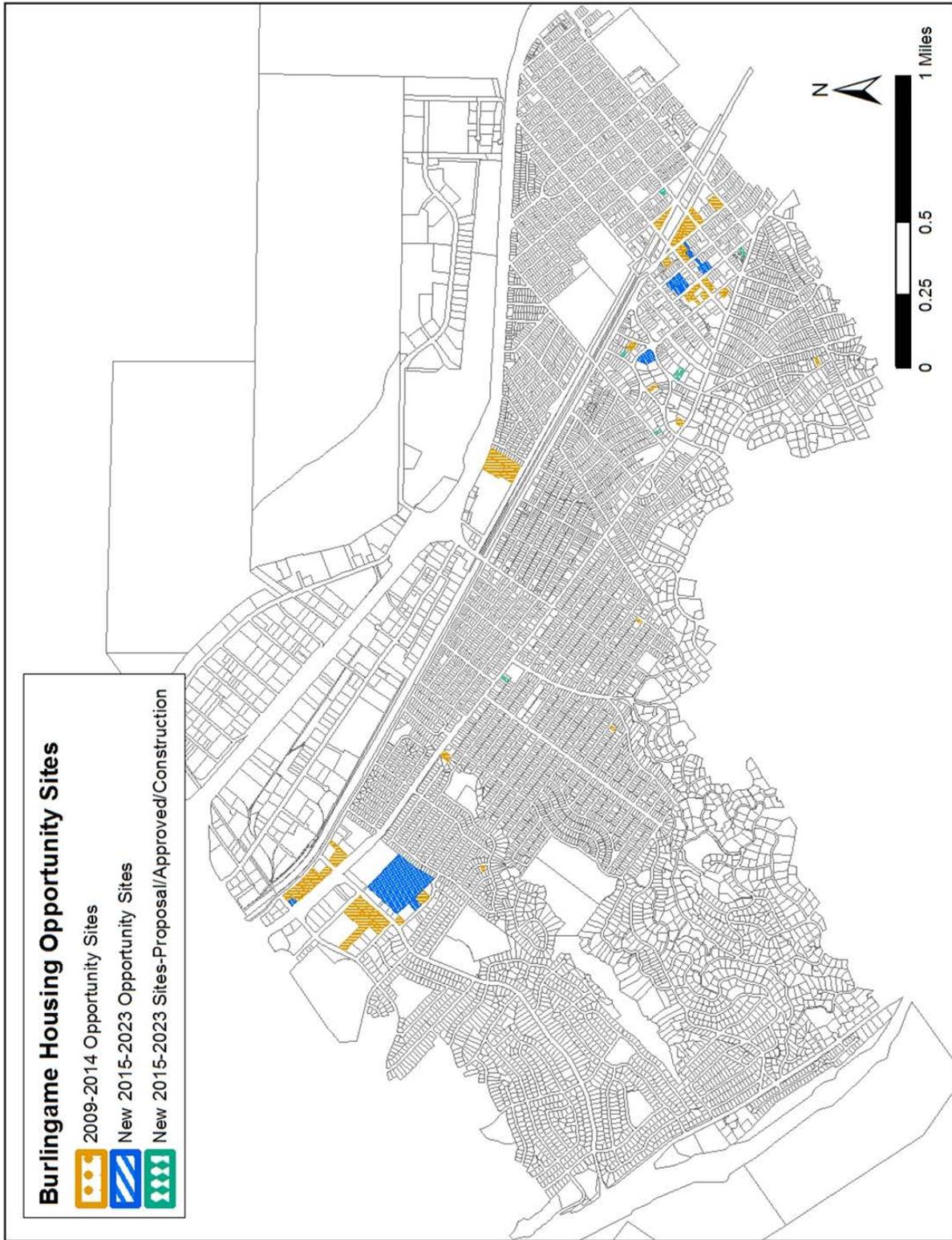


Figure 1.1-3: Potential Housing Sites Map



**2.1              Project Description**

The project consists of the update of the City of Burlingame's Housing Element, a mandated element of the General Plan. The document includes programs and policies which address the housing needs of the community. New policies and programs in the updated Housing Element include recommendations for the creation of incentives to encourage development of a variety of housing types, allowing fee waivers for affordable rehabilitation, and consideration of residential and commercial in-lieu fees to contribute towards the supply of low- and moderate-income housing. Any future changes in regulations and development of housing will be subject to environmental review per the requirements of the California Environmental Quality Act, and subject to public review and hearings prior to implementation. None of the housing sites identified in the updated Housing Element would require rezoning to allow the proposed residential uses. The specific recommendations for implementation of the goals and policies are outlined in the Draft Housing Element. There are no major changes proposed to the goals and policies of the current 2009-2014 Housing Element.

The City of Burlingame is a mature community with very little vacant land available for development. Most of the sites selected for housing are infill sites which are currently underdeveloped and could be redeveloped at higher densities and would be reused. Three areas of the City are specifically identified for development opportunities. These sites include Downtown Burlingame, North Burlingame, and sites along Carolan Avenue. Since the Housing Element update is an amendment to the General Plan, the analysis of environmental impacts is being done on a broad scale. Many of the programs and policies can be implemented through the zoning code now in place. Analysis of the housing element update will assume development will occur under the existing code as well as the recommended code revisions, which will likely occur within the first year of implementation.

**2.1.1            Surrounding Land Uses and Setting**

The Housing Element update involves the entire City of Burlingame, a community with a population of 28,806 located about 16 miles south of San Francisco in San Mateo County. The City is bordered by the City of Millbrae to the north, the Town of Hillsborough to the west, the City of San Mateo to the south, and the San Francisco Bay to the east. A major freeway, U.S. 101, and a State Highway, S.R. 82 (El Camino Real) run north/south through the City of Burlingame. Interstate 280 runs along the western border of the City. The topography of Burlingame ranges from steep hillsides on the western side of the City to relatively flat parcels to the east. The City of Burlingame encompasses an area of approximately 6.1 square miles, of which 1.7 square miles are under the waters of San Francisco Bay. Several creeks traverse the City, and geologic constraints are not uncommon in the hillside areas. The San Andreas Fault is located west of Burlingame, running along San Andreas Lake and Crystal Springs reservoir, less than ½ mile from Burlingame's boundary along Skyline Boulevard.

**2.1.2            Other Public Agencies Approvals Required**

- The California State Department of Housing and Community Development (HCD)
- City/County Association of Governments (as Airport Land Use Commission for San Mateo County)

**SECTION 3 ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS**

*This section describes the existing environmental conditions on and near the project area, as well as environmental impacts associated with the proposed project. The environmental checklist, as recommended in the California Environmental Quality Act (CEQA) Guidelines, identifies environmental impacts that could occur if the proposed project is implemented.*

*The right-hand column in the checklist lists the source(s) for the answer to each question. The sources cited are identified at the end of this section. Mitigation measures are identified for all significant project impacts. Measures that are standard and required by the City or law are categorized as “Standard Measures.” Measures that are required to reduce significant impacts to a less than significant level are categorized as “Mitigation Measures.”*

**3.1 AESTHETICS**

**3.1.1 Setting**

As shown on the potential housing sites maps, the potential development sites are within the fully developed area of Burlingame. Three areas of the City are specifically identified for development opportunities. These sites include Downtown Burlingame, North Burlingame, and sites along Carolan Avenue. Visually, in all of the areas the potential sites are surrounded by predominantly similar residential uses or commercial uses. In the North Burlingame Area, underutilized sites face the Caltrain railroad tracks and are bordered by commercial uses. The Carolan Avenue opportunity sites face the railroad tracks and US Highway 101, and are bordered by residential uses.

The potential project sites are not located near a scenic highway or scenic vista.

**3.1.2 Environmental Checklist and Discussion of Impacts**

<b>AESTHETICS</b>					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

<b>AESTHETICS</b>					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
3) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1

The adoption of the Housing Element update will have no impact on aesthetics. Any future housing development will be required to comply with the zoning code requirements and applicable design guidelines regulating mass, bulk height, and design of buildings, and therefore would be compatible with the areas in which they would be developed.

### 3.1.3 Conclusion

The proposed project would not result in significant, adverse visual or aesthetic impacts. **[Less Than Significant Impact]**

**3.2 AGRICULTURAL RESOURCES**

**3.2.1 Setting**

According to the City of Burlingame General Plan Land Use Map, there is no agricultural land in Burlingame. The California Department of Conversation, San Mateo County Important Farmland 2010 Map categorizes land within Burlingame as primarily Urban and Built-Up Land. Specifically, the proposed housing sites are currently in an urban setting.

**3.2.2 Environmental Checklist and Discussion of Impacts**

<b>AGRICULTURAL RESOURCES</b>					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,10
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
3) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2

None of the potential housing sites are located in a "Prime Farmland", "Unique Farmland", or "Farmland of Statewide Importance" area, as shown on the maps prepared for the Farmland Mapping and Monitoring Program of the California Resources Agencies. The sites are not designated for agricultural uses by the Burlingame General Plan, nor are they zoned for agricultural use or regulated by the Williamson Act. The potential housing sites are not currently used for agricultural purposes, and are located within a fully developed urban area and have no impacts on forest or timberland. For these reasons, a proposed project would not result in a significant impact on agricultural resources.

**3.2.3 Conclusion**

A proposed project on identified Housing Inventory Sites would not result in impacts to agricultural resources. **[No Impact]**

### **3.3 AIR QUALITY**

#### **3.3.1 Setting**

##### **3.3.1.1 *Local and Regional Air Quality***

Air quality and the amount of a given pollutant in the atmosphere are determined by the amount of pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determination of transport and dilution are wind, atmospheric stability, terrain, and for photochemical pollutants, sun light.

The potential project sites are within the San Francisco Bay Area Air Basin. The Bay Area Air Quality Management District (BAAQMD) has the primary responsibility for ensuring that the San Francisco Bay Area Basin attains and maintains compliance with federal and state ambient air quality standards. This regional agency regulates air quality through its permit authority over most types of stationary emission sources and through its planning and review process.

Both the U.S. Environmental Protection Agency and the California Air Resources Board have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants which represent safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. The major criteria pollutants are ozone, carbon monoxide, nitrogen dioxide (NO<sub>x</sub>) sulfur dioxide, and particulate matter.

The Bay Area 2010 Clean Air Plan is the current control strategy to reduce ozone, particulate matter (PM), air toxins, and greenhouse gases (GHGs) for the City of Burlingame. The 2010 Clean Air Plan was based on the ABAG population and employment projections for the San Francisco Bay area, including growth that would be accommodated under each City's General Plan. The BAAQMD monitors air quality at several locations in the San Francisco Bay Air Basin. Historically, problematic criteria pollutants in urbanized areas include ozone, particulate matter, and carbon monoxide. Combustion of fuels and motor vehicle emissions are a major source of each of these three criteria pollutants. Burlingame is within the San Francisco Bay Area Air Ozone non-attainment area as delineated by the U.S. EPA.

As noted below, the development of potential housing sites would not result in a significant increase in emissions of particulate matter or ozone precursors during operation. Because construction activities require permits from the BAAQMD and Burlingame to regulate emissions, construction emissions would also not result in significant emissions of particulate matter or ozone precursors. Therefore, the proposed project would not conflict with or obstruct implementation of the BAAQMD's air quality plans to bring the Air Basin into attainment for particulate matter and ozone, resulting in a less-than-significant impact.

#### **Sensitive Receptors**

BAAQMD defines sensitive receptors as facilities where sensitive receptor population groups (children, the elderly, the acutely ill and the chronically ill) are likely to be located. These land uses include residences, school playgrounds, childcare centers, retirement homes, convalescent homes, hospitals and medical clinics. The Mills-Peninsula Hospital is in close proximity to one of the potential project areas.

**3.3.2 Environmental Checklist and Discussion of Impacts**

<b>AIR QUALITY</b>					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,4
2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,4
3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,4
4) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,4
5) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1

### **3.3.2.1 Long Term Air Quality Impacts**

BAAQMD has established thresholds for what would be considered a significant addition to existing air pollution. According to the BAAQMD CEQA guidelines, a project that generates more than 80 pounds per day of ozone precursors (i.e., reactive organic gases (ROG) and nitrogen oxides) is considered to have a potentially significant impact on regional air quality. On an annual basis, the threshold is 15 tons per year. The potential operational air quality impacts of future residential projects would be associated with motor vehicle trips generated by the proposed development. Since most of the identified Housing Inventory Sites would be redeveloped, the increase in the number of vehicle trips is not expected to be significant. Any minor increase in vehicle trips generated would only marginally increase daily emissions of ozone precursors and PM<sub>10</sub> and would be well below BAAQMD established thresholds for consideration of a significant impact. Consequently, the project would not affect air quality in the region or conflict with or obstruct implementation of the applicable Air Quality Attainment Plans. Any stationary sources on site would be subject to the BAAQMD Rules and Regulations. Compliance with BAAQMD Rules and Regulations would ensure that the project would not conflict with or obstruct implementation of the applicable air quality plans.

### **3.3.2.2 Short-Term Air Quality Impacts**

Construction-related air quality impacts associated from a proposed project would be the result of dust creating activities, exhaust emissions of construction equipment and the use of typical construction materials such as asphalt and other construction materials that tend to volatilize into the atmosphere. Due to the negligible amount and short duration of these impacts, all are considered to be less than significant, except for the activities generating dust.

Construction activities such as excavation and grading operations and construction vehicles driving over and wind blowing over exposed earth, generate fugitive particulate matter that will affect local and regional air quality. The effects of these dust generating activities will be increased dustfall and locally elevated levels of PM<sub>10</sub> downwind of construction activity. Construction dust also has the potential for creating a nuisance at nearby properties.<sup>1</sup> If uncontrolled, dust generated by construction activities could be a significant impact. Any future project's construction-related activities will be required to comply with BAAQMD and Burlingame regulations, which include implementation of all feasible dust control measures. Compliance with these regulations will reduce construction impacts to a level that is less than significant.

### **3.3.3 Conclusion**

Increased density can result in increased traffic and consequent impacts on air quality. However, the areas proposed for residential development are in already developed urban areas, so the new uses would be replacing uses that already generate traffic. In addition, the Housing Inventory Sites are all within one-half mile of major transit hubs (Caltrain or BART) or along a transit corridor. It is expected that the increase in density will be offset both by the fact that the new residential uses would replace existing uses and by the increased use of transit, thus reducing any potential impact on air quality.

Future development resulting from implementation of the housing element would not result in significant long-term regional or local air quality impacts. **[Less Than Significant Impact]**

---

<sup>1</sup> The word nuisance is used in this Initial Study to mean "annoying, unpleasant or obnoxious" and not in its legal sense.

### **3.4 BIOLOGICAL RESOURCES**

#### **3.4.1.1 *Existing Habitat***

Special status plants include those listed as “Endangered,” “Threatened,” or “Candidate for Listing” by the California Department of Fish and Wildlife (CDFW) or the U.S. Fish and Wildlife Service (USFWS), that are included in the California Rare Plant Rank, or that are considered special-status in local or regional plans, policies, or regulations. Special status animals include those listed as “Endangered,” “Threatened,” or “Candidate for Listing” by the CDFW or the USFWS, that are designated as “Watch List,” “Species of Special Concern,” or “Fully Protected” by the CDFW, or that are considered “Birds of Conservation Concern” by the USFWS.

According to the California Natural Diversity Database (CNDDDB), there are occurrences of plant and animal species with special-status within the city limits. However, the areas of Burlingame identified for potential housing development are located within a fully developed urban community with very little native plant and animal life, and there is no record of any rare, unique or endangered species of plants or animals in these specified areas. Any future projects would be evaluated to determine the presence of any special-status plant and animal species within or adjacent to a specific development site. Compliance with federal and State laws, including the Migratory Bird Treaty Act, Clean Water Act, Federal and California Endangered Species Acts, and California Native Plant Protection Act would ensure that any impacts to special-status species associated with potential future development would be less than significant.

There is no farmland in Burlingame. Because the areas identified as Housing Inventory Sites have already been disturbed through urban development, no significant changes are anticipated in the diversity or number of species of plants or animals, or in the deterioration of existing wild life habitat.

The potential development sites are surrounded by office, commercial and residential development with limited cover and foraging habitat for wildlife. No Habitat Conservation Plans, Natural Community Conservation Plans, or other local, regional, or state habitat conservation plans apply to the potential housing sites.

#### **3.4.1.2 *Trees and Impacts to Mature Trees***

Any trees present on potential development sites would be evaluated on a case by case basis at the time of development. A tree removal permit is required for removal of protected size trees, as outlined in Chapter 11.06 of the Burlingame Municipal Code, Urban Reforestation and Tree Protection.

**3.4.2 Environmental Checklist and Discussion of Impacts**

<b>BIOLOGICAL RESOURCES</b>					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,5
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
3) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,5
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

<b>BIOLOGICAL RESOURCES</b>					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
6) Conflict with any applicable Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

**3.4.3 Conclusion**

Future development resulting from implementation of the Housing Element would not result in any biological impacts. **[Less Than Significant Impact]**

**3.5 CULTURAL RESOURCES**

**3.5.1 Setting**

The types of cultural resources that meet the definition of historical resources under CEQA generally consist of districts, sites, buildings, structures, and objects that are significant for their traditional, cultural, and/or historical associations. Commonly, the two main resource types that are subject to impact, and that may be impacted by potential future development, are historical archaeological deposits and historical architectural resources, as discussed below.

Cultural resources are protected by federal and State regulations and standards, including, but not limited to, the National Historic Preservation Act, the California Public Resources Code, and CEQA. If the potential future development under the proposed Project or adjacent properties are found to be eligible for listing on the California Register, the development would be required to conform to the current Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, and Restoring Historic Buildings, which require the preservation of character defining features which convey a building's historical significance, and offers guidance about appropriate and compatible alterations to such structures.

Historical and pre-contact archaeological deposits that meet the definition of historical resources under CEQA could be damaged or destroyed by ground-disturbing activities associated with potential future development. Should this occur, the ability of the deposits to convey their significance, either as containing information important in prehistory or history, or as possessing traditional or cultural significance to Native American or other descendant communities, would be materially impaired.

Since any sites proposed for development have already been disturbed, it is not expected that future projects would have an impact on prehistoric or historic archeological resources.

**3.5.1.1 *Prehistoric and Historic Resources***

There is no evidence of recorded historic and/or prehistoric archaeological resources inside or immediately adjacent to the areas identified for potential housing sites.

**3.5.2 Environmental Checklist and Discussion of Impacts**

<b>CULTURAL RESOURCES</b>					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project: 1) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1

2) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1
3) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
4) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1

**3.5.2.1 Buried Prehistoric and Historic Resources**

Based on relevant archaeological reports for the immediate area, adoption of the updated Housing Element and any future housing development should have no effect on archaeological resources. Although it is unlikely that buried cultural materials would be encountered, standard conditions for excavation activities would be applied to a potential project as described below.

As required by County ordinance, any future project will incorporate the following guidelines. Pursuant to Section 7050.5 of the Health and Safety Code, and Section 5097.94 of the Public Resources Code of the State of California, for all future projects, if during grading and construction activities, any archaeological or human remains are encountered, construction shall cease and a qualified archaeologist shall visit the site and address the find. The San Mateo County Coroner shall be notified to provide proper direction on how to proceed. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the land owner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

**3.5.3 Conclusion**

Since any sites proposed for development have already been disturbed, it is not expected that future projects would have an impact on prehistoric or historic archeological resources. In addition, the protocol established in State law will be followed for any future residential development projects.

The proposed project would not result in significant impacts to cultural resources. **[Less Than Significant Impact]**

## **3.6 GEOLOGY AND SOILS**

### **3.6.1 Setting**

#### **3.6.1.1 *On-Site Geologic Conditions***

##### **Seismicity**

The San Francisco Bay Area is one of the most seismically active regions in the United States. Natural seismic hazards exist in Burlingame because of the City's proximity to two major active earthquake faults: the San Andreas Fault running north to south through the hills to the west; and the Hayward Fault, fifteen miles to the east. Earthquakes cause damage, but the risks of loss of life and property can be reduced with a willingness to require high standards of new construction and a careful review of older buildings, existing hazards and emergency action procedures.

San Andreas Fault is one of the more active in California and stretches for 650 miles north-to-south. Its position just west of Burlingame avoids the hazard of surface rupture within the city, but threatens major ground shaking and ground failure in the future.

Hayward Fault lies about fifteen miles to the east of Burlingame at the base of the East Bay hills. Historically, this fault has produced the most moderate-sized earthquakes in the Bay Area and future earthquakes could be sharply felt in Burlingame.

Serra Fault is a minor thrust fault that runs from Millbrae through Burlingame, passing under the western end of Mariposa Drive. Considered to have common roots with the San Andreas Fault, it is assumed to be potentially active and poses future problems of surface rupture and damage to any structure built over its path. Little risk to life is anticipated.

The major cause of damage during an earthquake is ground shaking, with frequency and amplitude of motion dependent on local geologic conditions. Sites on bedrock tend to have sharp, high frequency jolts with little amplitude, while sites on deep alluvium receive lower frequency shocks but suffer movement with high amplitude.

Regional studies have suggested that the response of certain soils such as baymuds to earthquakes will also vary according to the depth of soil and the magnitude of the quake. Thus, ground accelerations of smaller quakes are magnified as much as three times over the underlying bedrock, whereas ground accelerations of a large quake (7.5 or more on the Richter scale) would be reduced to a value below that of the underlying bedrock.

Burlingame's industrial area and waterfront commercial district are on fill over baymud and may be subject to both unequal settlement and increased accelerations from most local earthquakes. The additional potential for damage from liquefaction and sliding is also present for those buildings with inadequate foundations. There is no housing proposed in these areas.

##### **Landslides**

Many of the natural factors that promote landsliding, such as steep slopes, poorly consolidated bedrock, and occasional heavy rainfall, are present in Burlingame's western hills. Some recent land developments may have increased the natural hazards; adding structures and fill to marginally stable slopes, removing

natural vegetation, improperly handling rainwater runoff or simply watering lawns on unstable slopes will increase the danger of a landslide. In general, where slopes are steepened or their moisture content increased, a higher landslide potential is created. An area with a history of landsliding should be of special concern, as most landslide activity seems to recur within or adjacent to such areas. None of the potential housing sites are within Burlingame's western hills.

### **Liquefaction**

Soil liquefaction is a condition where saturated granular soils near the ground surface undergo a substantial loss of strength during seismic events. Loose, water-saturated soils are transformed from a solid to a liquid state during ground shaking. Liquefaction can result in significant deformations. Soils most susceptible to liquefaction are loose, uniformly graded, saturated, fine-grained sands that lie close to the ground surface.

Under seismic conditions most Burlingame soils are reasonably stable. Exceptions include the Baylands and the limited areas of the hills where unstable slopes and possible surface rupture from the Serra Fault make local hazardous conditions. Incomplete information makes it difficult to establish the extent of the possible hazard on the alluvium plains and baylands from liquefaction, where a loss of strength suddenly occurs because of excess pore pressure under seismic shock conditions: this hazard is limited to alluvial soils underlain by lenses of water-bearing sands and gravels. None of the proposed housing sites are within either the Baylands area or in the west Burlingame hills.

### **Lateral Spreading**

Lateral spreading is a type of ground failure related to liquefaction. It consists of the horizontal displacement of flat-lying alluvial material toward an open area, such as a steep bank of a stream channel. There are no stream channels on or adjacent to the potential housing sites that would be subject to substantial lateral spreading.

**3.6.2 Environmental Checklist and Discussion of Impacts**

<b>GEOLOGY AND SOILS</b>					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
a) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,5
b) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,5
c) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,5
d) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
2) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,5
3) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,5
4) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,5
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,5

The potential housing sites are located in a mapped liquefaction hazard zone, and soils in the area have a moderate potential for expansion. These sites are not located within a fault rupture zone or landslide hazard zone.

The project area is located in a seismically active region.

Proposed development will be required to submit geologic reports, where necessary, and construct buildings pursuant to the California Building Code.

### **3.6.3            Conclusion**

Some areas of the City of Burlingame are impacted by geological constraints such as expansive soils and susceptibility to ground shaking. However, the areas proposed for new housing in the Housing Element update are primarily areas which are on level land and have previously been subdivided and developed with urban uses, and are not located on Bay fill.

Any new construction will be required to comply with the California Building Code and meet any geological and earthquake standards of the current code. **[Less Than Significant Impact]**

**3.7 GREENHOUSE GAS EMISSIONS**

**3.7.1 Setting**

**3.7.1.1 *Background Information***

In 2006, California adopted Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 established a statewide GHG emissions reduction goal to reduce statewide GHG emissions levels to 1990 levels by 2020. Assembly Bill 32 established a legislative short-term (2020) mandate for State agencies in order to set the State on a path toward achieving the long-term GHG reduction goal of Executive Order S-03-05 to stabilize carbon dioxide (CO<sub>2</sub>) emissions by 2050. The City of Burlingame adopted a 2009 *Climate Action Plan* to ensure consistency with statewide efforts to reduce GHG emissions under AB 32 in 2009.

The San Francisco Bay Area Air Basin (SFBAAB) is currently designated as a nonattainment area for state and national ozone standards and national particulate matter ambient air quality standards. SFBAAB’s nonattainment status is attributed to the region’s development history. Past, present and future development projects contribute to the region’s adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project’s individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project’s contribution to the cumulative impact is considerable, then the project’s impact on air quality would be considered significant.

**3.7.2 Environmental Checklist and Discussion of Impacts**

<b>GREENHOUSE GAS EMISSIONS</b>					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,4
2) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,4

**3.7.3 Thresholds of Significance**

The Bay Area Air Quality Management District’s (BAAQMD) approach to developing a Threshold of Significance for Green House Gas (GHG) emissions is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce

statewide GHG emissions needed to move us towards climate stabilization. If a project would generate GHG emissions above the threshold level, it would be considered to contribute substantially to a cumulative impact, and would be considered significant.

The Thresholds of Significance for operational-related GHG emissions are:

- For land use development projects, the threshold is compliance with a qualified GHG reduction Strategy; or annual emissions less than 1,100 metric tons per year (MT/yr) of CO<sub>2</sub>e; or 4.6 MT CO<sub>2</sub>e/SP/yr (residents + employees). Land use development projects include residential, commercial, industrial, and public land uses and facilities.
- For stationary-source projects, the threshold is 10,000 metric tons per year (MT/yr) of CO<sub>2</sub>e. Stationary-source projects include land uses that would accommodate processes and equipment that emit GHG emissions and would require an Air District permit to operate. If annual emissions of operational-related GHGs exceed these levels, the proposed project would result in a cumulatively considerable contribution of GHG emissions and a cumulatively significant impact to global climate change.

The BAAQMD has established project level screening criteria to assist in the evaluation of impacts. If a project meets the screening criteria and is consistent with the methodology used to develop the screening criteria, then the project’s air quality impacts may be considered less than significant. Below are some screening level examples taken from the BAAQMD CEQA Air Quality Guidelines, 06/2010 (Table 3-1, Operational-Related Criteria Air Pollutant and Precursor Screening Level Sizes).

Land Use Type	Operational GHG Screening Size **
Single-family	56 du
Apartment, low-rise	78 du
Apartment, mid-rise	87 du
Condo/townhouse, general	78 du
City park	600 acres
Day-care center	11,000 sf
General office building	53,000 sf
Medical office building	22,000 sf
Office park	50,000 sf
Quality restaurant	9,000 sf

\*\*If project size is => screening size, then it is considered significant.

State Housing Element law requires that each jurisdiction plan for the anticipated housing needs of the community. The Association of Bay Area Governments provides an estimate for the housing needs for the San Francisco Bay Area, which are assigned to each city and county through a Regional Housing Needs Allocation (RHNA) process. The RHNA for each community represents the housing need that it must plan for during the 2015-2023 period for the Housing Element. The total allocation for Burlingame is 863 housing units, which would serve the needs of all income levels from very low-income households to above moderate-income households.

Any future development project that is submitted will be reviewed to analyze its impact on greenhouse gas emissions and the established thresholds of the BAAQMD. If a project does not meet the criteria established in the BAAQMD CEQA Guidelines, additional analysis will be required. If it is determined that a project’s impacts are significant, mitigation measures will be developed to reduce the air quality impacts to the extent feasible. As noted in the discussion regarding air quality, most of the identified

Housing Inventory Sites are in areas that are fully developed, and are close to major transit hubs or along transit corridors. It is expected that any potential increase in traffic generation and associated air quality impacts will be offset by the availability of transit hubs and corridors to accommodate some of the transportation needs of future residents.

**3.7.4 Conclusion:** The adoption of the Housing Element will not result in a significant impact on greenhouse gas emissions. **[Less Than Significant Impact]**

**3.8 HAZARDS AND HAZARDOUS MATERIALS**

**3.8.1 Setting**

**3.8.1.1 *Background Information***

Hazardous materials encompass a wide range of substances, some of which are naturally-occurring and some of which are man-made. Examples of hazardous materials include pesticides, herbicides, petroleum products, metals (e.g., lead, mercury, arsenic), asbestos and chemical compounds used in manufacturing. Determining if such substances are present on or near project sites is important because exposure to hazardous materials above certain thresholds can result in adverse health effects on humans, as well as harm to plants and wildlife.

Due to the fact that these substances have properties that, above certain thresholds, are toxic to humans and/or the ecosystem, there are multiple regulatory programs in place that are designed to minimize the chance for unintended releases and/or exposures to occur. Other programs establish remediation requirements for sites where contamination has occurred.

**3.8.2 Environmental Checklist and Discussion of Impacts**

<b>HAZARDS AND HAZARDOUS MATERIALS</b>					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1

<b>HAZARDS AND HAZARDOUS MATERIALS</b>					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
6) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
7) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
8) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 10

### 3.8.2.1 *On-Site Sources of Contamination*

Each potential development site will be evaluated at the time of development proposal. If sites are determined to contain contaminants, proper remediation will be required.

### **3.8.2.2 Other Hazards**

The identified project sites are within the boundaries of the San Mateo County Airport Land Use Plan, and the plan is subject to review by the San Mateo County Airport Land Use Committee (ALUC) for consistency with the Comprehensive Airport Land Use Plan. The potential housing sites in North Burlingame are within an area designated for development in the Comprehensive Airport Land Use Plan for the San Francisco International Airport.

The housing sites within the North Burlingame area are located in the San Francisco International Airport Vicinity Special Use Zone (SUZ) which is an area of frequent aircraft overflight but relatively low accident risk. Multi-family residential uses in this area are conditionally compatible when they meet the required criteria. These criteria include a fair disclosure statement noting the presence of the property within the Airport Influence Area and the potential for aircraft overflights, noise and related affects that is to be recorded by the project sponsor. Project sponsors may also be required to file Federal Aviation Administration (FAA) form 7460-1 "Notice of Proposed Construction or Alteration" with the FAA, depending on the architectural characteristics of the proposal.

A small section in the northwest corner of the North Burlingame, near Murchison and Ogden Drives, is designated an Approach Zone (AZ). This area is subject to occasional arrival overflights at low altitude and more frequent departure overflights. Accident data show a tendency for aircraft accidents to occur in these areas, although the pattern is less dense than in the Runway Protection Zone (RPZ) and the Centerline Zone (CLZ), indicating a lower accident risk. Multi-family residential, offices and retail uses in this area are conditionally compatible when meeting required criteria, including height restrictions and a fair disclosure statement noting the presence of the property within the Airport Influence Area and the potential for aircraft overflights, noise and related affects that is to be recorded by the project sponsor. Criteria may also include that the project sponsor file FAA form 7460-1, "Notice of Proposed Construction or Alteration" with the FAA, depending on the architectural characteristics of the proposal. For residential uses, there is an additional criterion stating that clustering to provide relatively large areas of open space shall be considered. Compliance with these criteria is required by the North Burlingame/Rollins Road Specific Plan.

The sites are not located within a designated evacuation route for San Francisco International Airport. Portions of the City are located near areas subject to wildfires, however the potential development sites are not located in a fire threatened area.<sup>2</sup>

### **3.8.3 Conclusion**

The proposed project will not result in hazardous materials impacts to workers and future users of the site. **(Less Than Significant Impact)**

---

<sup>2</sup> Association of Bay Area Governments. (ABAG). Wildfire Hazard Maps and Information. November 2004. 8 May 2008. <http://www.abag.ca.gov/bayarea/eqmaps/wildfire/>.

**3.9 HYDROLOGY AND WATER QUALITY**

**3.9.1 Setting**

**3.9.1.1 *Hydrology and Flooding***

According to the Federal Emergency Management Agency’s (FEMA) Flood Insurance Rate Map (FIRM), the potential housing sites are not located within a flood zone. There are no dams or levee systems in the areas of the potential housing sites. While there are locations within the City that are susceptible, the areas where there are potential housing sites are not subject to inundation from a seiche, tsunami, or mudflow.

**3.9.1.2 *Storm Drainage***

The City of Burlingame owns and maintains the municipal storm drainage system within the City. This system serves the potential housing sites.

**3.9.1.3 *Water Quality***

The federal Clean Water Act and California’s Porter-Cologne Water Quality Control Act are the primary laws related to water quality. Regulations set forth by the U.S. Environmental Protection Agency (EPA) and the State Water Resources Control Board have been developed to fulfill the requirements of this legislation. EPA’s regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by water quality control boards, for the Burlingame area the responsible agency is the San Francisco Bay Regional Water Quality Control Board (RWQCB).

Proposed projects are required to comply with Provision C.3 of the City’s NPDES permit and the City’s local polices and ordinances regarding urban runoff and water quality. In practical terms, the C.3 requirements seek to reduce water pollution by both reducing the volume of stormwater runoff and the amount of pollutants that are contained within the runoff. The methods used to achieve these objectives vary from site to site, but can include measures such as a reduction in impervious surfaces, onsite detention facilities, biofiltration swales, settlement/debris basins, etc.

**3.9.2 Environmental Checklist and Discussion of Impacts**

<b>HYDROLOGY AND WATER QUALITY</b>					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project: 1) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

<b>HYDROLOGY AND WATER QUALITY</b>					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
4) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
5) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
6) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

<b>HYDROLOGY AND WATER QUALITY</b>					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
7) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,6
8) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6
9) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
10) Be subject to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2

### 3.9.2.1 *Drainage and Flooding*

The potential housing sites are not within flood prone areas. Therefore, implementation of the project would not result in people or structures being exposed to any significant flood risk.

### 3.9.2.2 *Water Quality*

Construction activities on site could temporarily generate dust, sediment, litter, oil, paint, and other pollutants that could contaminate runoff from the site. All future housing development projects would be required to include stormwater quality best management practices such as directing site runoff into vegetated swales in conformance with requirements in the City of Burlingame’s Municipal NPDES Permit. Vegetated swales may be located in or adjacent to trees and shrubs, but must include only vegetation consistent with their function.

All future housing projects will be required to comply with building codes that address flood safety issues. Development projects are required to implement Best Management Practices (BMPs) for construction activities as specified by the California Storm Water Best Management Practices Handbook and the Manual for Standards for Erosion and Sediment Control Measures. The BMPs include measures guiding the management and operation of construction sites to control and minimize the potential contribution of pollutants to storm runoff from these areas. These measures address procedures for controlling erosion and sedimentation and managing all aspects of the construction process to ensure control of potential water pollution sources. All development projects are required to comply with all City, State and Federal standards pertaining to storm water run-off and water quality. Best Management

Practices for each project would typically include measures for reducing impacts such as silt fences/straw waddles around the perimeter of the site, regular street cleaning and inlet protection.

### **3.9.3            Conclusion**

The proposed project would not result in substantial adverse flooding or drainage impacts. With implementation of the required Best Management Practices during construction, water quality impacts would be less than significant. **[Less Than Significant Impact]**

### 3.10 LAND USE

#### 3.10.1 Setting

The potential housing sites are generally located within the areas of Downtown Burlingame, North Burlingame, and along Carolan Avenue. These sites are currently designated and zoned for residential and mixed uses. None of the potential housing sites will require rezoning to accommodate residential uses at the densities proposed.

##### 3.10.1.1 *Existing General Plan and Zoning*

#### **General Plan Land Use Designation**

The Burlingame General Plan designates a certain portion of the community for residential use, and anticipates new residential growth within these areas. The existing Housing Element adopted in 2010 proposed the addition of up to 650 housing units to Burlingame's housing stock. Since the adoption of the 2010 Housing Element, 77 new units have been built. The 2015-2023 Housing Element update proposes to accommodate 863 housing units, pursuant to the Regional Housing Needs Allocation for the City. This is well within the growth anticipated by the General Plan. The 2010 Census identified 12,869 housing units in Burlingame. The addition of 863 housing units, which would represent an increase of 6.7 percent, is not considered to be substantial.

The Housing Element update proposes to create incentives for development to promote residential uses in areas that are now primarily office and commercial. The Housing Element update also proposes changes to the zoning code regulations for housing development near transit hubs. None of the proposed changes require amendments to the land use element of the general plan. Any future development projects on potential housing sites will require additional environmental review when they are considered for approval.

The General Plan, in addition to designating the land uses allowed in particular areas, includes goals and policies for Burlingame. The general plan goals which relate to the need for housing are as follows:

**GOALS:** *To assure that Burlingame will continue to be a "well-rounded" City with residences, schools, business, industry, and space and facilities for social, recreational and cultural facilities.*

- *To maintain and enhance the identity of the City and encourage a maximum sense of identification by residents with the City.*
- *To encourage mixed commercial uses to provide a transition between districts fully commercial or residential and to provide housing opportunities for those dependent on transit and desiring a pedestrian-oriented living environment.*

#### **Implementing Objectives:**

Maintain or increase the variety in uses of land in the City; Encourage assembly of small lots in suitable locations to provide larger sites for apartments, office buildings and commercial enterprises;

- Keep codes and standards free of arbitrary or obsolete provisions that would tend to inhibit construction of sound buildings in suitable locations to house a variety of uses.

- Maintain and enhance rational relationships among functional parts of the City (residential areas, business districts, industrial areas, public areas, transportation, etc.).

### Zoning Designation

The potential housing sites are all zoned for residential and/or mixed residential and commercial/office uses. Modifications to the zoning to add development incentives are proposed with the Housing Element Update.

### 3.10.2 Environmental Checklist and Discussion of Impacts

LAND USE					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
2) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3
3) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

#### 3.10.2.1 *Proposed General Plan and Zoning*

All of the potential housing sites already have zoning in place to achieve new residential development. No additional action is required to accommodate residential development on any of the Housing Inventory Sites. In order to improve the opportunities on existing residential sites, the following actions are required.

***Amend the Zoning Code to Offer Additional Incentives for Affordable Housing and Transit Oriented Development:*** In areas near a transit hub, zoning code changes will be considered to:

- Provide incentives for affordable housing;
- Outside of Downtown, provide for reduced parking and increased height for development within one-third mile of a transportation hub or corridor;

- Provide incentives such as reduced parking requirement for efficiency units if all units are affordable;
- Amend the zoning code regulations to provide opportunities for live/work units and mixed use projects in areas outside Downtown;
- Provide incentives for lot consolidation in areas where there are small underdeveloped lots and/or residential development design would benefit from larger lots;
- Provide multiple incentives, such as reduced parking requirements and increased height, for projects that propose units affordable to Extremely Low Income (ELI) households.

### **3.10.2.2 *Land Use Compatibility***

Land use conflicts can arise from two basic causes: 1) a new development or land use may cause impacts to persons or the physical environment in the vicinity of the project site or elsewhere; or 2) conditions on or near the project site may have impacts on the persons or development introduced onto the site by the new project. Both of these circumstances are aspects of land use compatibility. Potential incompatibility may arise from placing a particular development or land use at an inappropriate location, or from some aspect of the project's design or scope.

Depending on the nature of the impact and its severity, land use compatibility conflict can range from minor irritation and nuisances to potentially significant effects on human health and safety. The discussion below distinguishes between potential impacts from the proposed project upon people and the physical environment, and potential impacts from the project's surroundings upon the project itself.

#### **Impacts from a Potential Project**

Any proposed housing project could change the character of the project site. The proposed housing sites, however, are located in areas where there are currently residential or mixed commercial/residential uses. Therefore, it is not anticipated that there will be land use compatibility impacts from any proposed housing project.

#### **Impacts to a Potential Project**

Any proposed housing project would develop either vacant or underutilized sites. Proposed development would be compatible with both the existing and planned land uses in the area. Some of the sites are adjacent to railroad and highway corridors. Appropriate analysis regarding noise and vibration at the time of development proposal would be required. No on-going land use conflicts with adjacent uses are anticipated.

### **3.10.3 Conclusion**

The proposed project would not result in significant, adverse land use impacts. [**Less Than Significant Impact**]

**3.11 MINERAL RESOURCES**

**3.11.1 Setting**

The potential housing sites do not contain any known or designated mineral resources.

**3.11.2 Environmental Checklist and Discussion of Impacts**

MINERAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
2) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2

The project would not result in the loss of availability of a known mineral resource, and no mineral excavation sites are present within the general area. Therefore, the adoption of the Housing Element Update and subsequent residential development would not result in impacts to known mineral resources.

**3.11.3 Conclusion**

The proposed adoption of the Housing Element update would not result in impacts to known mineral resources. **[No Impact]**

## **3.12 NOISE**

### **3.12.1 Setting**

#### **3.12.1.1 *Noise Background***

The City of Burlingame is impacted by noise from five major traffic arteries - Bayshore Freeway (SR 101), Southern Pacific Railroad (including Caltrain service), California Drive, El Camino Real and the Junipero Serra Freeway (SR 280). There is also the potential that residential areas may be adversely impacted by airport noise. During worst case months in the winter and early spring, when flight paths are directed over North Burlingame, airport noise would potentially impact some residential areas. Residential and public facilities (schools, parks, hospitals) land uses adjacent to the City's major traffic arteries are impacted by noise with the area adjacent to Bayshore Freeway being impacted to the greatest degree. Noise in these areas immediately adjacent to the arterials may be unacceptable from both a hearing conservation and land use compatibility standpoint unless mitigation is provided. Noise levels in commercial areas are generally acceptable except in those areas immediately adjacent to major traffic arteries. Noise levels in industrial areas are generally acceptable.

Noise is defined as unwanted sound. Noise can be disturbing or annoying because of its pitch or loudness. Pitch refers to relative frequency of vibrations, higher pitch signals sound louder to people.

A decibel (dB) is measured based on the relative amplitude of a sound. Ten on the decibel scale marks the lowest sound level that a healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis such that each 10 decibel increase is perceived as a doubling of loudness. The California A-weighted sound level, or dBA, gives greater weight to sounds to which the human ear is most sensitive.

Sensitivity to noise increases during the evening and at night because excessive noise interferes with the ability to sleep. Twenty-four hour descriptors have been developed that emphasize quiet-time noise events. The Day/Night Average Sound Level,  $L_{dn}$ , is a measure of the cumulative noise exposure in a community. It includes a 10 dB addition to noise levels from 10:00 PM to 7:00 AM to account for human sensitivity to night noise.

#### **3.12.1.2 *Applicable Noise Standard***

The Noise Element of the City of Burlingame's General Plan identifies noise and land use compatibility standards for various land uses (General Plan Table 4-1). The City establishes 55 dB  $L_{dn}$  as the outside noise limit to protect public health and welfare. The indoor noise limit is 45 dB  $L_{dn}$ .

**3.12.2 Environmental Checklist and Discussion of Impacts**

<b>NOISE</b>					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project result in:					
1) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
2) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1
3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
6) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

**3.12.2.1 Noise Exposure Impacts to a Potential Project**

Many of the potential Housing Inventory Sites are located either near the railroad tracks serving Caltrain and the Southern Pacific Railroad, or near El Camino Real, a major transportation corridor. Existing noise levels at these locations may exceed noise standards considered suitable for outdoor activities

associated with residential development. Current building code insulation standards would provide adequate noise insulation for indoor noise levels. Although noise levels for an individual project may exceed the standards for outdoor public uses, the project's design could locate any areas for outdoor activities, such as play areas and common open space, away from the noise source. With the proper project-level mitigation, it is not expected that a future housing project would expose people to high levels of noise for any length of time that would result in a significant impact.

### **3.12.2.2      *Noise Impacts from Project Traffic***

The potential housing sites are located in areas of existing commercial, mixed use and residential uses. Traffic increases due to a potential project would need to be analyzed at the project level to determine impacts from traffic noise.

### **3.12.2.3      *Noise Impacts from Construction***

The construction of a proposed project would generate noise, and would temporarily increase noise levels at adjacent land uses. The significance of noise impacts during construction depends on the noise generated by various pieces of construction equipment, the timing and duration of noise generating activities, and the distance between construction noise sources and noise sensitive receptors.

Construction activities generate considerable amounts of noise, especially during the construction of project infrastructure when heavy equipment is used. Typical hourly average construction generated noise levels are about 75 dBA to 80 dBA measured at a distance of 100 feet from the source during busy construction periods (e.g., earth moving equipment, impact tools, etc.). Construction generated noise levels drop off at a rate of about six dBA per doubling of distance between the source and receptor.

Construction noise impacts are more significant when construction occurs during noise-sensitive times of the day (early morning, evening, or nighttime hours near residential uses), the construction occurs in areas immediately adjoining noise sensitive land uses, or when construction lasts extended periods of time. Construction activities may result in annoyances to existing uses adjacent to the project site. In addition, the project will be required to comply with the applicable provisions related to construction activities in the City of Burlingame Municipal Code, including limitations on construction hours. The construction hours established by the Municipal Code are from 7:00 a.m. to 7:00 p.m. on weekdays, from 9:00 a.m. to 6:00 p.m. on Saturdays, and from 10:00 a.m. to 6:00 p.m. on Sundays and holidays.

All development, including construction activities, are required to comply with the construction hours outlined in Burlingame Municipal Code Section 18.07.110 which restricts the timing associated with construction activity. Short-term temporary construction noise that complies with the municipal code would result in impacts that are expected to be less than significant. The proposed Housing Inventory Sites are located in established residential and mixed use commercial/residential districts near major transportation hubs and corridors, including railroads and El Camino Real. The existing noise conditions are not quiet, and with compliance to the City's construction hours, the temporary construction activities will not create any new significant noise impacts.

### **3.12.3      *Conclusion***

Individual housing projects will be required to assess any potential noise impacts to a project to comply with the noise insulation requirements of the building code. For those projects located adjacent to existing noise sources, project level analysis of noise impact will be required. With the proper project

level mitigation, it is not expected that a project would expose people to high level of noise for any length of time that would cause a significant impact. Because future projects would be required to comply with the City's construction hours, possible construction noise impacts would be reduced to a less than significant level. **[Less than Significant Impact]**

**3.13 POPULATION AND HOUSING**

**3.13.1 Setting**

Implementation of the 2015-2023 Housing Element would allow the development of up to 863 housing units on various sites in the City of Burlingame. According to the Association of Bay Area Government’s *Projections 2013*, the City of Burlingame had an estimated total of 29,540 jobs and 14,880 employed residents in 2010, resulting in a jobs/housing ratio of 1.98 jobs per employed resident.

**3.13.2 Environmental Checklist and Discussion of Impacts**

POPULATION AND HOUSING					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
2) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2

According to the California Department of Finance, the population of Burlingame was 29,685 as of January 1, 2014. The Association of Bay Area Governments projects that the population of Burlingame will increase by about 2000 people by the year 2020. Based on an average household size of 2.75 persons, the 863 additional units proposed in the Housing Element would accommodate the anticipated population growth. The addition of housing in Burlingame would induce population growth in the City and alter the City’s jobs/housing ratio, resulting in a jobs/housing ratio closer to 1.0, therefore resulting in a less than significant impact. A potential housing development project is not likely to displace housing or residents since the majority of identified housing sites are currently developed with underutilized commercial buildings.

**3.13.3 Conclusion**

The proposed project would not result in significant population or housing impacts. The potential impact on the jobs/housing balance is a positive one. **[Less Than Significant Impact]**

**3.14 PUBLIC SERVICES**

**3.14.1 Setting**

The City of Burlingame is a built out community and could only add housing through infill development. The City is currently adequately served by public services and facilitates such as parks and schools.

**3.14.2 Environmental Checklist and Discussion of Impacts**

<b>PUBLIC SERVICES</b>					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1

**3.14.2.1 *Public Services Impacts***

Implementation of the Housing Element could result in an increase in the population of Burlingame by approximately 2,300 persons. An increase in housing development would not adversely impact Police and Fire response times since Burlingame is a built out community and new development would be infill. Proposed development on the identified sites would be reviewed by the City of Burlingame Police and Fire Departments prior to project approval.

Potential projects could generate population growth in certain areas, resulting in the increased use of public park facilities in the City by new residents. The Parks and Recreation Department would review all new project proposals and determine if the project has an impact on park facilities.

Potential projects could generate new students resulting in an increase in school population or result in the need for new or modified school facilities. Each project would be evaluated on a case by case basis depending on the size and location of the project. The Burlingame School District and San Mateo High School District collect school impact fees on new residential and commercial construction within District

boundaries. Therefore, any proposed residential development would contribute through the payment of fees to offset the cost of facilities for any increase in school population.

### **3.14.3            Conclusion**

Implementation of the 2015-2023 Housing Element and providing the potential for new housing units would not result in significant impacts to public facilities. Any new projects would be reviewed at time of application. **[Less Than Significant Impact]**

**3.15 RECREATION**

**3.15.1 Setting**

The City of Burlingame General Plan states that access for residents to parks and open space is of great importance to the City. The City’s recreational system is augmented by local school facilities, which are available to the general public.

**3.15.2 Environmental Checklist and Discussion of Impacts**

<b>RECREATION</b>					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

Additional housing could increase usage of nearby parks and recreation facilities, however, it is expected that the increase in population from any new housing units can be accommodated by the existing park and recreation facilities in Burlingame. None of the proposed housing sites would displace any recreation facilities and would not have an impact on these facilities such that adverse physical effects would result.

**3.15.3 Conclusion**

The proposed project would not result in significant impacts to parks and recreational facilities. **[Less Than Significant Impact]**

**3.16 TRANSPORTATION**

**3.16.1 Setting**

**3.16.1.1 *Existing Roadway Network***

The potential housing sites are located within a mile of Highway 101 and can also be accessed from El Camino Real, California Drive as well as smaller collectors and minor arterial streets.

**3.16.1.2 **Existing Transit Service****

Transit service in the area includes local bus service provided by the San Mateo County Transit District (SamTrans), train service from the CalTrain commuter rail line, and Bay Area Rapid Transit (BART) at the north end of Burlingame, at the Millbrae multimodal transit station.

**3.16.1.3 **Existing Pedestrian and Bicycle Facilities****

Pedestrian facilities comprise sidewalks, crosswalks, and pedestrian signals. Sidewalks are abundant around all of the proposed housing sites.

Bicycle facilities comprise paths (Class I), lanes (Class II), and routes (Class III). Bicycle paths are paved trails that are separate from roadways. Bicycle lanes are lanes on roadways designated for bicycle use by striping, pavement legends, and signs. Bicycle routes are roadways designated for bicycle use by signs only.

**3.16.2 Environmental Checklist and Discussion of Impacts**

<b>TRANSPORTATION/TRAFFIC</b>					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio of roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
2) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1

<b>TRANSPORTATION/TRAFFIC</b>					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
5) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
6) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
7) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

### 3.16.2.1 Transportation Impacts

A proposed housing project could generate new trips to the site and in the area, depending on the previous use of the site. Traffic impacts would be evaluated at the project proposal stage.

Infill housing development could potentially increase ridership of public transit, especially at those sites located near transit opportunities. Most of the sites are located near the Burlingame Train Station, the Millbrae BART/Caltrain Multimodal station, or along transit corridors (El Camino Real and California Drive) with frequent SamTrans bus service.

New projects would be required to install or upgrade pedestrian or bicycle facilities, where appropriate. These requirements would be evaluated at the project proposal stage.

The potential housing sites are located along major transportation corridors. Emergency access would be provided to each housing site via existing or proposed public right-of-way. New projects would be evaluated by emergency service providers at the project proposal stage.

### 3.16.3 Conclusion

Any proposed project would be evaluated for transportation impacts at the time of submittal. Implementation of the Housing Element would not result in significant transportation impacts. **[Less Than Significant Impact]**

**3.17 UTILITIES AND SERVICE SYSTEMS**

**3.17.1 Setting**

Water and sewer services are provided by the City of Burlingame. The City owns and maintains the municipal storm drainage system which would serve the potential housing sites. Solid waste collection in the City of Burlingame is provided by Recology San Mateo County through a contract with the City.

**3.17.2 Environmental Checklist and Discussion of Impacts**

<b>UTILITIES AND SERVICE SYSTEMS</b>					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
2) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
3) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
4) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
5) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
6) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1

<b>UTILITIES AND SERVICE SYSTEMS</b>					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
7) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1

Any proposed project will be served by existing utilities in place in the area, or will be required to connect to these systems. The City of Burlingame is substantially built out and public facilities in place are adequate to serve existing and proposed development identified in the Housing Element update. Most of the housing sites are now developed with other uses, and it is anticipated that there will be no significant increase in the demand on existing utilities and service systems or impacts to these services.

There have been two major public improvement projects involving upgrades to the sanitary sewer system and wastewater treatment plant which have been completed in the last 15 years which have removed any constraints to new residential development, particularly at the north end of the city. Many of the sites identified are located in the northern portion of the City.

#### **3.17.4 Conclusion**

Implementation of the Housing Element update would not exceed the capacity of existing utilities and service systems that serve the community. **[Less Than Significant Impact]**

3.18

MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-10
2) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-10
3) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-10
4) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-10

3.18.2 Discussion

With the implementation of policies in place and avoidance measures required by the City of Burlingame and other agencies as described in the specific sections of this report (refer to *Section 3. Environmental Checklist and Discussion of Impacts*), on pages 6 through 44 of this Initial Study, the implementation of the Housing Element would not result in significant environmental impacts.

### **3.18.3**            **Conclusion**

Each potential housing project will be evaluated with regard to the mandatory findings of significance. The implementation of the Housing Element update is not expected to have impacts that are cumulatively considerable. **[Less Than Significant Cumulative Impact]**

## Checklist Sources

---

1. CEQA Guidelines - Environmental Thresholds (Professional judgment and expertise and review of document).
2. City of Burlingame, *City of Burlingame General Plan*.
3. City of Burlingame, *Municipal Code, Title 25, Zoning Ordinance and Title 18, Building Construction*.
4. Bay Area Air Quality Management District, *CEQA Guidelines*, Updated May, 2012.
5. California Department of Conservation, *Geologic Map of the San Francisco-San José Quadrangle*, 1990.
6. Federal Emergency Management Agency, *Flood Insurance Rate Map, Community Panel Nos. 065019 000-0004*, 2009.
7. Association of Bay Area Governments, *Dam Failure Inundation Hazard Map for Burlingame/Millbrae/Hillsborough*, 1995. <http://www.abag.ca.gov/cgi-bin/pickdamx.pl>
8. Association of Bay Area Governments, *Projections 2013*, December 2013.
9. Association of Bay Area Governments. (ABAG). *Wildfire Hazard Maps and Information*. November 2004. 8 May 2008. <http://www.abag.ca.gov/bayarea/eqmaps/wildfire/>.
10. California Department of Conservation, 2010, San Mateo County Important Farmland 2010, <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/smt10.pdf>

**SECTION 6    AUTHORS**

---

**Authors:**      **City of Burlingame**  
Maureen Brooks, Project Manager  
Kevin Gardiner, Planning Manager  
William Meeker, Community Development Director