

CITY OF BURLINGAME

City Hall – 501 Primrose Road
Burlingame, California 94010-3997



COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division
PH: (650) 558-7250
FAX: (650) 696-3790

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

To: Interested Individuals

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

Subject: Notice of Intent to Adopt a Mitigated Negative Declaration
Project Title: 10-Unit Residential Condominium Project
Project Location: 1509 El Camino Real, Burlingame, CA 94010

Project Description: The applicant proposes construction of a new, three-story, 10-unit residential condominium building with at-grade parking at 1509 El Camino Real, zoned R-2 and R-3. The project site consists of two separate lots, which would be combined into one lot for the proposed project. One lot contains an 11-unit apartment complex, comprised of two, two-story buildings and one, three-story building and is zoned R-3 (multi-family residential). The other lot contains a portions of Mills Creek and is zoned R-2 (duplex). The proposed lot combination requires applications for Rezoning for a portion of the lot from R-2 to R-3 and General Plan Amendment for a portion of the site from Medium Density to Medium High Density. The existing apartment complex would be demolished to build the proposed 10-unit residential condominium building. The project site is not on a list compiled pursuant to Government Code section 65962.5.

In accordance with Section 15072(a) of the California Environmental Quality Act (CEQA) Guidelines, notice is hereby given of the City's intent to adopt a Mitigated Negative Declaration for the project listed above. A mitigated negative declaration is a negative declaration prepared for a project when the initial study has identified potentially significant effect on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed negative declaration and initial study are released for public review would avoid effect or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in the light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment. The City of Burlingame has completed a review of the proposed project, and on the basis of an Initial Study and mitigations, finds that the project will not have a significant effect upon the environment. The Mitigated Negative Declaration and Initial Study are available for public review at City Hall, 501 Primrose Road, Burlingame, California, 94010.

As mandated by State Law, the minimum comment period for this document is 30 (thirty) days and begins on October 9, 2015 and ends on November 7, 2015. Comments may be submitted during the review period. Persons having comments concerning this project, including objections to the basis of determination set forth in the Initial Study/Mitigated Negative Declaration, are invited to furnish their comments summarizing the specific and factual basis for their comments, in writing to: City of Burlingame Community Development Department – Planning Division. Pursuant to Public Resources Code Section 21177, any legal challenge to the adoption of the proposed Initial Study/Mitigated Negative Declaration will be limited to those issues presented to the City during the public comment period described above.

PUBLIC HEARING: The Planning Commission hearing to review the proposed Mitigated Negative Declaration, General Plan Amendment, Rezoning, Condominium Permit and Conditional Use Permit for this project has not been scheduled at this time.

Posted: October 9, 2015



**Revised Initial Study and Mitigated Negative Declaration
Residential Condominiums at 1509 El Camino Real
City of Burlingame, San Mateo County, California**

Prepared for:
City of Burlingame



Planning Division
Community Development Department
501 Primrose Road
Burlingame, CA 94010
650.558.7256

Contact: Ruben Hurin, Senior Planner

October 7, 2015

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SECTION 1: INTRODUCTION

1.1 - Purpose

This Revised Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 2100, et seq.); the CEQA Guidelines (California Code of Regulations Section 1500, et seq.); and the Office of Planning and Research (OPR) changes to the Appendix G Checklist, requiring an analysis of global climate change under the Global Solutions Act known as AB 32 effective on March 18, 2010. An Initial Study (IS) is prepared by a lead agency to determine if a project may have a significant effect on the environment (CEQA Guidelines Section 15063[a]), and thus to determine the appropriate level of environmental documentation. In accordance with the CEQA Guidelines Section 15070:

. . . [a] public agency shall prepare . . . a proposed negative declaration or mitigated negative declaration . . . when: (a) The Initial Study shows that there is no substantial evidence . . . that the project may have a significant impact on the environment, or (b) The Initial Study identifies potentially significant effects but revisions to the project plans or proposal are agreed to by the project proponent (applicant) and such revisions would reduce potentially significant effects to a less-than-significant level.

In this circumstance, the lead agency (City of Burlingame) prepares a written statement describing its reason for concluding that the project would not have a significant effect on the environment and, therefore, does not require the preparation of an Environmental Impact Report (EIR).

As described in Section 2, Environmental Checklist and Environmental Evaluation, the project would result in potentially significant environmental impacts, but those impacts would be reduced to a less than significant level by implementation of mitigation measures that have been agreed upon and would be implemented by the applicant and monitored by the City of Burlingame. Therefore, an Initial Study/Mitigated Negative Declaration (IS/MND) is the appropriate document for compliance with the requirements of CEQA. This Revised IS/MND conforms to these requirements and to the content requirements of CEQA Guidelines Section 15071.

As described below, this Revised IS/MND describes measures that will avoid or mitigate impacts to a less than significant level. Analysis is also provided to confirm each conclusion reached in the document.

The purpose of this Revised IS/MND is to identify the potential environmental impacts associated with the demolition of an existing apartment complex composed of 11 units in three separate buildings, and the construction of a new 10-unit condominium complex with at-grade parking and two levels of residential development above. The Revised IS/MND is intended to describe measures that will avoid or mitigate impacts to a less than significant level. The Revised IS/MND also includes information to substantiate the conclusions made regarding the potential of the project to result in significant environmental impacts and provides the basis for input from public agencies, organizations, and interested members of the public. Pursuant to Section 15367 of the CEQA

Guidelines, the City of Burlingame is the Lead Agency for the project and, as such, has primary responsibility for approval or denial of the project.

1.2 - Project Background

On January 23, 2013, the City of Burlingame released an IS/MND (2013 IS/MND) for the proposed project. The document circulated for the required 30 days, from January 23 to February 21, 2013. On January 28, 2013, a study meeting was held to inform the Burlingame Planning Commission and public that the 2013 IS/MND was available for review. At this meeting, the public and the Planning Commission expressed significant concerns regarding the project, and as such, the project applicants requested that the application be placed on hold.

The project has since been revised in light of the concerns expressed. This Revised IS/MND incorporates those project changes and includes updated environmental analyses to reflect the potential impacts of the revised project. Because of the revised project’s reduced unit count and similar disturbance area, potential environmental impacts are expected to be similar to or less than those identified in the 2013 IS/MND.

Changes made to the project include the following:

Table 1: Summary of Project Changes

Feature	2013 Project	2015 Project
Number of Units	15	10
Parking Spaces	32	28 ^{1,2}
Protected Tree Removal	5 protected-size trees to be removed	1 protected-size tree to be removed
Building Height	Four floors (55 feet)	Three floors (44 feet 6 inches to top of tower element; 35 feet 6 inches to top of mansard roof)
CUP	CUP required for building height	Inclusionary Zoning incentive would allow building height without CUP
Rooftop Air Condition Unit Location	Rear of building	Front of building
Creek Improvements	None	Eliminate erosion and undercutting issue
Notes: ¹ Required parking space minimum is 25 (22 for residents, two for guests, and one for service vehicles) ² The two parking spaces previously proposed at the rear of the building have been removed and the adjacent garage access point has been changed to allow only pedestrian ingress and egress. Screening trees have also been proposed for the rear property line. Source: City of Burlingame, 2015.		

In addition, the project applicants have added the following:

- An electric vehicle (EV) charging station
- Storage rooms for all units

- Bicycle racks for all units
- Photovoltaic array on roof

1.3 - Project Location

1.3.1 - Location

The project is located at 1509 El Camino Real in the City of Burlingame, California. Exhibit 1 shows the site's regional location, while Exhibit 2 and Exhibit 3 illustrate the project study area.

1.3.2 - Existing Conditions

The project site consists of two parcels (Exhibit 4) totaling approximately 19,432 square feet:

- Assessor's Parcel Number (APN) 026-011-010 is 15,439 square feet in size and contains all of the existing apartment complex development. This parcel is zoned R-3 (Medium High Density).
- APN 025-228-130 is 3,993 square feet in size and is located over Mills Creek and along its southern bank. This parcel contains no development and is zoned R-2 (Medium Density).

The requested approvals include a merger of the two lots and rezoning of the smaller parcel from R-2 to R-3.

The existing apartment complex comprises two (2) two-bedroom units and nine (9) one-bedroom units, and currently houses approximately 26 residents. The property is open along El Camino Real, and is fenced along the west, south, and east sides. Twelve trees are located within the project site, seven of which are protected in accordance with Chapter 11.06 Urban Reforestation and Tree Protection of the Burlingame Municipal Code. Site access is provided via one access point on El Camino Real by way of a circular driveway.

1.3.3 - Surrounding Land Uses

The project is located within an area that is highly developed with residential and commercial uses. As shown in Exhibit 4, the site is adjacent to single-family residential neighborhoods to the west, north, and across El Camino Real. Multi-family complexes line El Camino Real south of Adeline Drive. Land uses surrounding the project site are discussed in detail below.

The project site is adjacent to El Camino Real, which is lined with single-family residences with a General Plan land use designation of Low Density (up to 8 dwelling units per acre) and a zoning designation of R-1 (single-family dwellings).

To the southeast of the project site along El Camino Real is a commercial shopping center, which includes a convenience store, a hair salon, and insurance and law offices. East of the commercial shopping center (opposite of Adeline Drive) are multi-family residences. Directly behind the project site are single-family residences. This area has a General Plan land use designation of Shopping and Service, Medium-High and Low Density Residential; and zoning designations of C-1 (commercial-retail trade), R-3 (multi-family dwellings) and R-1 (single-family dwellings).

Mills Creek is located along the northwestern boundary of the site. Across Mills Creek are single-family and duplex residences along Albemarle Way. The duplex residences back onto El Camino Real and abut the site directly across the creek. Lincoln Elementary School and Ray Park are located approximately 250-feet to the northwest. This area has General Plan land use designations of low density and medium density, as well as zoning designations of R-1 (single-family dwellings) and R-2 (duplex dwellings).

1.4 - Project Description

The applicant proposes to demolish an existing 11-unit apartment complex and construct a new 10-unit condominium complex (Exhibit 5a through Exhibit 5c). The proposed three-story building would include two 1-bedroom units, two 2-bedroom units, and six 3-bedroom units; it would be set back 22 feet from El Camino Real, and 3 to 17 feet from the top-of-bank (edge of existing concrete retaining wall) of Mills Creek.

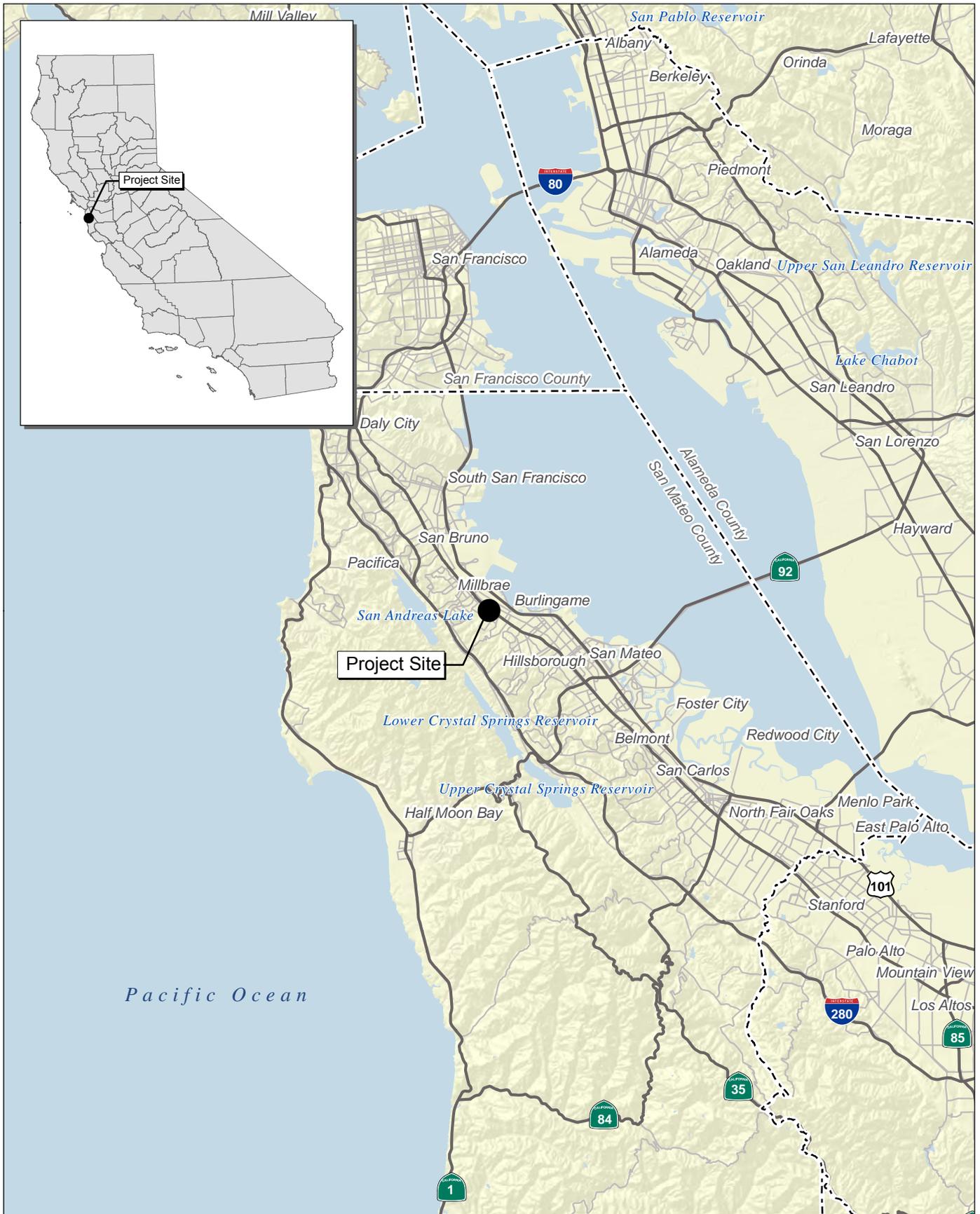
The project also includes a merger of the two lots that constitute the site, along with a request for approval of rezoning of APN 025-228-130 from R-2 to R-3, and a corresponding General Plan Amendment from Medium Density to Medium High Density Residential.

Proposed site improvements include an at-grade garage with 28 ground-level parking spaces, walkways, a driveway, and landscaping (Exhibit 6). Each of the 10 condominium units would contain an entry, living and dining rooms, and kitchen and laundry facilities.

Materials proposed for the exterior of the building include cement plaster siding, Spanish clay tile roofing, wood windows with simulated true divided lights, metal railings, decorative wrought iron scroll pieces, awnings over selected windows and doors, and knee braces at roof extensions.

The overall height of the building, as measured to the top of the tower element at the front, right corner of the building (representing 3 percent of the roof area), would be 44 feet, 6 inches above average top of curb level, where 55 feet is the maximum allowed. The majority of the building is 35 feet, 6 inches in height as measured to the top of the mansard roof. A Conditional Use Permit is required for any building or structure that is more than 35 feet in height; however, up to 46 feet in height is allowed without a Conditional Use Permit when using the Inclusionary Zoning incentive, as proposed by this project.

The project balconies provide a total of 75 to 172 square feet per unit of private open space, which exceeds the 75-square-feet-per-unit size that is required by the Municipal Code. An additional 2,936 square feet of common open space is proposed, which exceeds the minimum requirement of 1,000 square feet. Of the minimum required common open space, 50 percent (at least 500 square feet) must be in soft landscaping, where the project proposes 1,165 square feet, more than double the requirement. The code also requires that 50 percent of the front setback must be landscaped, where the applicant is proposing 50.1 percent (852 square feet of 1,700 square feet) of landscaping in the front yard.



Source: Census 2000 Data, The CaSIL, City of Burlingame GIS 2012.



Exhibit 1 Regional Location Map

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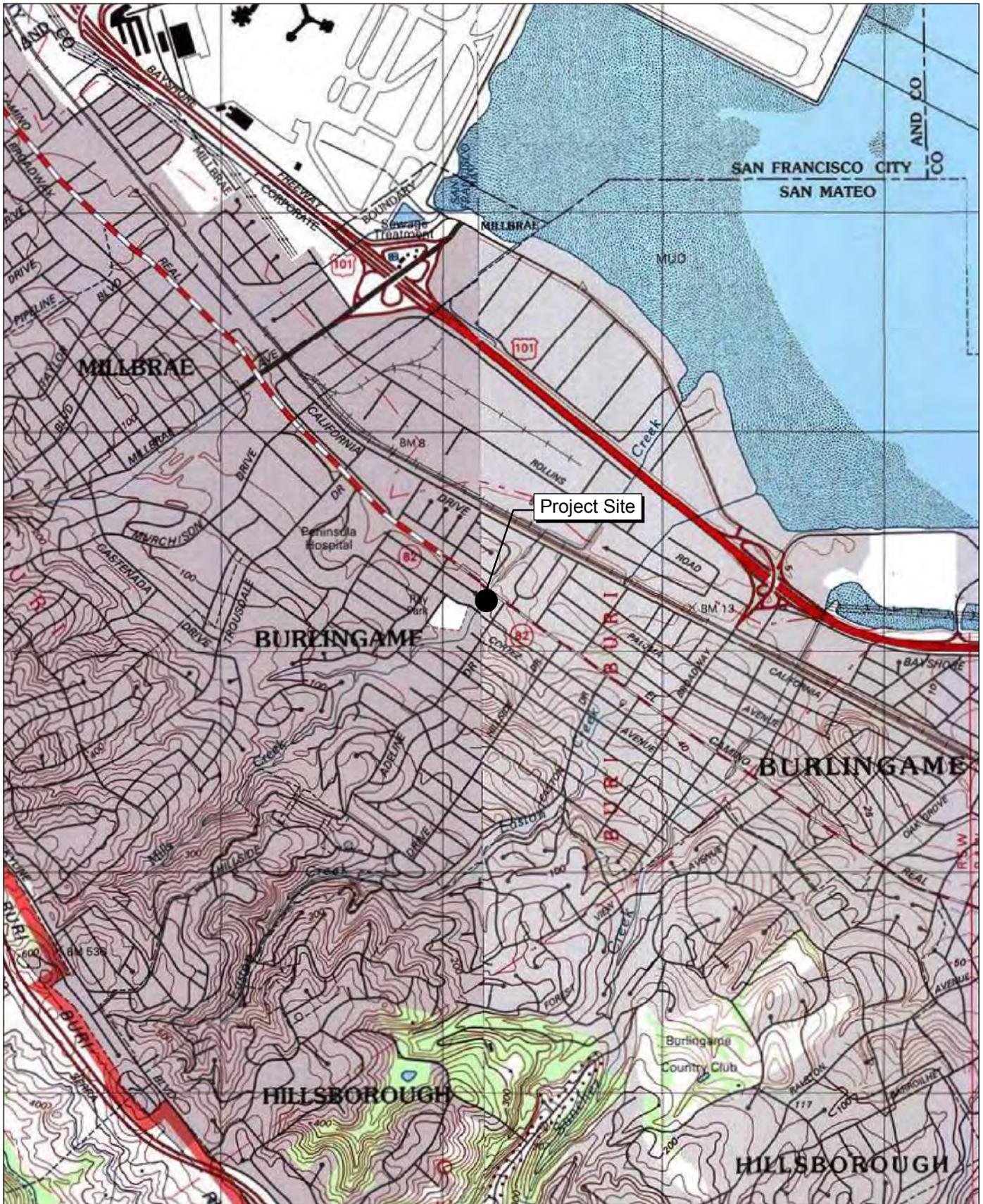


Source: ESRI Aerial Imagery.

Exhibit 2 Local Vicinity Map Aerial Base



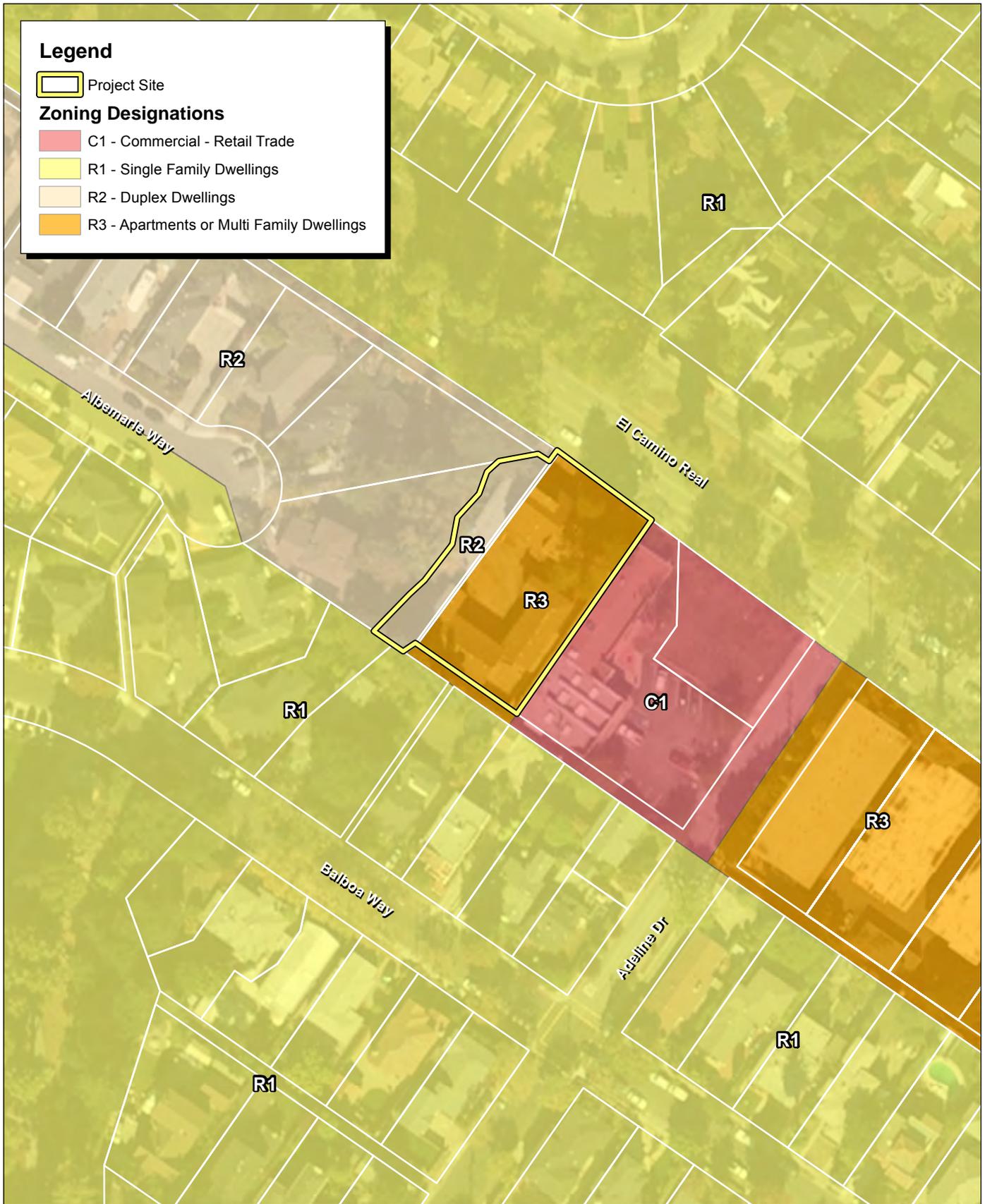
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Source: TOPO! USGS Montara Mountain, CA and San Mateo, CA (1997) 7.5' DRG.



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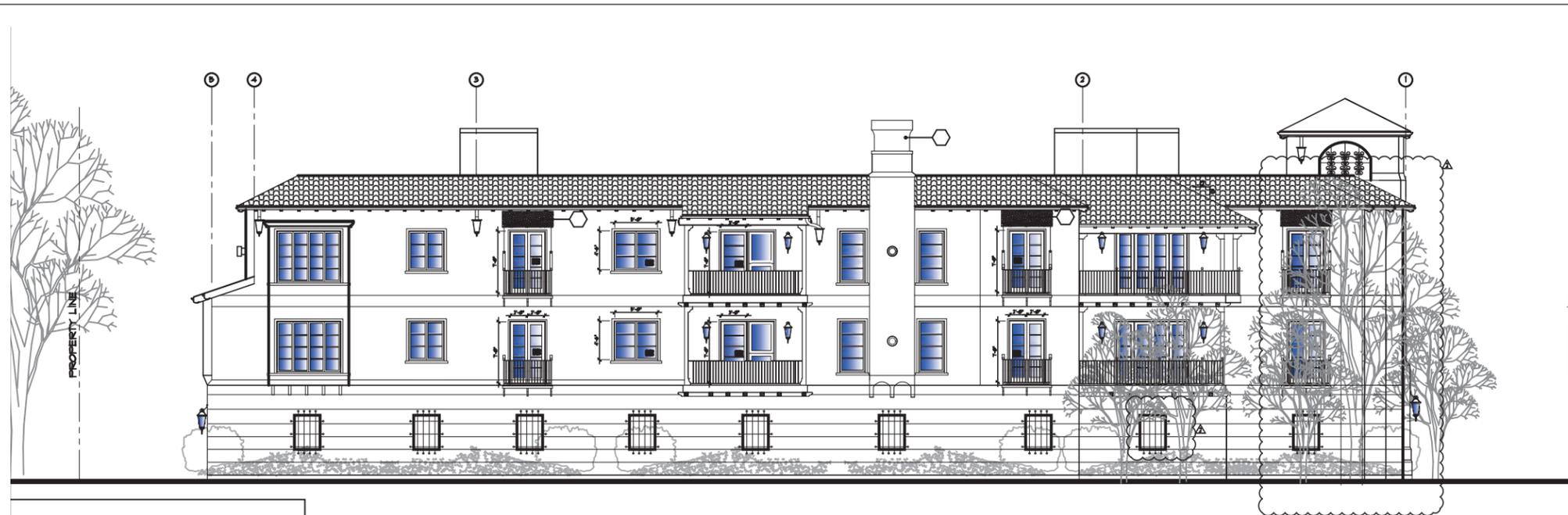


Source: ESRI Aerial Imagery. City of Burlingame GIS Data.

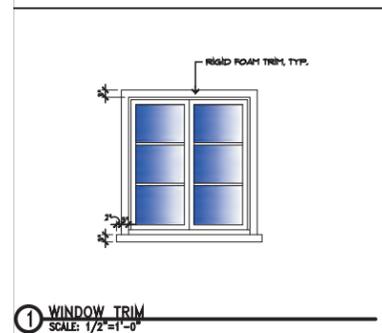


Exhibit 4 Zoning Designations

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SOUTH ELEVATION
SCALE: 3/16"=1'-0"



1 WINDOW TRIM
SCALE: 1/2"=1'-0"

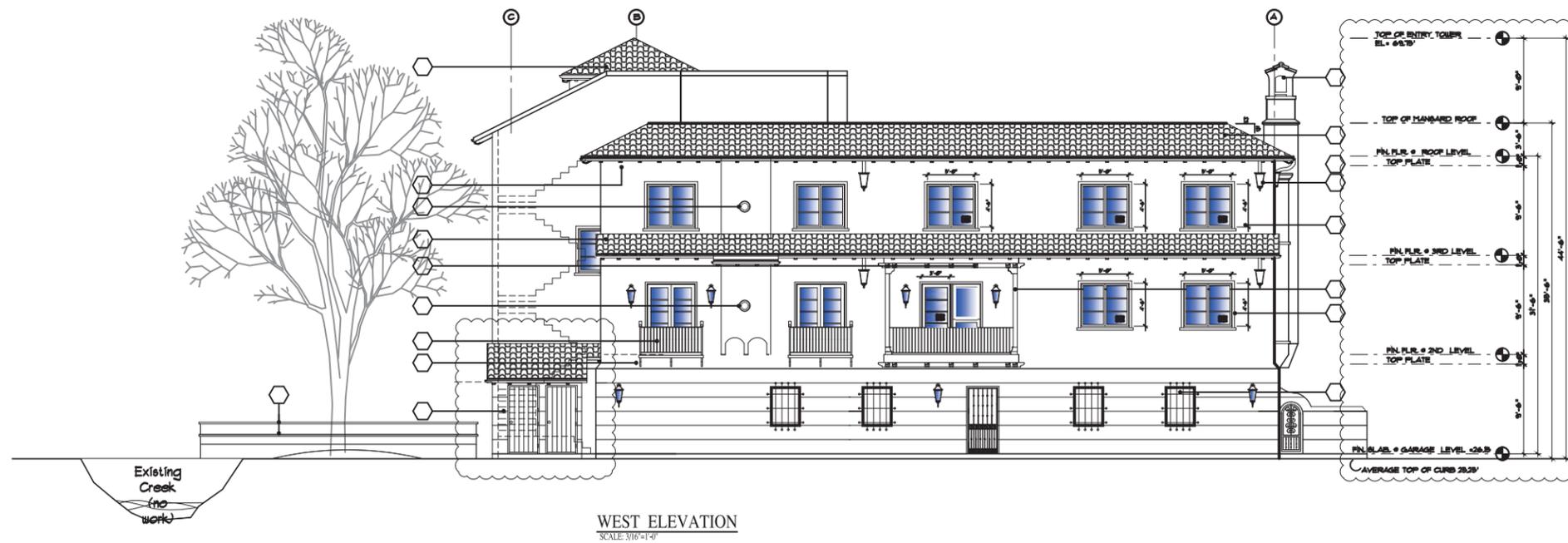


EAST ELEVATION
SCALE: 3/16"=1'-0"

Source: Moore Vistica Architects, 2015

Exhibit 5a
Elevation Layout - South and East

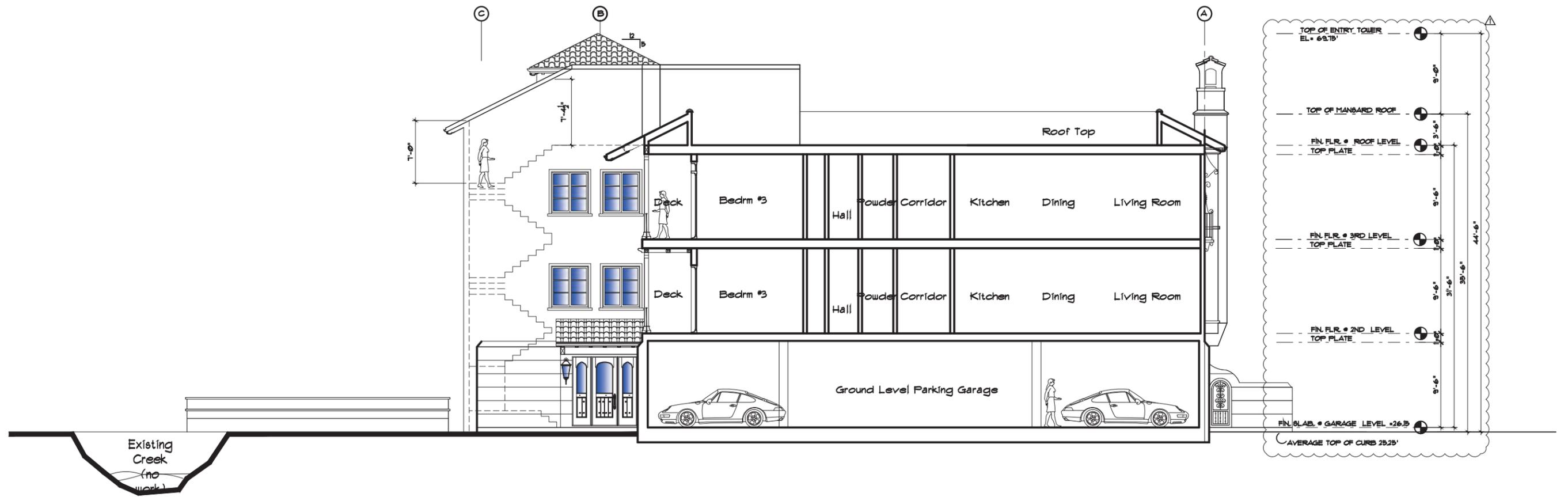
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Source: Moore Vistica Architects, 2015

Exhibit 5b
Elevation Layout - North and West

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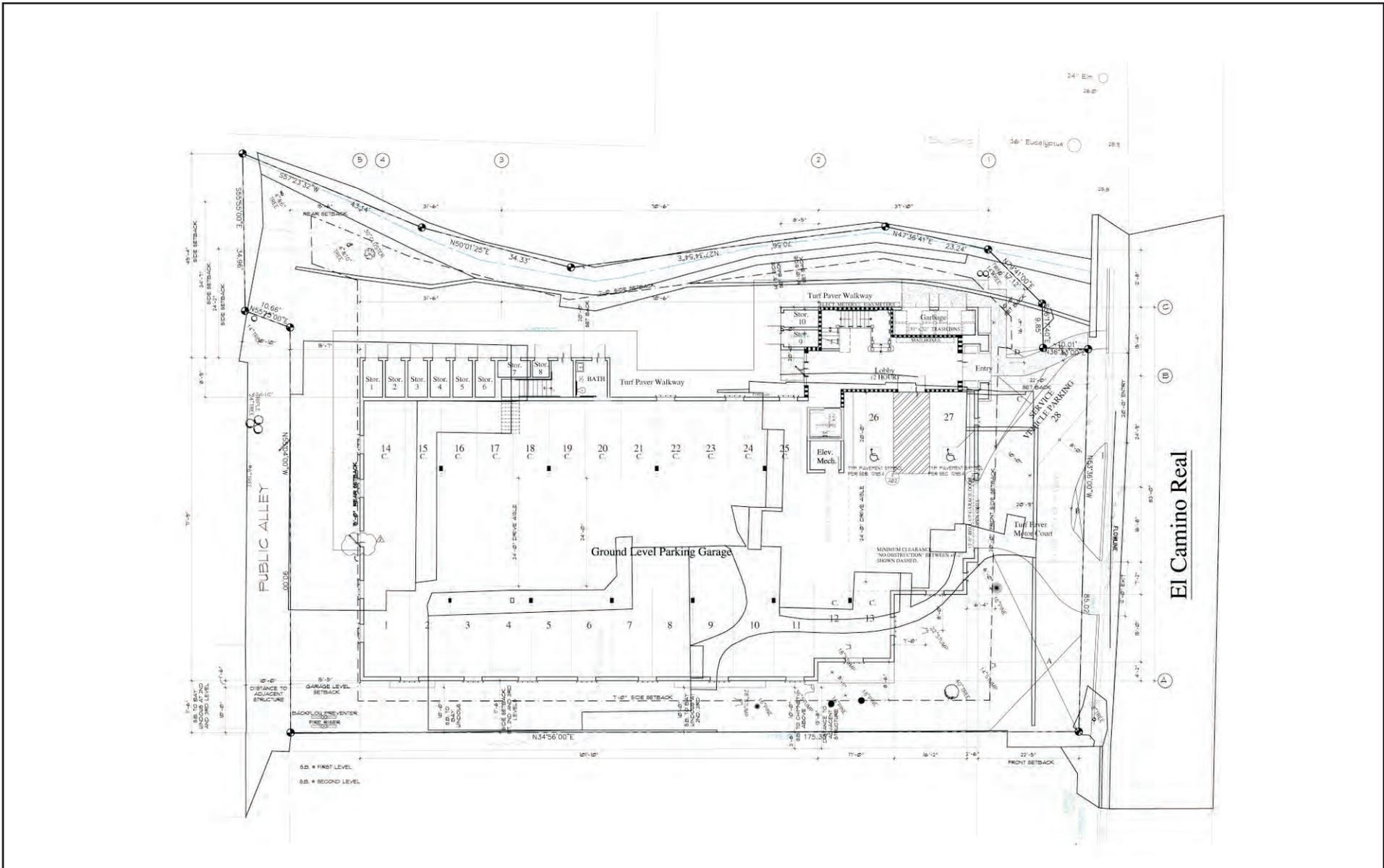


A BUILDING SECTION
SCALE: 3/16"=1'-0"

Source: Moore Vistica Architects, 2015

Exhibit 5c
Elevation Layout - Building Section

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Source: Moore Vistica Architects, 2015



Exhibit 6
Site Plan

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Landscaping includes a variety of tree species, shrubs, and small plantings throughout the site (Exhibit 7). One of the seven protected trees, a deodar cedar tree of 17.3 inches in diameter, is located at the southeast corner of the lot and would be removed for construction of the building. As such, an application for a Protected Tree Removal permit would be required. No trees located within the top of bank along Mills Creek would be removed. In addition, the three black acacia trees located within the 10-foot-wide alley behind the project site would remain. Tree protection measures would be implemented prior to construction. While construction of the condominiums would remain set back 3 to 17 feet beyond the top-of-bank of Mills Creek (depending on location along northern site boundary), shared recreation space abutting the creek would be landscaped with trees and small plantings and would include a wood arbor, barbeque and counter, fire pit, bocce court with synthetic turf, and permeable paver walkways and patios. The existing wood fence would be replaced with a new cable wire fence for enhanced visibility into the creek, as well as improved strength, durability, and weatherability.

1.4.1 - Inclusionary Zoning

In accordance with the Inclusionary Zoning regulations, which were in effect when the application was submitted in 2011, one 1-bedroom unit would be designated as an affordable unit and would be maintained for occupancy by families of moderate-income (120 percent of Area Median Income) for a minimum of 10 years. The Inclusionary Zoning ordinance allows the project applicant to apply up to two of three incentives offered including increased building height, reduced common open space, or increased number of compact parking stalls. The project applicant is using the increased building height incentive (44 feet 6 inches to top of tower element without a Conditional Use Permit), and the increased number of compact parking stalls (14 of the 28 spaces [50 percent] would be compact).

1.4.2 - Parking

A total of 28 on-site parking spaces are proposed (three more parking spaces than the required minimum). The at-grade garage would provide 25 standard/compact parking spaces and two disabled-accessible spaces; a service vehicle parking space would be provided at the circular driveway at the front of the site. Access to the at-grade garage would be from El Camino Real, via a semi-circular driveway (Exhibit 6).

1.4.3 - Traffic and Circulation

Vehicular, bicycle, and pedestrian access would be provided from El Camino Real. The project would replace the existing driveway from its current location on the north end of the site with a new curb cut to access the circular motor court. The one-way circulation pattern allows cars to enter from the northern driveway, and feed into the garage via a single entrance. Vehicles would exit from the southern driveway. The motor court provides space for two vehicles to stack in both the inbound and outbound lanes. Internally, access from the garage to the condominium units would be provided via elevators and stairs located on the north side of the project site.

Pedestrian facilities in the study area include a proposed sidewalk along the project frontage, with a crosswalk provided at Adeline Drive. Continuous paved pedestrian paths are provided on both sides of El Camino Real north of Mills Creek, with lighting provided by overhead streetlights on both sides

of the street. Crosswalks are provided on two approaches of the intersection of Adeline Drive and El Camino Real, which is located approximately 200 feet southeast of the project site.

The project site is served by SamTrans Routes ECR and 397, which operate on El Camino Real. Route ECR operates with headways between 15 and 20 minutes, providing service throughout the Peninsula from Palo Alto to the Daly City Transit Center, with stops at Colma, South San Francisco, San Bruno (connection to SFO BART), Millbrae BART, Burlingame, Hillsdale (San Mateo), Belmont, San Carlos, Redwood City and Menlo Park. Route 397 operates with roughly one-hour headways (with no mid-day service), providing service between San Francisco and Palo Alto, with stops at Brisbane, South San Francisco, SFO, Millbrae, Burlingame, Hillsdale (San Mateo), San Carlos and Redwood City. Two bicycles can be carried on most buses. Bike rack space is on a first-come, first-served basis. Additional bicycles are allowed on SamTrans buses at the discretion of the driver.

1.4.4 - Mills Creek

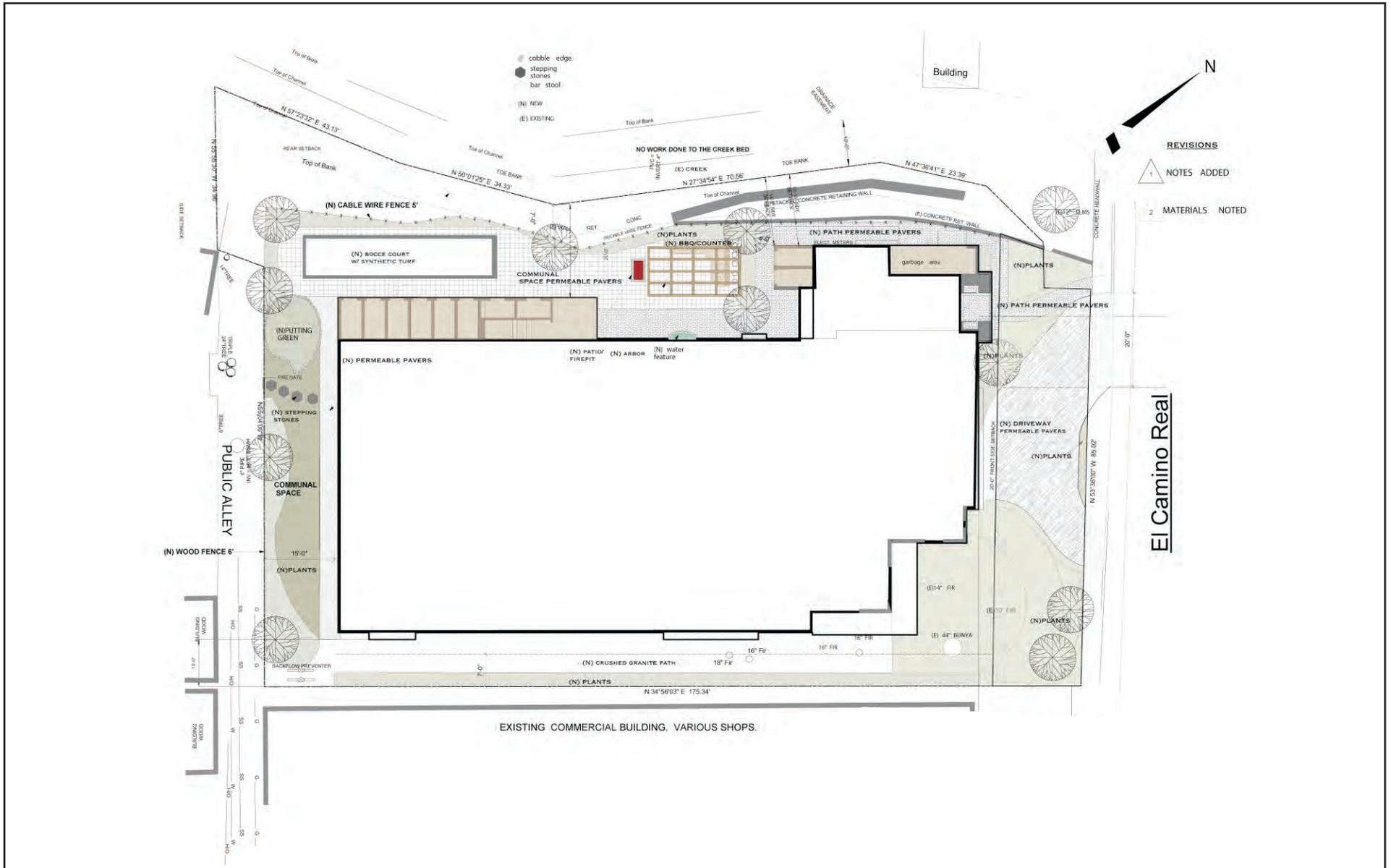
The project would include work within Mills Creek to eliminate erosion and undercutting issues located at the northwest corner of the project site. The goal of work within Mills Creek would be to shore up the creek bank through the use of gabions or other restoration components to address ongoing erosion problem areas along the creek bank. Because the details of how the work will be implemented is not known at this time, the analysis will assume that the work will occur within the bed and banks of Mills Creek and will require a Section 404 Nationwide Permit from the United States Army Corps of Engineers (USACE), a Streambed Alteration Agreement from California Department of Fish and Wildlife, and a Section 401 permit from the Regional Water Quality Control Board.

1.4.5 - Stormwater

There are currently two on-site storm drains. One is an 8-inch Vinyl Coated Plastic (VCP) from the existing apartment building to a small drain inlet box that is released through a 4-inch pipe to Mills Creek, while the other is a 3-inch pipe inlet into the Creek. The project would implement two separate stormwater systems. One system would collect stormwater from the ground level parking garage and direct it to a 500-gallon grease trap and subsequently to the existing City's sanitary drain in the rear alley at the back (southwest) of the project site. The other stormwater system would collect stormwater from rooftop downspouts and atrium drains located in permeable paver areas, directing water to the existing drain inlet box and 4-inch pipe leading to Mills Creek. The 3-inch pipe inlet into Mills Creek would be abandoned. Mills Creek flows under El Camino Real via an 8-foot, 4.3-inch concrete box culvert and continues in open channels and box culverts until it reaches the San Francisco Bay.

1.4.6 - Site Design and Required Safety Measures

No storing of hazardous materials would occur on-site with the exception of common cleaning supplies by building tenants. Chemical products used for cleaning would likely consist of antibacterial hand soap, hand sanitizer, multi-surface and glass cleaner, floor cleaner, surface sanitizing solution, and restroom cleaner. Hazardous materials, including diesel fuel and other motor lubricants would be used during construction and operation. The handling and transport of all hazardous materials on-site would be performed in accordance with applicable laws and regulations.



Source: Moore Vistica Architects, 2015

Exhibit 7 Landscaping Plan

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1.4.7 - Sustainability Features

According to the project applicant, the project would incorporate a variety of sustainability features that would reduce its demand for resources and promote waste reduction as follows:

- Energy management controls for efficient heating, ventilation and air conditioning (HVAC) systems and lighting.
- Drought tolerant landscaping and water efficient irrigation.
- Recycling practices during demolition, construction, and ongoing during operations.
- An electric vehicle (EV) charging station.
- Bicycle racks for all units.
- Photovoltaic array on roof.

1.4.8 - Utilities and Services

The following agencies and private companies have been identified as providers of facilities and services for the project site:

Electricity and Gas.....	PG&E
Fire Protection.....	Central County Fire Department
Police Services.....	City of Burlingame Police Department
Solid Waste.....	Recology San Mateo County
Telephone.....	AT&T
Water	City of Burlingame Water Department
Wastewater	City of Burlingame Public Works Department

1.4.9 - Construction

Project construction is proposed to begin in summer 2016 and is anticipated to take approximately 24 months.

1.5 - Intended Uses of this Document

The project would require the following discretionary agency approvals for actions proposed as part of the project:

- **City of Burlingame**
 - Adoption of the Initial Study/Mitigated Negative Declaration for the project.
 - General Plan Amendment for property with Parcel Number 025-228-130 from medium density (9 to 20 dwelling units per acre) to medium high density (21 to 50 dwelling units per acre).
 - Rezoning for property with Parcel Number 025-228-130 from the R-2 zone district to the R-3 zone district.
 - Condominium Permit for construction of a 10-unit residential condominium building.

- Tentative Condominium Map and Tentative and Final Parcel Map for Lot Combination to merge two parcels (APNs 026-011-010 and 025-228-130).

The project would require the following ministerial approvals for actions proposed as part of the project:

- **City of Burlingame** - Building Division – Permit for demolition of existing structures and construction of a new residential condominium building.
- **Bay Area Air Quality Management District (BAAQMD)** – Permit for demolition of existing structures.
- **California Department of Transportation (Caltrans)** – Encroachment Permit for new sidewalk and driveway improvements and for any work proposed within the state right-of-way.

SECTION 2: ENVIRONMENTAL CHECKLIST AND EVALUATION

Environmental Factors Potentially Affected			
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.			
<input checked="" type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry Resources
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards/Hazardous Materials
<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Transportation/Traffic	<input checked="" type="checkbox"/>	Utilities/Services Systems
<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	Geology/Soils
<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	Hydrology/Water Quality
<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	Noise
<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	Mandatory Findings of Significance

Environmental Determination

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measure based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Date: 10/6/15 Signed: 

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Aesthetics				
<i>Would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The following is based on the site reconnaissance. The visual character of the project area is largely composed of man-made features such as residences, commercial buildings, telephone poles, streetlights, and landscaped trees, with the exception of the Mills Creek riparian corridor, which is adjacent to the northwest side of the project. Land uses surrounding the project site consist of single-family residences, duplexes and Mills Creek to the north and northwest; commercial development, single-family, and multi-family residences to the southeast; single-family residences to the southwest; and Mills Creek, single-family residences, Lincoln Elementary School, and Ray Park to the west. Street lighting within the project’s vicinity is associated with nearby parking lot and street lighting, as well as building lighting from nearby residential and commercial buildings.

The project site fronts El Camino Real, also known as State Route (SR) 82. SR-82 is not designated as State scenic highway by the California Department of Transportation. However, the City of Burlingame does designate El Camino Real as a scenic highway because it is “lined with huge elm and eucalyptus trees that form a tunnel of foliage,” and according to the City, such features provide “a scenic character and add to the Burlingame image” (Burlingame General Plan 1969). Additionally, the grove of trees lining the corridor, identified as the “Howard-Ralston Eucalyptus Tree Rows,” is identified as a historic resource on the National Register of Historic Places, having gained that designation in 2011.

Most components of the project would be visible from El Camino Real; however, existing fencing, buildings, and trees obstruct views of the project site to the south, east, and west.

Environmental Evaluation

Would the project:

a) Have a substantial adverse effect on a scenic vista?

No impact. The City of Burlingame has not designated any scenic vistas in the area of the project site. Therefore, the project would not have any effect on a scenic vista.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?

Less Than Significant Impact. The City of Burlingame recognizes that the El Camino Real is a scenic highway, and that the eucalyptus trees that line the roadway form a tunnel of foliage that contributes to the distinctive image of Burlingame and are designated as a historic resource known as the Howard-Ralston Eucalyptus Tree Rows on the National Register of Historic Places. The project would not cause the removal of any trees lining El Camino Real and therefore would not disturb the tunnel of foliage that contributes to this scenic resource. The existing large elm trees, eucalyptus trees, and other vegetation along El Camino Real are located in the Caltrans right-of-way and would remain in their current unaltered positions. As such, the project would result in a less than significant impact on this scenic resource.

Trees that have a circumference of 48 inches or more measured 54 inches above the ground are protected under the City's municipal code (Chapter 11.06). Seven on-site trees fall under the City's ordinance as protected trees. One of the seven protected trees, a 17.3-inch deodar cedar tree, would be removed as a part of the project. Other trees located along Mills Creek would not be removed. To remove the deodar cedar tree, a Protected Tree Removal permit would need to be issued by the City of Burlingame Parks and Recreation Department, contingent upon the building and landscape plans being approved by the City and that replacement trees would be provided as part of the project. The project site does not contain any rock outcroppings or historic buildings that could be considered scenic resources.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. The project site is located along El Camino Real, which is fronted by a mixture of single-family, multi-family, retail, and commercial uses. According to the City's General Plan, the frontage of El Camino Real is intended to provide a transition between higher intensity uses and adjoining lower intensity uses on parallel streets. Many of the buildings south of the project site are multi-family buildings, with a bulk and scale similar to the project.

As seen in the Visual Simulations found in Exhibit 8 through Exhibit 11, the proposed building would be taller and result in different massing and setbacks in comparison to the existing buildings on-site. A Conditional Use Permit is required for any building or structure, which is more than 35 feet in height. The overall height of the building, as measured to the top of the tower element (representing 3 percent of the roof area), would be 44 feet, 6 inches above average top of curb level (the majority of the building is 35 feet, 6 inches in height as measured to the top of the mansard roof); however, up to

46 feet in height is allowed without the need to request a Conditional Use Permit when using the Inclusionary Zoning incentive as proposed by this project. The project also requires a Condominium Permit, which includes design review of the location and size of the proposed building, parking layout, location, use of the common areas and trash enclosures, and landscaping.

The proposed redevelopment would be in keeping with the more urban context along El Camino Real, and is consistent with the building height, bulk, mass, and scale allowed by the R-3 zone district. As shown in the visual simulations, the mature landscaping along Mills Creek and along the rear of the building effectively shield the mass of the structure from surrounding residential neighborhoods. The building would not be visible from the nearby Ray Park or Lincoln Elementary School. Furthermore, the project has been reduced from its previous iteration of a four-story building to that of a three-story building, reducing its overall height from 55 feet to 44 feet, 6 inches as measured to the top of the roof element (35 feet, 6 inches to top of mansard roof). As such, the project would not substantially degrade the visual character of the site and its surroundings; this impact is considered less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact With Mitigation Incorporated. The project would introduce new sources of lighting, including building-mounted light fixtures and light sources originating from inside the residential units. Lighting fixtures on the condominium building as well as on primary paths on the project site will be minimized to the most feasible extent. For example, the project applicant will comply with the Burlingame Municipal Code, Chapter 18.16 Electrical Code Section 410.10(f), which states:

1. Exterior lighting on all residential and commercial properties shall be designed and located so that the cone of light and/or glare from the lighting element is kept entirely on the property or below the top of any fence, edge, or wall.
2. On all residential properties exterior lighting outlets and fixtures shall not be located more than nine (9) feet above adjacent grade or required landing; walls or portions of walls shall not be floodlit; only shielded light fixtures which focus light downward shall be allowed, except for illuminated street numbers required by the fire department.

Low-level lighting would be installed throughout the project site for safety and security purposes, as well as operation and maintenance. However, the lighting would be shielded and directed downward to minimize the potential for spillover (light trespass) onto adjacent land uses. Although it is quite possible that the proposed 10-unit condominium complex could generate minutely more light than the existing 11-unit apartment complex, the new source of lighting would not create a substantial difference in day or nighttime views in the project area relative to the urban environment and surrounding land uses around the project site. In addition, to further assure that additional sources of nighttime lighting from exterior lighting are minimized, the project would incorporate Mitigation Measure AES-1, which would render potential impacts from light or glare less than significant.

MM AES-1 Prior to submittal of plans to the Building Division, the project sponsor shall ensure that building construction plans show exterior lighting and window treatments on the condominium building that are designed to minimize glare and light spillover to adjacent properties.

The City shall ensure that final design plans include downward directed light fixtures that are low-mounted to reduce light trespass onto adjacent properties. The final design plans shall also include glazing window treatments to minimize the intensity of daylight glare produced by the condominium building.

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Existing View from Balboa Avenue looking northeast



Visual Simulation of Proposed Project

Source: City of Burlingame, 2015

Exhibit 8 Visual Simulation of the Project from Balboa Avenue

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Existing View from Ray Park looking east



Visual Simulation of Proposed Project

Source: City of Burlingame, 2015.

Exhibit 9 Visual Simulation of the Project from Ray Park

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Existing View from Albermarle Way looking southeast



Visual Simulation of Proposed Project

Source: City of Burlingame, 2015

Exhibit 10 Visual Simulation of the Project from Albermarle Way

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Source: City of Burlingame, 2015

Exhibit 11 Visual Simulation of the Project from El Camino Real

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Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>2. Agriculture and Forestry Resources <i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i></p>				
<p>a) 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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

There are no farmlands or timberland in the project area. The Department of Conservation Farmland Inventory Map for San Mateo County shows the project area as Urban Land.

Environmental Evaluation

Would the project:

- a) **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?**

No Impact. The project site is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as no agricultural lands are found within or adjacent to the City's limits. Much of the land surrounding the site is highly developed, with the use of the site for any agricultural purposes not occurring in more than a century. Therefore, there would be no conversion of any farmland to a non-agricultural use as a result of the project.

- b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

No Impact. The project site is not under a Williamson Act Contract. There is no agricultural zoning within the project area. Therefore, the project would not conflict with these regulations and no impact would occur.

- c) **Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

No Impact. No forest land is located on or in the immediate vicinity of the project site. Accordingly, no impact would occur.

- d) **Result in the loss of forest land or conversion of forest land to non-forest use?**

No Impact. No forestland is located on or in the immediate vicinity of the project site. As such, project implementation would not result in the loss of forestland or conversion of forestland to a non-forest use. No impact would occur.

- e) **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

No Impact. As stated in question 2.2 a) above, there are no existing agricultural operations adjacent to or in the immediate vicinity of the project site. For this reason, no impact would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. Air Quality <i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.</i> <i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The project is located within the San Francisco Bay Area Air Basin (Air Basin), which consists of the entirety of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara counties; the western portion of Solano County; and the southern portion of Sonoma County. The Air Basin is characterized by complex terrain consisting of coastal mountain ranges, inland valleys, and bays. The regional climate of the Air Basin is characterized by mildly dry summers and moderately wet winters. The region exhibits moderate humidity, and wind patterns consisting mild onshore breezes during the day. The location of a strong subtropical high-pressure cell located in the Pacific Ocean induces foggy mornings and moderate temperatures during the summer, as well as occasional rainstorms during the winter.

The air pollutants for which national and state standards have been promulgated and which are most relevant to air quality planning and regulation in the Bay Area include ozone, nitrogen dioxide, carbon monoxide (CO), respirable particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}). In addition, toxic air contaminants are of concern in the Bay Area. Each of these is briefly described below. Other pollutants that are regulated but are not considered an issue in the project area are sulfur dioxide and lead; the project would not emit substantial quantities of those pollutants; therefore, they are not discussed.

- Ozone is a gas that is formed when reactive organic gases (ROG) and nitrogen oxides (NO_x)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are conducive to its formation. Health effects can include the following: irritate respiratory system; reduce lung function; breathing pattern changes; reduction of breathing capacity; inflame and damage cells that line the lungs; make lungs more susceptible to infection; aggravate asthma; aggravate other chronic lung diseases; cause permanent lung damage; some immunological changes; increased mortality risk; vegetation and property damage.
- Nitrogen dioxide: Health effects from nitrogen dioxide can include the following: potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; contribution to atmospheric discoloration; increased visits to hospital for respiratory illnesses.
- Carbon monoxide (CO) is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during the winter morning, with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines—unlike ozone—and motor vehicles operating at slow speeds are the primary source of CO in the Bay Area, the highest ambient CO concentrations are generally found near congested transportation corridors and intersections. Potential health effects from CO ranges depending on exposure: slight headaches; nausea; aggravation of angina pectoris (chest pain) and other aspects of coronary heart disease; decreased exercise tolerance in persons with peripheral vascular disease and lung disease; impairment of central nervous system functions; possible increased risk to fetuses; death.
- Respirable Particulate Matter (PM₁₀) and Fine Particulate Matter (PM_{2.5}) consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities. Health effects from short-term exposure (hours/days) can include the following: irritation of the eyes, nose, throat; coughing; phlegm; chest tightness; shortness of breath; aggravate existing lung disease, causing asthma attacks and acute bronchitis; those with heart disease can suffer heart attacks and arrhythmias. Health effects from long-term exposure can include the following: reduced lung function; chronic bronchitis; changes in lung morphology; or death.
- Toxic Air Contaminants refer to a diverse group of air pollutants that can affect human health, but have not had ambient air quality standards established for them. Diesel particulate matter is a toxic air contaminant that is emitted from construction equipment and diesel fueled vehicles and trucks. Some short-term (acute) effects of diesel particulate matter exposure include eye, nose, throat, and lung irritation, coughs, headaches, light-headedness, and nausea. Studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Human studies on the carcinogenicity of diesel particulate matter demonstrate an increased risk of lung cancer, although the increased risk cannot be clearly attributed to diesel exhaust exposure.

Construction and operation of the project would be subject to applicable Bay Area Air Quality Management District (BAAQMD) rules and requirements. The BAAQMD CEQA Guidelines were developed to assist local jurisdictions and lead agencies in complying with the requirements of CEQA regarding potentially adverse impacts to air quality. However, the BAAQMD June 2010 adopted thresholds of significance were challenged in a lawsuit. On March 5, 2012, the Alameda County Superior Court issued a judgment finding that the BAAQMD had failed to comply with CEQA when it adopted the thresholds. The court found that the adoption of the thresholds was a project under CEQA and ordered the BAAQMD to examine whether the thresholds would have a significant impact on the environment under CEQA before recommending their use. The court did not determine whether the thresholds are or are not based on substantial evidence and thus valid on the merits. The court issued a writ of mandate ordering the District to set aside the thresholds and cease dissemination of them until the BAAQMD had complied with CEQA. The court's order permits the BAAQMD to develop and disseminate these CEQA Guidelines, as long as they do not implement the thresholds of significance. In light of the court's order, all references of the Air District's June 2010 adopted thresholds, including related screening criteria, have been removed from its 2012 CEQA Guidelines.

The BAAQMD's 2011 Guidelines provide substantial evidence and support for its thresholds and screening levels. Considering this information, the City has decided to use the BAAQMD's 2011 Guidelines for this analysis, as well as the 2012 Guidelines where applicable.

Environmental Evaluation

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The 2010 Clean Air Plan, the regional air quality management plan for the Air Basin, accounts for projections of population growth provided by the Association of Bay Area Governments and vehicle miles traveled provided by the Metropolitan Transportation Commission, and it identifies strategies to bring regional emissions into compliance with federal and state air quality standards.

The BAAQMD's 2011 Guidelines provides guidance and screening criteria for determining if a project could potentially result in significant air quality impacts. The project consists of a new condominium complex with 10 residential units, which replaces an existing 11-unit apartment complex. According to Table 3-1, Criteria Air Pollutants and Precursors and GHG Screening Level Sizes, of the BAAQMD's 2011 Guidelines (excerpted below in Table 2), the project would not result in operational-related air pollutants or precursors that would exceed the BAAQMD's thresholds of significance. For example, the operational criteria pollutant (reactive organic gases), operational greenhouse gas, and construction criteria pollutant (reactive organic gases) screening sizes are 451 dwelling units, 78 dwelling units, and 240 dwelling units, respectively, for a "Condo/apartment, general" land use type.

Table 2: Criteria Air Pollutants and Precursors and GHG Screening Level Sizes for Residential Developments

Land Use Type	Operational Criteria Pollutant Screening Size	Operational GHG Screening Size	Construction-Related Screening Size
Single-family	325 du (NO _x)	56 du	114 du (ROG)
Apartment, low-rise	451 du (ROG)	78 du	240 du (ROG)
Apartment, mid-rise	494 du (ROG)	87 du	240 du (ROG)
Apartment, high-rise	510 du (ROG)	91 du	249 du (ROG)
Condo/townhouse, general	451 du (ROG)	78 du	240 du (ROG)
Condo/townhouse, high-rise	511 du (ROG)	92 du	252 du (ROG)

Notes:
 du = dwelling unit NO_x = Nitrous Oxide ROG = reactive organic compounds
 Source: BAAQMD 2011 Guidelines.

The project would have 10 dwelling units, and is therefore substantially lower than all three screening level sizes of residential land use types. The project would not generate emissions beyond what has already been assumed in the development of the 2010 Clean Air Plan; therefore, the project would not conflict with or obstruct implementation of the Plan; impacts would be less than significant.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact With Mitigation Incorporated. This impact relates to localized criteria pollutant impacts. Potential localized impacts would consist of exceedances of state or federal standards for PM_{2.5}, PM₁₀, or Carbon Monoxide (CO). Particulate matter emissions (both PM₁₀ and PM_{2.5}) are of concern during project construction because of the potential to emit fugitive dust during earth-disturbing activities. CO emissions are of concern during project operation because operational carbon monoxide (CO) hotspots are related to increases in on-road vehicle congestion.

Project Construction

Emissions from construction-related activities are generally short-term in duration but may still cause adverse air quality impacts. Respirable particulate matter (PM₁₀) is the pollutant of greatest concern with respect to construction activities, because most construction equipment is powered by diesel motors, which emit soot in addition to carbon monoxide (CO) and ozone precursors. Carbon monoxide and ozone precursors, however, are included in the emission inventory that is the basis for regional air quality plans and are not expected to impede attainment or maintenance of ozone and CO standards in the Bay Area.

A preliminary screening method is provided in the BAAQMD’s 2011 Guidelines for construction-related impacts associated with criteria air pollutants and precursors. The preliminary screening is

used to indicate whether a project's construction-related air pollutants or precursors could potentially exceed the BAAQMD's thresholds of significance. The construction of the project would result in a less than significant impact to air quality if the following screening criteria are met because:

1. The project is below the applicable screening level size shown in Table 3-1; and
2. All Basic Construction Mitigation Measures would be included in the project design and implemented during construction; and
3. Construction-related activities would not include any of the following:
 - a) Demolition activities inconsistent with District Regulation 11, Rule 2: Asbestos Demolition, Renovation and Manufacturing;
 - b) Simultaneous occurrence of more than two construction phases (e.g., paving and building construction would occur simultaneously);
 - c) Simultaneous construction of more than one land use type (e.g., project would develop residential and commercial uses on the same site) (not applicable to high density infill development);
 - d) Extensive site preparation (i.e., greater than default assumptions used by the Urban Land Use Emissions Model [URBEMIS] for grading, cut/fill, or earth movement); or
 - e) Extensive material transport (e.g., greater than 10,000 cubic yards of soil import/export) requiring a considerable amount of haul truck activity.

As discussed in the response to question 2.3 a) above, the project is far below the BAAQMD's screening level sizes as indicated in Table 3-1. The project does not currently include any dust control measures, resulting in the potential for a significant impact. Implementation of Mitigation Measure AIR-1 would require incorporating the BAAQMD's best management practices (BMPs). The project would not include simultaneous occurrence of more than two-construction phases or more than one land use type, extensive site preparation, or extensive material transport. The existing on-site structures have the potential to contain asbestos-containing materials. However, the project would be required to be consistent with District Regulation 11, Rule 2 regarding the removal of asbestos. With the implementation of Mitigation Measure AIR-1, construction impacts would be less than significant.

Project Operations

Operational CO hotspot emissions from traffic generated by the project would be the greatest pollutant of concern at the local level, since congested intersections with a large volume of traffic have the greatest potential to cause high, localized concentrations of CO.

The Bay Area Air Quality Management District recommends a screening analysis to determine if a project has the potential to contribute to a carbon monoxide hotspot. The screening criteria identify when site-specific carbon monoxide dispersion modeling is necessary. The project would result in a less than significant impact to air quality for local carbon monoxide if the following screening criteria are met:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans; or
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; or
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

As indicated in Section 16, Transportation/Traffic, the project is found to be consistent with the congestion management plan, thereby satisfying the first screening criteria. Further, traffic volumes on El Camino Real are approximately 28,000 vehicles per day, which is well below the screening thresholds identified above. Therefore, the project would not result in any impact related to these criteria.

PM₁₀ and PM_{2.5}, ROG, and NO_x. In general, long-term air quality emissions related to the project could result from the operation of vehicles by residents and stationary sources (i.e. heating and cooling devices and generators). Vehicle emissions such as reactive organic gases (ROGs) and nitrous oxides (NO_x) typically develop into ozone in the atmosphere. As noted in the response to question 2.3 a), the project size is well below the BAAQMD's screening threshold, indicating that ongoing project operations would not be considered to have the potential to generate significant quantities of air pollutants. As such, operational impacts would be less than significant.

MM AIR-1 During construction activities, the following air pollution control measures shall be implemented:

- Exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All roadways, driveways, and sidewalks shall be paved as soon as possible.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.

- A publicly visible sign shall be posted with the telephone number and person to contact at the City regarding dust complaints. This person shall respond and take corrective action within 48 hours of a complaint or issue notification. The Bay Area Air Quality Management District's phone number shall also be visible to ensure compliance with applicable regulations.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact With Mitigation Incorporated. Non-attainment pollutants of concern for this impact are ozone, PM₁₀ and PM_{2.5}. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. As discussed in question 2.3 a) above, the project's operational emissions would be less than significant as the project is under the BAAQMD's screening thresholds. Further, as discussed in question 2.3 b) above, with implementation of mitigation measure AIR-1, construction emissions would be less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A sensitive receptor is defined as the following (from BAAQMD 2011): "Facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples include schools, hospitals and residential areas." The project is considered a sensitive receptor. There are also single and multi-family residences adjacent to the project.

When siting a new receptor, the existing or future proposed sources of toxic air contaminants and/or PM_{2.5} emissions that would adversely affect individuals within the planned project should be examined, including the following: the extent to which existing sources would increase risk levels, hazard index, and/or PM_{2.5} concentrations near the planned receptor, whether the existing sources are permitted or non-permitted by the BAAQMD, and whether there are freeways or major roadways near the planned receptor.

Operation of the project is not expected to cause any localized emissions that could expose sensitive receptors to unhealthy long-term air pollutant levels. However, as the project includes sensitive receptors, the potential of those sensitive receptors to be exposed to substantial pollutants is examined. The BAAQMD's 2012 Guidelines contains recommendations for assessing the impact of nearby sources of air pollution. Using the BAAQMD's Stationary Source Screening Analysis Tool, it is noted that there are no stationary sources within 1,000 feet of the project.

The project is located on El Camino Real, which currently has approximately 28,000 vehicles per day on the segment adjacent to the project (California Environmental Health Tracking Program 2011). According to the BAAQMD's 2012 Guidelines, if the new receptor is near a high volume roadway (more than 10,000 vehicles or 1,000 trucks per day), then the highway screening analysis tool should

be used. According to the BAAQMD’s highway screening analysis tool, the segment of El Camino Real has the risk values as shown in Table 3. The BAAQMD’s 2012 Guidelines do not contain thresholds; therefore, the thresholds are from the BAAQMD’s 2011 Guidelines. As shown in Table 3, at 6 feet in elevation at 10 feet from El Camino Real, the cancer risk of 10.46 in one million would exceed the threshold of 10 in one million. However, because the building would be set back 22 feet from El Camino Real, impacts to residents by mobile sources would not be considered significant and no mitigation is required.

Table 3: Operational Screening Analysis - El Camino Real

Elevation	Distance	PM _{2.5} (µg/m ³)	Cancer Risk (in one million)	Hazard Index	
				Chronic	Acute
6 feet	10 feet south	0.156	10.46	0.014	0.026
	15 feet south	0.145	9.75	0.013	0.025
	25 feet south	0.124	8.34	0.011	0.022
20 feet	10 feet south	0.092	6.15	0.008	0.022
	25 feet south	0.088	5.87	0.008	0.019
Threshold		0.3	10	1	1
Notes: The values at 10 feet and 25 feet are from the BAAQMD’s highway screening analysis tool, which are Google Earth files that display the estimated risk from El Camino Real at the segment at which the project is adjacent. The value at 15 feet south is interpolated from the distances at 10 and 25 feet. Source: BAAQMD’s 2011 Guidelines.					

Construction activities could result in localized emissions of dust and diesel exhaust that could result in temporary impacts to the surrounding residential developments. Construction and grading activities produce combustion emissions from various sources, including heavy equipment engines, asphalt paving, and motor vehicles used by the construction workers. Dust would be generated during site clearing, grading, and construction activities, with most dust occurring during grading and excavation activities. The amount of dust generated would be highly variable and is dependent on the size of the area disturbed, amount of activity, soil conditions, and meteorological conditions. Nearby sensitive land uses, particularly the single and multi-family residential development located adjacent to the project site could be adversely affected by dust generated during construction activities. In addition, construction equipment would emit diesel particulate matter, which is a carcinogen. However, the impacts of diesel particulate matter are assessed over 70 years. Construction would be short-term in nature, lasting a few months to a year; therefore, impacts are less than significant.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. The BAAQMD does not have a recommended odor threshold for construction activities, but does recommend screening criteria based on distance between types of

sources known to generate odor and the receptor. For projects within the screening distances, the BAAQMD uses the following threshold for project operations:

An odor source with five (5) or more confirmed complaints per year averaged over three years is considered to have a significant impact on receptors within the screening distance shown in the Bay Area Air Quality Management District's guidance, Table 3-3.

Two circumstances have the potential to cause odor impacts:

- 1) A source of odors is proposed to be located near existing or planned sensitive receptors, or
- 2) A sensitive receptor land use is proposed near an existing or planned source of odor.

The project is residential in nature and not a typical source of objectionable odors. The project site is not located within the vicinity of any typical sources of objectionable odors, which typically include agricultural operations (e.g., dairies, feedlots, etc.), landfills, wastewater treatment plants, refineries, and other types of industrial land uses. The operation of the 10-unit condominium complex is not expected to produce any offensive odors that would result in odor complaints. During construction and grading, diesel powered vehicles and equipment used on the site could create localized odors, but these would be temporary in nature and would dissipate in the prevailing westerly winds. As such, construction-period and operation-period odor impacts would be considered less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. Biological Resources <i>Would the project:</i>				
a) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) 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"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The analysis in this section is based on a July 26, 2012 field reconnaissance and biological assessment by a qualified biologist. The biological assessment included identifying the wildlife habitat present (Mayer and Laudenslayer 1988); identifying common plant and wildlife species observed; determining the potential presence of any special habitat features, such as waters of the U.S. or State, including wetlands; and identifying any linkages within the project site to important adjacent wildlife habitats. Habitat types were evaluated for their potential to support special-status

plant and wildlife species and any other sensitive biological resources. An FCS biologist visited the site again on June 10, 2015 to review conditions of the site, including general habitats within and adjacent to Mills Creek.

In addition, the following information sources were reviewed:

- The Montara Mountain, San Mateo, and San Francisco South, California USGS 7.5-minute topographic quadrangles (Hayward).
- Aerial photography of the project site (Google Earth undated).
- Natural Resource Conservation Service (NRCS) soils map of the project site (Soil Survey Staff undated).
- California Department of Fish and Wildlife (CDFW) California Natural Diversity Data Base (CNDDDB) records for the Montara Mountain, San Mateo, and San Francisco South, California 7.5-minute topographic quadrangles and the surrounding eight quadrangles (CNDDDB 2012; updated July 2015).
- CDFW California Wildlife Habitat Relationship System (CWHR) (CDFW 2012).
- U.S. Fish and Wildlife Service (USFWS) list of endangered and threatened species that may occur, or be affected by the project, in the Hayward, California quadrangle (USFWS 2012).
- USFWS's Information, Planning, and Conservation System list of special-status species that are known to occur in the vicinity of the project site (USFWS 2015a).
- Potential critical habitat designations within the general vicinity of the project site were checked using the USFWS Critical Habitat Portal (USFWS 2015b).
- The California native Plant Society (CNPS) online Inventory of Rare and Endangered Vascular Plants of California (CNPS 2012; updated July 2015).
- Pertinent literature including the Jepson Manual, Higher Plants of California (Hickman 1993); Amphibian and Reptile Species of Special Concern in California (Jennings and Hayes 1994); California Birds: Their Status and Distribution (Small 1994); California Bird Species of Special Concern (Shuford and Gardali 2008); and Mammalian Species of Special Concern in California (Williams 1986).

Average temperatures at the project site range from January lows of 55.8 degrees Fahrenheit (°F) to September highs of 73°F. Average annual precipitation is approximately 19.94 inches; precipitation falls primarily as rain with most precipitation occurring between the months of October and April (Western Regional Climate Center 2012). The topography of the project site is level.

Environmental Evaluation

Would the project:

- a) **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 Wildlife or U.S. Fish and Wildlife Service?**

Less Than Significant Impact With Mitigation Incorporated. The project is an infill site, located in an area already subjected to an extensive history of development. Historically, vegetative cover in the region most likely consisted of a mosaic of coastal scrub and coastal prairie with scattered oak trees. However, the vast majority of the natural vegetation in the project vicinity was converted to either rangeland or urban uses by the early 1900s. Currently, open space in the vicinity consists of urban parks, where vegetation is landscaped and dominated by turf grasses and non-native trees. Mills Creek forms the western boundary of the site and includes native and non-native riparian vegetation such as Himalayan blackberry (*Rubus discolor*), English ivy (*Hedera helix*), nightshade (*Solanum umbelliform*), willow (*Salix* spp.), elm (*Ulmus* spp.) and black acacia (*Acacia melanoxydon*).

As shown on Exhibit 12, the CNDDDB documents occurrences of special-status species within the vicinity of the project site (Appendix A, Biological Resources). Many of these are historical, dating from the late 1800s through the 1970s (CDFW 2015). More recent sightings are confined to specific habitat types such as tidal marsh that is not present on or within the immediate vicinity of the project site. Many native species have been extirpated from the immediate project vicinity and habitat either no longer exists or never existed on-site or nearby for most of the sensitive species and native communities listed by CNDDDB and the California Native Plant Society (CNPS 2015).

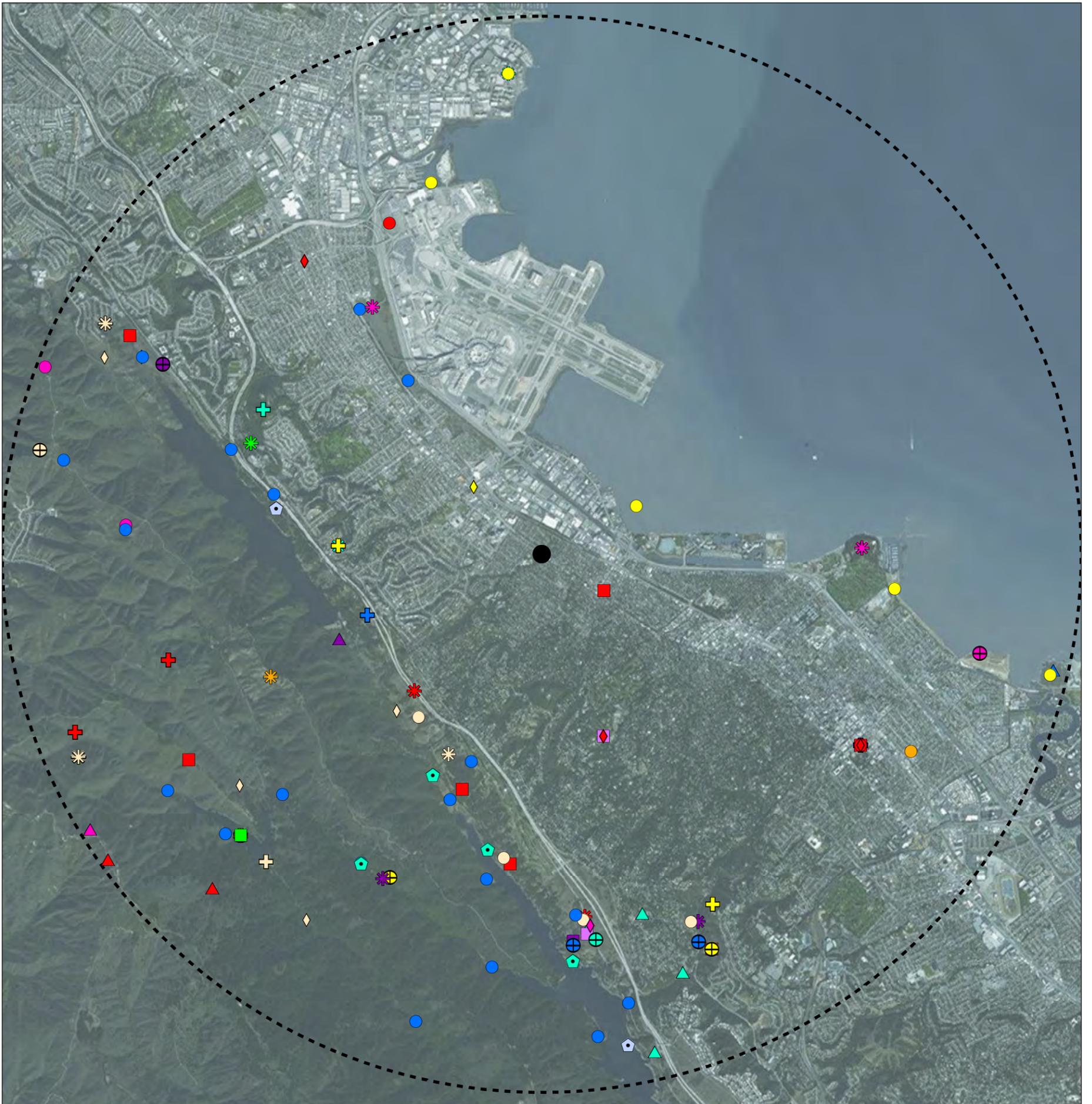
A review of the USFWS's Critical Habitat designations for Threatened & Endangered Species Across the United States (USFWS 2015b) indicated that the project site is not located within an area designated as critical habitat for any federally listed species. The nearest area of critical habitat designated for California red-legged frog is located approximately 2 miles southwest of the project site.

Special-Status Plants

Based upon the evaluation of the few habitats present within and adjacent to the project site, the absence of unaltered natural areas, and reconfiguration of the land for development, no federally or State-listed or other special-status plant species are expected to occur because of the lack of suitable habitat. Therefore, construction and implementation of the project would not result in impacts to special-status plants.

Special-Status Bats

As noted in the Appendix A, Special-Status Species Table, trees and buildings within and adjacent to the project site provide potential habitat for special-status bat species, including pallid bat (*Antrozous pallidus*), hoary bat (*Lasiurus cinereus*), Townsend's big-eared bat (*Corynorhinus townsendii*), and big free-tailed bat (*Nyctinomops macrotis*). Impacts to special-status bat species could result from an increase in noise during project construction and, as such, would be considered significant.



Source: ESRI Aerial Imagery. CNDDDB Data, July 2015.

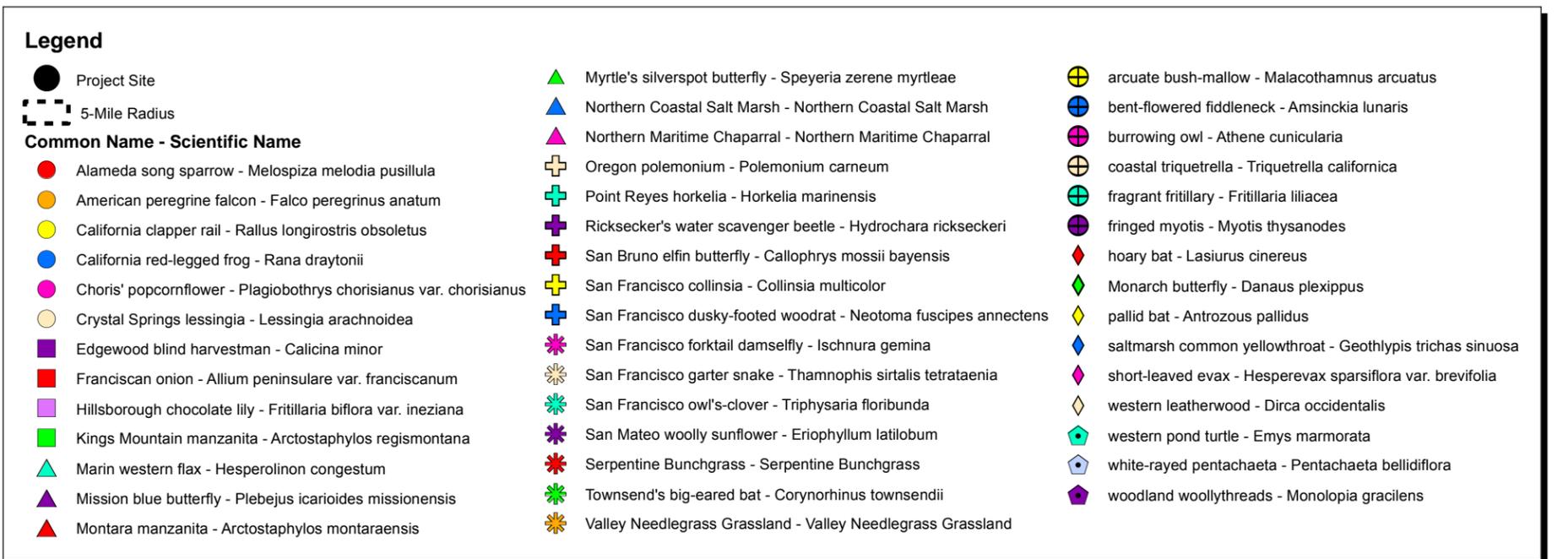


Exhibit 12
 CNDDDB-Recorded Occurrences
 of Special-Status Species
 within Five Miles of the Project Site



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However, implementation of Mitigation Measure BIO-1 would reduce impacts to special-status bat species to a less than significant level by requiring pre-construction surveys and the avoidance of disturbance to roosting bats.

Special-Status Birds and Migratory Passerines and Raptors

Trees within and adjacent to the project site provide potential habitat for special-status bird species, as well as migratory raptors and passerine bird species protected by the Migratory Bird Treaty Act. Construction activities adjacent to Mills Creek could also disturb nesting and breeding birds in trees and shrubs near construction site. Potential impacts on special-status and migratory birds that could result from implementation of the project include the destruction of eggs or occupied nests, mortality of young, and the abandonment of nests with eggs or young birds prior to fledging. Such potential impacts to special-status and migratory birds would be significant.

Implementation of Mitigation Measure BIO-4 would mitigate potential impacts on special-status and migratory birds to less than significant levels by requiring pre-construction surveys by a qualified biologist to determine whether special-status or migratory bird nests are present at or near the project. Impacts to birds and raptors are discussed in greater detail below under question 2.4 d).

California Red-legged Frog

The project site does not provide suitable habitat for California red legged frog (*Rana draytonii*). Although some areas within the Mills Creek watershed may provide suitable habitat for the California red-legged frog, the areas within and adjacent to the project site are devoid of the emergent vegetation and standing deep ponds and/or pools that are required for this species. Additionally, areas surrounding Mills Creek within and adjacent to the project site are developed and completely absent of upland habitat required for the California red-legged frog. No impacts to the California red-legged frog are anticipated as a result of project construction operation.

With the exception of special-status bats and nesting birds and raptors (discussed below under item 2.4.d), no other special-status species are expected to have greater than a low potential to occur on or in the vicinity of the project site. Therefore, with the implementation of Mitigation Measures BIO-1 and BIO-4, the project would not result in a significant effect on special status species.

Nighttime Lighting and Glare Effects on Biota

As previously indicated, the project site is an infill site, located in an area already subjected to extensive development and the related lighting and glare typically associated with a highly urban area. The project would remove the existing 11 apartment units and related lighting and glare-producing surfaces, and replace them with the proposed 10-unit condominium complex building and associated lighting and glare producing surfaces. As discussed in the Aesthetics analysis section, the project would introduce new sources of lighting and glare, but these sources would be low-level and would largely be considered a replacement of the existing sources. Furthermore, proposed lighting would be required to comply with Municipal Code Chapter 18.16, which requires all exterior lighting to be located so that the cone of light and/or glare is kept entirely on the property, and shall not be located more than nine (9) feet above adjacent grade. In addition, to further assure that additional sources of nighttime lighting from exterior lighting are minimized, the project would incorporate Mitigation Measure AES-1, which requires submittal of a final lighting plan to ensure light and glare

is minimized. As such, the project's level of lighting and glare would likely be similar to or less than that of the existing on-site uses, particularly since the proposed project would place all parking within the enclosed ground level garage, thereby reducing light and glare from vehicles. Furthermore, animal species residing in the project area are likely accustomed to urban type habitats and related lighting and therefore would not be significantly impacted by any change in lighting.

MM BIO-1 To reduce construction related impacts to special-status bat species, a bat survey shall be conducted between March 1 to July 31 by a qualified wildlife biologist within the year of proposed construction start and prior to ground disturbance. If no bat roosts are detected, then no further action is required. If a colony of bats is found roosting on-site, then the following mitigation will be implemented to reduce the potential disturbance:

- If a female or maternity colony of bats are found on the project site, a wildlife biologist through coordination with CDFW shall determine what physical and timed buffer zones shall be employed to ensure the continued success of the colony. Such buffer zones may include a construction-free barrier of 200 feet from the roost and/or the timing of the construction activities outside of the maternity roost season (after July 31 and before March 1).

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact With Mitigation Incorporated. Mills Creek is a blue line watercourse that forms the western project boundary. Within the project site, although a few trees occur adjacent to the creek, the project site lacks riparian habitat.

The building footprint and associated construction disturbance area is designed to remain at least 3 to 17 feet from the top-of-bank and would not affect riparian habitat. However, the project would also include work within Mills Creek to eliminate erosion and undercutting issues located at the northwest corner of the project site. The goal of work within Mills Creek would be to shore up the creek bank through the use of gabions or other restoration components to address ongoing erosion problem areas along the creek bank. Any encroachment into the creek would be subject to the requirements of the CDFW Lake and Streambed Alteration Program (Sections 1600–1607). As such, Mitigation Measure BIO-2 requires the implementation of a Streambed Alteration Agreement in compliance with section 1600 of the California Fish and Game Code. Implementation of Mitigation Measure BIO-2 would mitigate potential impacts to the creek from construction activities within the riparian setback along Mills Creek by requiring riparian vegetation planting and monitoring to ensure no loss of acreage of riparian habitat.

Project construction activities have the potential to degrade water quality through the exposure of surface runoff (primarily through rainfall) to exposed soils, dust, and other debris, as well as runoff from construction equipment. The implementation of stormwater BMPs pursuant to Mitigation

Measures HYD-1 and HYD-2 would mitigate the potential of surface runoff from impacting the adjacent Mills Creek habitat. Sediment control measures such as hay coils and natural buffers would be in place in any area where construction activities approach Mills Creek. Further details regarding the assessment of water quality impacts as a result of the project is addressed in this IS/MND's Section 2.9, Water Quality and Hydrology.

Therefore, potential impacts to the riparian area associated with Mills Creek on the eastern border of project activities would be considered less than significant with the implementation of mitigation.

MM BIO-2 To protect the long-term habitat of Mills Creek, the Applicant shall ensure that the creek is not obstructed and human intrusion into the riparian area is minimized. In compliance with Section 1600 of the California Fish and Game Code, the Applicant shall enter into a Streambed Alteration Agreement prior to conducting any construction activities within the creek corridor (defined by the California Department of Fish and Wildlife) as the top of bank plus the outer edge of the dripline of riparian vegetation) which will identify conditions the Applicant will implement. Conditions shall include but not be limited to the implementation of bank stabilization measures, and/or restoration and revegetation of the stream corridor habitat that has been damaged by project construction.

c) 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?

Less Than Significant Impact With Mitigation Incorporated. Project construction activities have the potential to degrade water quality through the exposure of surface runoff as well as runoff from construction equipment. The implementation of stormwater BMPs implemented pursuant to Mitigation Measures HYD-1 and HYD-2 would mitigate the potential of surface runoff from impacting the adjacent Mills Creek habitat. Further details regarding the assessment of water quality impacts as a result of the project is addressed in this IS/MND's Section 2.9, Water Quality and Hydrology.

The project would also include work within Mills Creek to eliminate erosion and undercutting issues located at the northwest corner of the project site. Mills Creek is a blue line watercourse and is therefore potentially jurisdictional. Because details of how work within Mills Creek will be implemented are not known at this time, mitigation is proposed requiring a Section 404 Nationwide permit from the USACE and a Section 401 permit from the Regional water Quality Control Board.

The proposed work within Mills Creek would be considered fill; therefore, authorization for fill would be required from USACE via the Section 404 permitting process prior to project implementation. Because a Section 404 permit would be required from the USACE, a Section 401 permit would be also required from the RWQCB. The applicant would be required obtain authorization from both the USACE and the RWQCB to fill/disturb Mill Creek prior to project implementation. The permitting process has been incorporated into the project as Mitigation Measure BIO-3.

For permanent impacts of a jurisdictional perennial creek, USACE shall require either replacement of affected acreage at a 1:1 ratio (one acre must be created for every acre lost) or payment of in-lieu

fees. For the temporary impacts of a jurisdictional perennial creek, the Applicant shall restore the area to pre-construction conditions. This may require revegetation of the area using native vegetation appropriate for drainages. Restoration plans shall be coordinated by a qualified biologist pursuant to, and through consultation with, USACE. This would be negotiated through the Section 404 permitting process required by Mitigation BIO-3.

Construction activities typically include the refueling of construction equipment on location. As a result, minor fuel and oil spills may occur with a risk of larger releases. Without rapid containment and clean-up, these materials could be potentially toxic depending on the location of the spill in proximity to water features, including Mills Creek. Accidental spills within the project work site and into the creek could result in adverse impacts to the aquatic environment. This potential impact would also be reduced to less than significant by implementation of Mitigation Measure BIO-3. In addition, implementation of bank stabilization measures, and/or restoration and revegetation of the stream corridor habitat is required pursuant to Mitigation Measure BIO-2.

In summary, implementation of MM BIO-2 and MM-BIO 3 would ensure that potential impacts to Mills Creek would be less than significant.

MM BIO-3 The Applicant shall obtain a Section 404 Clean Water Act Nationwide Permit from the USACE for impacts to wetlands and waters of the U.S. and comply with the mitigation measures identified in the Hydrology and Water Quality Section to prevent discharge of pollutants to surface waters during construction. This shall include complying with the State's National Pollution Discharge Elimination System General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Permit) issued by the Regional Water Quality Control Board (RWQCB). The Applicant shall also obtain a 401 Water Quality Certification from the RWQCB. For permanent removal of jurisdictional perennial creek, the Applicant shall require either replacement of affected acreage at a 1:1 ratio (one acre must be created for every acre lost) or payment of in-lieu fees. For the temporary removal of jurisdictional perennial creek, the City shall restore the area to pre-construction conditions. This may require revegetation of the area using native vegetation appropriate for drainages.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

Less Than Significant Impact With Mitigation Incorporated. The site is not part of an established native resident or migratory wildlife corridor. Because of lack of suitable habitat and the presence of human activity, it is unlikely that native reptiles, amphibians or mammals—other than the non-native species commonly associated with urbanization—occur in the area.

Although Mills Creek forms the western boundary of the site, it is culverted intermittently through the City of Burlingame, which likely interferes with the movement of aquatic species. Although no birds were observed during the surveys, bird species common in urban areas are expected to occur and may nest in the project area. These include species such as Anna's hummingbird (*Calypte anna*),

house finch (*Carpodacus mexicanus*), English sparrow (*Passer domesticus*), and common raven (*Corvus brachyrhynchos*). These are all locally resident species and, with the exception of English sparrow, their nesting activity is protected under California Fish and Game Code Section 3503. Section 3503.5 specifically affords protection to nesting raptors. In addition, Section 3513 of the Code and the Federal Migratory Bird Treaty Act (16 USC, Sec. 703, Supp. I, 1989) prohibit the killing, possession, or trading of migratory birds. Finally, Section 3800 of the Code prohibits the taking of non-game birds, which are defined as birds occurring naturally in California that are not game birds or fully protected species.

While the bird species listed above and in Appendix A.4, Special-Status Species Tables, may occur in the project vicinity, their presence is unlikely, due to the high ambient noise levels from traffic along El Camino Real. No nests from previous years were observed in trees on-site, along El Camino Real, or within the Mills Creek corridor.

There is potential for raptors adapted to urban areas, such as red-tailed hawk (*Buteo jamaicensis*) and Cooper's hawk (*Accipiter cooperii*) to use large eucalyptus and conifers located within the project vicinity for nesting purposes. In addition, there are dense shrubs and vines along the Mills Creek that may provide nesting habitat for songbirds. These shrubs and vines overhang the existing fence along Mills Creek and would likely need to be trimmed during construction. Therefore, project activities associated with building demolition or construction, were they to exceed ambient noise levels, could cause nest abandonment and death of young or loss of reproductive potential at active nests located within the project footprint or within 500 feet and in line of sight. In addition, demolition, construction, and pruning of vegetation could result in direct losses of nests, eggs, or nestlings. Such impacts to special-status birds would be considered significant but could be mitigated to less than significant levels through implementation of Mitigation Measure BIO-4.

MM BIO-4 The applicant shall take the following steps to avoid direct losses of nests, eggs, and nestlings and indirect impacts to avian breeding success:

- During the breeding season (Generally February 1 through August 31) a qualified biologist shall survey the project site and large trees within 500 feet and line of sight for nesting raptors and passerine birds not more than 14 days prior to any demolition, construction, or vegetation removal.
- If demolition or construction activities occur only during the non-breeding season between August 31 and February 1, no surveys will be required.
- Results of positive surveys will be forwarded to CDFW (as appropriate) and avoidance measures will be adopted, if necessary, on a case-by-case basis. These may include construction buffer areas (up to several hundred feet in the case of raptors) or seasonal avoidance.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. The City of Burlingame's Municipal Code (Title 11, Chapter 11.04 Street Trees and 11.06 Urban Reforestation and Tree Protection) requires a permit for removal,

pruning, or damage to any street tree or protected tree. Street trees are defined as any woody plant with a single stem and commonly achieving ten feet or more in height. Protected trees are defined as a) any tree with a circumference of 48 inches or more when measured at a height 54 inches above natural grade; b) a tree or stand of trees so designated by the city council; or c) a stand of trees in which the Parks and Recreation director has determined each tree is dependent on the others for survival. Requirements for redevelopment, when such would result in an increase in habitable space on a property, includes the installation of one landscape tree for every 2,000 square feet of lot coverage for condominiums (City Code 11.06.090 (a)(2)).

The site includes 12 trees, of which seven are protected. The protected size trees include five deodar cedar trees (17.3, 17.5, 17.6, and 18.5 inches in diameter) and a bunya-bunya tree (42 inches in diameter) at the southeast corner of the site, and an elm tree (22 inches in diameter) at the northeast corner of the site. One of the seven protected trees, a deodar cedar tree of 17.3 inches in diameter, is located at the southeast corner of the lot and would be removed for construction of the building. As such, an application for a Protected Tree Removal permit would be required. No trees located within the top of bank along Mills Creek would be removed. In addition, the three Black Acacia trees located within the 10-foot-wide alley behind the project site would remain. Tree protection measures would be implemented prior to construction in accordance with Municipal Code 11.06.050, which requires protected trees to be protected by a fence during construction. Municipal Code 11.06.050 further prohibits the storage of chemicals or other construction materials within the drip line of protected trees.

The Municipal Code Section 11.06 Urban Reforestation and Tree Protection includes measures and conditions that protect trees that are to remain, and requirements for replacement of trees that are removed. Compliance with these requirements would ensure that impacts to street trees and other protected trees affected by the project are less than significant.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. No Habitat Conservation Plans, Natural Community Conservation Plans, or other local, regional, or state habitat conservation plans that apply to the project site. Therefore, the project would not result in any conflicts with adopted plans.

The Burlingame General Plan Conservation Element identifies a conservation program under which remaining natural sections of creeks are to be retained. An open and unchanneled portion of Mills Creek runs along the western portion of the project site and could be considered a remaining natural section of Mills Creek.

The building footprint and associated construction disturbance would be set back 3 to 17 feet from the top-of-bank and would not alter the existing conditions of the creek. Construction within the creek would be limited to eliminating an existing erosion and undercutting issue at the project sites northwestern corner. Therefore, the project would be consistent with the conservation program's goal of retaining natural sections of existing creek systems and would thus result in no impact.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
5. Cultural Resources				
<i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Record Searches

Northwest Information Center

To determine the presence of cultural and historical resources within the project area and a 0.25-mile radius, a Senior Project Archaeologist conducted a record search at the Northwest Information Center (NWIC) on July 24, 2012. The record search included a review of National Register of Historic Places (NRHP), the California Register of Historic Resources (CR), the California Inventory of Historic Resources (CRHR), the California Historical Landmarks, the California Points of Historical Interest Listing, the Directory of Properties in the Historic Property Data File, the Archaeological Determinations of Eligibility, and other pertinent historic map data available at the NWIC. The NWIC results indicate that two prehistoric and two historic resources have been recorded within a 0.25-mile radius of the project.

Eleven previous investigations have been conducted within the 0.25-mile radius of the project area and two were directly adjacent to the project area, along SR-82 (Table 4).

Table 4: Cultural Resource Reports within 0.25-mile Radius of the Project

Report Number	Author/Year/Title
S-003174	Hamilton/1936/Indian Shell Mounds of San Mateo Creek and Vicinity
S-011396	BioSystems Analysis/1989/Technical Report of Cultural Resources Studies for the Proposed WTG_WEST, Inc., Los Angeles to Sacramento, CA: Fiber Optic Project
S-017993	Hatoff, et al./1995/Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project
S-022657	Sawyer, et al./2000/Archaeological Survey along Onshore Portions of the Global West Fiber Optic Cable Project
S-025174	Holson/2002/Cultural Resources Report for San Bruno to Mountain View Internodal Level 3 Fiber Optics Project in San Mateo and Santa Clara Counties, California
S-029657	Nelson/2002/Archaeological Inventory for the Caltrain Electrification Program Alternative in San Francisco, San Mateo, and Santa Clara Counties, California
S-032166	Kostura/1999/Historic Resources Compliance Report Including Report on the Finding of Adverse Effect for the Proposed Widening of State Highway 82 Between Bellevue Avenue and [Floribunda] Avenue in Hillsborough, San Mateo County
S-032250	Lappin/2003/Historic Property Survey Report, Mission Bells Project, State Route 82/Interstate 101, San Mateo and Santa Clara Counties, California
S-033545	National Park Service/1994/Draft Comprehensive Management and Use Plan and Environmental Impact Statement, Juan Bautista de Anza National Historic Trail, Arizona and California
S-036313	ESA+Orion/2009/Crystal Springs Pipeline No. 2 Replacement Project, San Francisco and San Mateo Counties, California: Historic Context and Archaeological Survey Report
S-038036	Wills and Crawford/2010/Cultural Resources Records Search and Site Visit for AESCO Job Number 20101651-B3541, Exenet Systems Candidate BGM-139A (Burlingame Network 139A), 1457 Drake Avenue, Burlingame, San Mateo County, California

The project area is immediately adjacent to Mills Creek and there are two significant prehistoric habitation sites recorded near the project. Site P-41-000302 is approximately 950 feet northwest of the project area and when it was recorded in 1969, this habitation site measured approximately 1,450 feet by 600 feet. The second prehistoric site (P-41-000108) was recorded approximately 500 feet southwest of the project area in 1989 as a habitation site measuring 500 feet by 200 feet.

The first of the two historic sites recorded adjacent to the project area is the Howard-Ralston Eucalyptus Tree Row (P-41-002191) which extends along El Camino Real adjacent to the project area. This Eucalyptus Tree Row was originally planted in 1873 and was listed on the National Register of Historic Places (NR) in 2011. The second is El Camino Real (P-41-002192), a historic trail/highway (currently SR-82) that is also listed on the NR.

Native American Heritage Commission

A request was sent on August 1, 2012 and again on August 20, 2015 to the Native American Heritage Commission (NAHC) requesting a search of their search their Sacred Lands File and a list of interested Native American tribal members who may have additional information about the project area. Additional follow-up with the NAHC occurred on September 1, 2015 and September 19, 2015. No response has been received as of this date. Once a response has been received from the NAHC, letters will be sent to specific tribal entities requesting additional information from them about the project area. This information and any additional consultation will be made available upon request.

California Native American Tribe Consultation

Assembly Bill (AB) 52 requires the City of Burlingame to consult with any California Native American Tribe that has formally requested consultation regarding any project within the city's jurisdiction. Tribes are required to submit written request to jurisdictions in which they wish to be notified of projects. At this time, the City of Burlingame has not received any formal requests for Native American Tribe Consultation.

In addition, AB 52 requires the revision of the CEQA Appendix G checklist to separate the consideration of paleontological resources from tribal cultural resources and update the relevant sample questions, as well as add consideration of tribal cultural resources with a relevant sample question. Consistent with this requirement, an additional checklist question, considering impacts to tribal cultural resources, has been added to this document.

Pedestrian Survey

Field surveys were conducted on July 30, 2012 and again in April 2015. Since the project area consists of an occupied, multi-unit dwelling complex and the majority of the ground surface is covered with buildings, driveway, and landscape elements, a typical pedestrian survey was not feasible. Instead, the survey consisted of a preliminary assessment of the buildings for their age and possible historic significance from the street and looking at the 1923 bridge over Mills Creek.

No prehistoric resources were discovered during the course of the surveys; however, the banks of the Mills Creek adjacent to the project area were not accessible because of fencing along the south bank and a house along the north bank of the Mills Creek. Additionally, the Mills Creek banks were covered with dense vegetation that obscured the ground surface completely. The location of the project area abutting Mills Creek and the relatively close proximity of two large habitation sites makes this a highly sensitive area for prehistoric resources.

The existing residence was constructed in 1916 but is not listed on any local, state, or federal historic property listings and is not located within a historic district.

SR-82 is immediately east of the project, and running along both sides of SR-82 are historic eucalyptus trees (Howard-Ralston Eucalyptus Tree Rows) that are listed on the National Register of Historic Places. The concrete bridge that crosses Mills Creek was built in 1923 and appeared to be in good condition at the time of the field survey.

Environmental Evaluation

Would the project:

- a) **Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

Less Than Significant Impact With Mitigation Incorporated. The existing main residence was constructed in 1916 but is not listed on any local, state, or federal historic property listings and is not located within a historic district. In addition, the City's 1982 historic inventory does not include reference to any historic resources on this site. As indicated in the Cultural Resources Letter Summary Report (Appendix C), the existing residences are not considered historically or architecturally significant under local Burlingame criteria, the California Historic Register, and National Register of Historic Places criteria.

Regarding the bridge over Mills Creek and the eucalyptus trees along El Camino Real, the project as designed would not require the removal of any eucalyptus trees along El Camino Real, nor would it require any disturbance to the structure or foundation of the bridge. As designed, the project would not result in any adverse effect to historic resources on the project site or in the vicinity.

Since the site is located in the vicinity of two previously identified prehistoric sites, ground-disturbing activities during construction may uncover previously unknown, buried historic resources. Implementation of Mitigation Measure CUL-1 would ensure that any potential impacts to previously unknown historic resources are reduced to a less than significant level.

MM CUL-1 In the event that buried archaeological resources are discovered during construction, ground-disturbing operations shall stop within 100 feet of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further evaluation. The Applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The archaeologist shall make recommendations concerning appropriate measures that will be implemented to protect the resources, including but not limited to excavation and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Archaeological resources could consist of, but are not limited to, stone, wood, or shell artifacts, structural remains, privies, or historic dumpsites. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated for significance in terms of CEQA criteria.

- b) **Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?**

Less Than Significant Impact With Mitigation Incorporated. Public Resources Code Section 21074 defines tribal cultural resources as either (1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or (2) a resource that the lead agency chooses, in its discretion, to treat as a tribal cultural resource. There are no listed or eligible for listing tribal

cultural resources on-site. However, since the project area is immediately adjacent to Mills Creek, and two previously identified prehistoric sites, it is considered an archaeologically sensitive area for tribal cultural resources.

Because the project area is considered sensitive for archaeological resources, subsurface construction activities may encounter previously undiscovered tribal cultural resources. The implementation of cultural resource construction mitigation measures (Mitigation Measures CUL-1 and CUL-2) would ensure that this impact is less than significant.

c) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact With Mitigation Incorporated. Although no prehistoric archaeological resources were discovered during the course of the pedestrian survey, there was no ground surface visibility, especially along the Mills Creek, and therefore it is unknown if there are prehistoric resources within the project area. Since the project area is immediately adjacent to Mills Creek, it is considered an archaeologically sensitive area for prehistoric resources.

As previously discussed, implementation of MM CUL-1 would ensure that any potential impacts to previously unknown archaeological resources are reduced to a less than significant level.

d) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact With Mitigation Incorporated. As indicated by Dr. Kenneth L. Finger, Consulting Paleontologist, in a letter dated August 6, 2015, the project area is not located in an area that is considered likely to have paleontological resources present. Fossils of plants, animals, or other organisms of paleontological significance have not been discovered at the project site, nor has the site been identified to be within an area where such discoveries are likely. The type of depositional environment at the project area typically does not present favorable conditions for the discovery of paleontological resources. In this context, the project would not result in impacts to paleontological resources or unique geologic features. However, if significant paleontological resources are discovered, implementation of Mitigation Measure CUL-2 will reduce this potential impact to a less than significant level.

MM CUL-2 In the event a fossil is discovered during construction for the project, excavations within 50 feet of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The Applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If the find is determined to be significant and if avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards.

e) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact With Mitigation Incorporated. No human remains are known to exist within the project area. However, there is always the possibility that subsurface construction activities associated with the project, such as trenching and grading, could potentially damage or destroy previously undiscovered human remains. Accordingly, this is a potentially significant impact. However, if human remains are discovered, implementation of Mitigation Measure CUL-3 would reduce this potential impact to a less than significant level.

MM CUL-3 In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines § 15064.5; Health and Safety Code § 7050.5; Public Resources Code § 5097.94 and § 5097.98 must be followed. If during the course of project development there is accidental discovery or recognition of any human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the “most likely descendant” (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.
2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the project site in a location not subject to further subsurface disturbance:
 - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission.
 - The descendant identified fails to make a recommendation.
 - The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
6. Geology and Soils				
<i>Would the project:</i>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated 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"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) 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"/>

Environmental Setting

The project site is located in the Coast Ranges of a broad alluvial plain, which lies within the eastern portion of the San Mateo County. In addition, the City of Burlingame is located within the proximity of two major active earthquake faults. The San Andreas Fault runs south to north through Burlingame in the hills on the west side of the City, and the Hayward fault is located 15 miles to the east of the project site (Burlingame General Plan 1975). There is a 21 percent probability that a Richter magnitude 7 earthquake will occur along the San Andreas Fault in the next 30 years, and a 63

percent probability that a Richter magnitude 7 earthquake will occur in the greater San Francisco Bay Region in the next 30 years (Association of Bay Area Governments). Seismic activity could result in moderate to violent ground shaking effects at the project site. However, soils within the City of Burlingame are considered to be reasonably stable during seismic activity. According to the City, there are 4 groups of soils that exist in Burlingame: the Baylands, which has extensive fill over historic marshlands; Alluvial Plains, with gravel, silt, sand, and clay deposits; the Foothill Band, which consists of sandstone, siltstone, a ravine fill of gravel, silt, and clay; and the Western Hills that generally consists of a variety of Franciscan rocks, frequently found in softer clay deposits (Burlingame General Plan, 1975).

Environmental Evaluation

Would the project:

- a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:**
 - i) **Rupture of a known earthquake fault, as delineated 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.**

Less Than Significant Impact. The purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to restrict construction of structures intended for human occupancy along traces of active faults. The project site is not located within an Alquist-Priolo Earthquake Fault Zone or on, or immediately adjacent to, an active or potentially active fault (California Department of Conservation 2015). The nearest fault zones to the project site are the San Andreas Fault Zone and the Hayward Fault Zone, located an average of approximately 1.8 miles southwest and 14.8 miles northeast of the project site, respectively. Other nearby Bay Area faults include the San Gregorio-Hosgri fault and the Calaveras fault. The project is close to the San Andreas fault, which would probably generate the most severe ground motions at the site with an anticipated maximum moment magnitude (Mw) of 7.0. However, the project would be required to comply with the California Building Code as well as the City's Building Code (Title 18). Adhering to the California Building Code and the City's Building Code would render impacts associated with fault rupture hazards less than significant.

- ii) **Strong seismic ground shaking?**

Less Than Significant Impact. All of California, including the project site, is subject to earthquake risks. Accordingly, the project site area is situated within a region traditionally characterized by a number of active faults and fault zones, and moderate to high seismic activity. The San Andreas and Hayward fault zones could likely cause very strong to violent seismic ground shaking at the project site and, as such, the new building would probably experience "very strong" shaking. Ground shaking of this magnitude could result in moderate damages, such as collapsing chimneys and falling plaster, and can also trigger ground failures caused by liquefaction, potentially resulting in foundation damage, disruption of utility service and roadway damage. Studies by the United States Geological Survey (USGS) indicate there is a 62 percent likelihood of a Richter magnitude 6.7 or higher earthquake occurring in the Bay Area in the next 30 years (USGS, 2003).

Given that the project is located in a seismically active area, and the project site has Uniform Building Code Soil Type SD (stiff soils), it is generally recommended that the project be appropriately reinforced and designed by a structural engineer and be in accordance with the most applicable Seismic Code to resist earthquakes (GeoForensics 2007). Geotechnical and seismic design criteria must conform to engineering recommendations in accordance with the seismic requirements of Zone 4 of the Uniform Building Code (UBC) and California Building Code (Title 24) additions. Because the project would be required to comply with all applicable building code regulations and standards to address potential geologic impacts associated with proposed redevelopment of the site including ground shaking, such impacts would be considered less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact With Mitigation Incorporated. The Burlingame General Plan recognizes that liquefaction has been responsible for ground failures during nearly all of California's major earthquakes. Based on a review of the interactive Association of Bay Area Governments (ABAG) GIS Liquefaction Susceptibility map, the subject site is located within an area identified as having a moderate susceptibility to liquefaction. However, a geotechnical investigation of the project site indicates that it is underlain by clay-rich and dense materials located at shallow depths, resulting in a very low liquefaction potential (GeoForensics 2007). Nevertheless, to assure that seismic-related ground failure is minimized, Mitigation Measure GEO-1 requires that the rigidity of the foundation floor system of the planned structure be increased to ensure that the structure can withstand the possibility of liquefaction, as recommended by the geotechnical report. Adherence to this mitigation measure, coupled with adherence to the UBC and California Building Code, as stated above in question 2.6 a.ii), would render impacts from liquefaction less than significant.

MM GEO-1 Prior to the issuance of a building permit, the project's plans shall reflect foundations that extend deep enough to penetrate more stable soils. The project applicant shall follow the recommendations of the Geotechnical Investigation, by implementing a pier and grade beam foundation system. Herein, the piers shall penetrate a minimum of 12 feet beneath lowest adjacent grade; have a minimum diameter of 16 inches; be nominally reinforced vertically with a minimum of four No. 4 bars; and be spaced no closer than 4 diameters (center to center). In addition, the actual depth, diameter, reinforcement, and spacing of the piers shall be determined by the structural engineer based upon the design criteria:

A friction value of 500 per square foot (psf) may be assumed to act on that portion of the pier within below 2 feet. Lateral support may be assumed to be developed along the length of the pier below 2 feet, using a passive pressure of 350 per cubic foot (pcf) Equivalent Fluid Weight (EFW). Passive resistance may be assumed to act over 1.5 projected pier diameters. Above 2 feet, no frictional or lateral support may be assumed. These design values may be increased 1/3 for transient loads (i.e., seismic and wind).

The bases of the piers' holes should be clean and firm prior to setting steel and pouring concrete. If more than 6 inches of slough exists at the base of the pier holes

after drilling, then the slough should be removed. If less than 6 inches of slough exists, the slough may be tamped to a stiff condition. Piers should not remain open for more than a few days prior to casting concrete. In the event of rain, shallow groundwater, or caving conditions, it may be necessary to pour piers immediately.

Because of the presence of groundwater and locally sandy soils, the contractor should be prepared to address pier-hole caving. This may include drill and pour techniques, slurry drilling, or casting the holes. Accumulations of water in the hole is likely to cause side wall collapse and make cleaning the hole difficult. Therefore, holes should not remain open for significant amounts of time.

All perimeter piers and piers under load-bearing walls should be connected by concrete grade beams. Perimeter grade beams should penetrate at a minimum of 6 inches below crawlspace grade (unless a perimeter footing drain is installed to intercept water attempting to enter around the perimeter). Interior grade beams do not need to penetrate below grade. All other isolated floor supports must also be pier supported to resist expansive soil uplift; however, they do not need to be connected by grade beams.

In order to reduce any expansive soil uplift forces on the base of the grade beams, the beams either should have a uniform 3-inch void between their base and the soil, or should be constructed with a knife edge and triangular shaped void in a rectangular trench. The void can be created by the use of prefabricated cardboard material (e.g., K-void, Sure-void, Carton-void), half a sonotube faced concave down, or other methods devised by the contractor and approved by the geotechnical engineer. The use of Styrofoam is not acceptable for creating the void.

All improvements connected directly to any pier supported structure, also need to be supported by piers. This includes, but is not limited to: porches, decks, entry stoops and columns, etc. If the designer does not wish to pier support these items, then care must be taken to structurally isolate them (with expansion joints, etc.) from the pier supported structure.

iv) Landslides?

No Impact. According to the City of Burlingame's General Plan, soils within the City are reasonably stable under seismic conditions. In addition, the Geotechnical Investigation identifies that the project site and the surrounding area are generally level and the project site is not located on or adjacent to a hillside.

A portion of the stacked concrete walls along Mills Creek have moved out of place, thereby exposing the creek banks. The geotechnical investigation found that these deteriorating walls present a minimal concern for the long term stability of the channel, due to the underlying hard native clay soils. Further, based on a September 4, 2012 update to the Geotechnical Evaluation (Appendix D.1), the use of a pier supported structure of a mat slab ground level garage floor to be set back at least 20 feet from the top of creek bank/retaining wall would ensure that no load would be imparted to

either the creek bank or the retaining wall. Nonetheless, work is proposed within the creek to eliminate erosion and undercutting issues. Because all loads will be taken to substantially greater depths below the base of the creek channel, the project would not affect the creek channel or its flows, and would not therefore result in any impact associated with landslides or mudslides or other forms of natural slope instability.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact With Mitigation Incorporated. Site grading, excavation, and construction have the potential to result in soil erosion or the loss of topsoil. As detailed below in question 2.9 a), runoff from the project site during grading would be evaluated for its potential to cause erosion (Municipal Code Section 18.20.060). Additionally, the city engineer or building official would inspect the project site after rough grading to ensure compliance with the grading permit (Municipal Code Section 18.20.080). Further, because development of the proposed project would remove or replace more than 10,000 square feet of impervious surfaces, the project is required to meet Provisions C.3 and C.6 of the Municipal Regional Stormwater Permit (MRP), Order No. RI-2009-0074 and Order No. R2-2011-0083, NPDES No. CAS612008. Adherence to these standard requirements detailed in Mitigation Measures HYD-1 and HYD-2 minimize the potential for erosion and sedimentation during construction activities.

Wind-blown soil erosion would be prevented through the implementation of Mitigation Measure AIR-1, which requires the use of water trucks to stabilize soils during project construction per BAAQMD requirements. Further, as aforementioned above in question 2.3 a.iv), while a portion of the stacked concrete walls aligning the creek have moved out of place exposing creek banks, the deteriorating walls present a minimal concern for the long term stability of the channel because of the underlying hard native clay soils. Nonetheless, work is proposed within the creek to eliminate erosion and undercutting issues. With the implementation of the Mitigation Measures AIR-1, HYD-1, and HYD-2, potential impacts on soil erosion or the loss of topsoil would be considered less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact With Mitigation Incorporated. Soils that are considered expansive contain significant amounts of clay materials. Standard practice for geotechnical investigations, in accordance with current building code standards, calls for all new structures to be designed to mitigate for any potential subsidence associated with the proposed new loading. The presence of shallow groundwater and alluvial (expansive) soils were found at the project site during the geotechnical investigation (GeoForensics 2007). The condominium building floors would not consist of concrete slabs-on-grade pursuant to the geotechnical engineer's recommendations and the use of a deep-rooted foundation system would enable the project to derive support from more stable soils located at lower depths. Accordingly, with the implementation of Mitigation Measure GEO-1 above, impacts related to unstable soils would be rendered less than significant.

- d) **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?**

Less Than Significant Impact With Mitigation Incorporated. As discussed above in question 2.3 c), the project site would overlay alluvial materials such as clays and silts, which are considered to be expansive. Implementation of Mitigation Measure GEO-1 would ensure that the project derives support from stable soils found at lower depths, and minimizes any impacts associated with expansive soil to a less than significant level.

- e) **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?**

No Impact. Sewer and wastewater disposal services would be provided by the City of Burlingame; there are no septic or alternative wastewater systems proposed as part of the project. Therefore, no impacts would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
7. Greenhouse Gas Emissions <i>Would the project:</i>				
a) 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"/>
b) 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"/>

Environmental Setting

Climate change is a change in the average weather of the earth that is measured by alterations in wind patterns, storms, precipitation, and temperature. These changes are assessed using historical records of temperature changes occurring in the past, such as during previous ice ages. Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs). The effect is analogous to the way a greenhouse retains heat.

There have been significant legislative and regulatory activities that directly and indirectly affect climate change and GHGs in California. The primary climate change legislation in California is AB 32, the California Global Warming Solutions Act of 2006, focusing on reducing GHG emissions in California. GHGs defined under AB 32, include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. The California Air Resources Board (ARB) is the state agency charged with monitoring and regulating sources of emissions of GHGs that cause global warming in order to reduce emissions of GHGs.

The ARB approved the Climate Change Scoping Plan (Scoping Plan) in December 2008. The Scoping Plan “proposes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health” (ARB 2008). The measures in the Scoping Plan were intended to be developed within two years of plan adoption through rule development at the ARB and other agencies, and are expected to be in place by 2012.

As noted in the Scoping Plan, the projected total business-as-usual emissions for year 2020 (estimated as 596 MMTCO₂e) must be reduced by approximately 30 percent to achieve the ARB’s approved 2020 emission target of 427 MMTCO₂e. The Scoping Plan identifies recommended measures for multiple GHG emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors.

As discussed in the Air Quality Impact Discussions in Section 2.2, the thresholds and screening criteria have been removed from the BAAQMD's 2012 CEQA Guidelines. However, the 2011 Guidelines provide substantial evidence and support for its thresholds and screening levels. Taking this into consideration, the City has decided to use the BAAQMD's 2011 Guidelines for this analysis.

Environmental Evaluation

Would the project:

- a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Less Than Significant Impact. Both construction period and operational period activities have the potential to generate GHG emissions. The project would generate GHG emissions during temporary (short-term) construction activities such as site grading, construction equipment engines, on-site heavy duty construction vehicles, vehicles hauling materials to and from the project site, asphalt paving, and motor vehicles used by the construction workers. On-site construction activities would vary depending on the level of construction activity.

Long-term, operational GHG emissions would result from project generated vehicular traffic, on-site combustion of natural gas, operation of any landscaping equipment, off-site generation of electrical power over the life of the project, the energy required to convey water to and wastewater from the project site, the emissions associated with the hauling and disposal of solid waste from the project site, and any fugitive refrigerants from air conditioning or refrigerators.

As with criteria pollutants, the BAAQMD developed screening levels in its prior 2011 Guidelines to help determine when additional analysis is necessary to determine significance for greenhouse gas emissions. According to the Criteria Air Pollutants and Precursors and GHG Screening Level Sizes Table 3-1 of the BAAQMD's 2011 Guidelines (excerpted in Table 2 of this document), the operational GHG screening size is 78 dwelling units. Because the project will consist of only 10 dwelling units, and will be replacing 11 existing units, it is far below the BAAQMD's screening size and potential impacts are considered less than significant.

- b) **Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?**

Less Than Significant Impact. Project-related construction and operation will contribute incrementally to cumulative increases in GHG emissions.

In 2009, the City of Burlingame prepared a Climate Action Plan to address the City's impacts to climate change (Burlingame 2009). The Plan provides methods and guidance to reduce GHG emissions in the City. Even though the Plan was not adopted through the CEQA process, it is used in this analysis because it represents the best available plan for reducing GHGs in the City. Chapter IV of the Plan contains program and policy recommendations. These recommendations were reviewed to determine if any were applicable to the project or if the project would conflict with any of the recommendations. One of the recommendations is to "encourage development that is mixed use,

infill, and higher density.” Because the project is higher density, it is consistent with the recommendation.

Another recommendation is to “ensure new developments provide safe/convenient travel by walking, bicycling, or public transportation.” The project includes storage rooms for all units and bicycle racks, thereby providing sufficient bicycle storage space. Several regional bus lines travel along El Camino Real and provide service to this site and access to several BART stations and, therefore, the site is adequately served by public transportation.

The project is consistent with the City’s Climate Action Plan and would not conflict with the provisions of AB 32, the applicable air quality plan, or any other State or regional plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. As such, impacts would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
8. Hazards and Hazardous Materials <i>Would the project:</i>				
a) 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"/>
b) 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"/>
c) 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"/>
d) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) 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"/>
g) 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"/>
h) 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"/>

Environmental Setting

This section contains a description of the setting regarding hazardous materials handled by the project. Hazardous materials are defined by the California Code of Regulations as substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Hazardous materials are grouped into the following four categories, based on their properties:

- Toxic - causes human health effects.
- Ignitable - has the ability to burn.
- Corrosive - causes severe burns or damage to materials.
- Reactive - causes explosions or generates toxic gases.

The criteria that define a material as hazardous also define a waste as hazardous. If improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne releases in vapors, fumes, or dust. The project site is currently not listed on any federal, State, regional or local hazardous materials databases. The use, handling, storage, and transportation of hazardous materials shall comply with all applicable requirements of Government Code Section 65850.2 California Code of Regulation, Title 23, Chapter 15, Articles I through IV, and the Uniform Fire Code.

Chapter 6.95 of the Health and Safety Code establishes minimum statewide standards for Hazardous Materials Business Plans (HMBPs). HMBPs contain basic information on the location, type, quantity, and health risks of hazardous materials and/or waste. Each business shall prepare a HMBP if that business uses, handles, or stores a hazardous material and/or waste or an extremely hazardous material in quantities greater than or equal to the following:

- 55 gallons for a liquid.
- 500 pounds of a solid.
- 200 cubic feet for any compressed gas.
- Threshold planning quantities of an extremely hazardous substance.

The San Mateo County Health System Environmental Health Division provides services to ensure a safe and healthy environment in San Mateo County through education, monitoring, and enforcement of regulatory programs and services for the community. Services include restaurant and housing inspection, household hazardous waste and medical waste disposal, water protection and water quality monitoring, pollution prevention, and other regulatory activities and services.

Environmental Evaluation

Would the project:

- a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Less Than Significant Impact. As a residential project, the proposed development would not involve the routine transport, use, storage, or disposal of reportable quantities of hazardous materials. Future residents would likely store and use small quantities of household hazardous chemicals or wastes (e.g., cleaning products, ammonia, paints, and oils) which would not be considered significant. Because safe disposal of household hazardous waste is available for residents of San Mateo County at sponsored household hazardous waste collection events and the quantities of hazardous materials that would be used on-site are considered de minimis, impacts associated with the routine transport, use, or disposal of hazardous materials would be considered less than significant.

- b) **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?**

Less Than Significant Impact. As a residential development, generally the project would not be expected to pose a risk of accidental release of hazardous materials or wastes, as those materials would not be used or stored on-site in significant quantities. However, the existing structures, which would be demolished as part of the project, were constructed in 1916 and may contain lead-based paint and/or asbestos. Lead-based paint and/or asbestos may become airborne during the demolition process, posing a health risk to the nearest residents and construction workers.

The proposed project would be required to remove and dispose of all asbestos, lead, and PCB containing materials according to the state Toxic Substances Control Act (TSCA) regulations and comply with the Occupational Safety and Health Administration (OSHA) guidelines for worker safety during removal. In addition, BAAQMD Regulation 11, Rule 2 would require implementation of preventative measures during demolition and removal of all asbestos-containing materials to prevent emissions of asbestos into the air. Compliance with applicable rules and regulations would result in a less than significant impact from the proposed project related to accidental release of hazards into the environment and exposure of construction workers.

- c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

Less Than Significant Impact. Lincoln Elementary School is located within 0.25 mile of the project site. As previously discussed in questions 2.8 a) and 2.8 b) above, the project is residential in nature and would not involve the transport, use, storage, or disposal of reportable quantities of hazardous materials. Further, compliance with existing hazardous materials regulations would ensure that existing building materials are properly disposed of during demolition. Consequently, the project

would have a less than significant impact on schools within one-quarter mile of the project site through the emission of hazardous materials or acutely hazardous materials.

- d) 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?**

No Impact. Pursuant to CEQA, the California Department of Toxic Substances Control (DTSC) maintains a Hazardous Waste and Substances Sites List (Cortese List). As part of the Cortese List, DTSC also tracks “Calsites,” which are mitigation or brownfield sites (previously used for industrial purposes) that are not currently being worked on by DTSC. Before placing a site on the backlog, DTSC ensures that all necessary actions have been taken to protect the public and environment from any immediate hazard posed by the site. The project is not included in the DTSC Cortese List and the closest listed site is CalTrans/SSF Maintenance Station in South San Francisco, which is located approximately 5.5 miles north of the project site. As such, there are no significant hazards to the public or environment associated with the project and thus no impact.

- e) 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?**

No Impact. The San Francisco International Airport (SFIA) is located approximately 1.3 miles north of the project site. The San Mateo County Comprehensive Airport Land Use Plan does not designate the project site as an area located within a restricted height zone. The project would not result in a safety hazard for people residing or working in the project area, thus impacts are considered less than significant.

- f) 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?**

No Impact. Based on a review of satellite photography and the Comprehensive Airport Land Use Plan for San Mateo County, the project site is not located within the vicinity of a private airstrip. No impact would occur.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

No Impact. The project’s access routes would remain consistent with those already in existence for the project site and meet all emergency access requirements of the City of Burlingame. Construction of the project would not create an obstruction to surrounding roadways or other access routes used by emergency response units and would not impair the implementation of an adopted emergency response plan. As such, there would be no impact related to the impairment or interference with an adopted emergency response plan or emergency evacuation plan.

- h) 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?**

No Impact. The project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, because there are no wildlands on or surrounding the project site. The site has an extensive history of development. With the exception of Mills Creek, surrounding land uses consist of commercial buildings, multi-family residences, and single-family residences in a highly urbanized area. Fire protection services would continue to be provided by the Central County Fire Department. As such, the project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires and thus no impact would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. Hydrology and Water Quality <i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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"/>
c) Substantially alter the existing drainage pattern of 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) 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"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project site is located in an area with primarily residential and commercial uses. The elevation of the project site is approximately 32 feet above mean sea level. The topography of the project site is relatively flat with a gentle overall slope towards the east, and surface gradients ranging from 20:1 to 10:1. The climate in the San Francisco Bay region is primarily characterized by cool, wet winters, and hot, dry summers. The average annual precipitation in the San Francisco Bay area is approximately 19.9 inches per year (Western Regional Climate Center).

The project site overlies a portion of the San Mateo groundwater subbasin, which is part of the larger Santa Clara Valley Groundwater Basin. The San Mateo subbasin consists of alluvial fan deposits derived from tributaries to the San Francisco Bay, which drain the basin (DWR 2004).

The smaller parcel within the project site is located over the eastern bank of Mills Creek, which is a part of the Mills Creek watershed. In this watershed, drainage is collected into Mills Creek where it flows northeast under El Camino Real and California Drive, and continues in open channels and box culverts until it reaches the San Francisco Bay. Currently, the project site has poor drainage, as it lacks sufficient slope to adequately carry water away from the existing apartment complex. A substantial amount of stormwater is currently collected near the existing apartment complex's foundations via downspouts where it percolates into the ground, the remaining stormwater is conveyed via surface flow into the Mills Creek watershed and towards the storm drain system.

There are currently two on-site storm drains. One is an 8-inch Vinyl Coated Plastic (VCP) from the existing apartment building to a small drain inlet box that is released through a 4-inch pipe to Mills Creek, while the other is a 3-inch pipe inlet into the Creek. The project would implement two separate stormwater systems. One system would collect stormwater from the ground level parking garage and direct it to a 500-gallon grease trap and subsequently to the existing City sanitary drain in the rear alley at the back (southwest) of the project site. The other stormwater system would collect stormwater from rooftop downspouts and atrium drains located in permeable paver areas, directing water to the existing drain inlet box and 4-inch pipe leading to Mills Creek. No additional storm runoff is allowed from the post-construction project site. The 3-inch pipe inlet into Mills Creek would be abandoned. Mills Creek flows under El Camino Real via an 8-foot, 4.3-inch concrete box culvert and continues in open channels and box culverts until it reaches the San Francisco Bay.

Environmental Evaluation

Would the project:

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact With Mitigation Incorporated. The primary potential impact of the proposed project on hydrology and water quality would be on water quality within the San Francisco Bay (Bay) because of contaminants transported to the Bay in surface runoff. Because the population of proposed condominiums would be similar to the existing apartment units, future concentrations of contaminants such as gasoline, motor oil, and anti-freeze found in project stormwater runoff are assumed to be analogous to levels associated with the existing use.

Development of the proposed project would require compliance with the City of Burlingame Municipal Code which requires that all storm drain systems shall be designed to remove stormwater from the area at a maximum rainfall intensity of 1 inch per hour and that lots shall be graded to provide stormwater removal at this rainfall rate (Municipal Code Section 26.16.090). A grading permit would be required (Municipal Code Section 18.20.030) and runoff from the project site would be evaluated for its potential to cause erosion (Municipal Code Section 18.20.060). Additionally, the city engineer or building official would inspect the project site after rough grading to ensure compliance with the grading permit (Municipal Code Section 18.20.080). Consequently, water quality standards or waste discharge requirements related to on-site impacts associated with the project would be less than significant.

Because development of the proposed project would remove or replace more than 10,000 square feet of impervious surfaces, the project has been identified as being required to meet Provisions C.3 and C.6 of the Municipal Regional Stormwater Permit (MRP), Order No. R2-2009-0074 and Order No. R2-2011-0083, NPDES No. CAS612008. Current construction practices commonly employ BMPs that minimize the discharge of pollutants from the site. BMPs are proven means to effectively control site runoff and run-on during construction and should be applied at the project site. These BMPs are included in Mitigation Measure HYD-1, below. Implementation of Mitigation Measure HYD-1 would render potential construction-related impacts less than significant.

Because the site is already developed, redevelopment as proposed would not substantially change the amount of impervious surfaces. Non-point source (NPS) pollutants are washed by rainwater from roofs, streets, parking areas, and landscape areas into the local drainage network. Pollutant concentrations in site runoff are dependent on a number of factors, including land use conditions; site drainage conditions; intensity and duration of rainfall; the climatic conditions preceding the rainfall event; rooftop materials and implementation of water quality BMPs. Because of the variability of urban runoff characteristics, it is difficult to estimate pollutant loads for NPS pollutants. Without proper mitigation, the proposed project could contribute to the levels of NPS pollutants and litter entering the San Francisco Bay, potentially causing adverse effects on aquatic life and human health. Despite the fact that the project site is already developed, the disturbance of more than 10,000 square feet of impervious surfaces will require the project to adhere to the Provision C.3 requirements of the countywide NPDES permit for post-construction stormwater runoff management. Fulfilling the requirements of Provision C.3 would address the post-construction stormwater controls for water quality. Implementation of Mitigation Measure HYD-2 would render post construction-related water quality impacts less than significant.

- MM HYD-1** The project applicant shall prepare and implement a stormwater pollution prevention plan (SWPPP) for all construction activities at the project site. At a minimum, the SWPPP shall include the following:
- A construction schedule that restricts use of heavy equipment for excavation and grading activities to periods where no rain is forecasted during the wet season (October 1 thru April 30) to reduce erosion associated intense rainfall and surface runoff. The construction schedule shall indicate a timeline for earthmoving activities and stabilization of disturbed soils;

- Soil stabilization techniques such as covering stockpiles, hydroseeding, or short-term biodegradable erosion control blankets;
- Silt fences, compost berms, wattles or some kind of sediment control measures at downstream storm drain inlets;
- Good site management practices to address proper management of construction materials and activities such as but not limited to cement, petroleum products, hazardous materials, litter/rubbish, and soil stockpile; and
- The post-construction inspection of all drainage facilities and clearing of drainage structures of debris and sediment.

MM HYD-2 The project applicant, before project approval, shall prepare the appropriate documents consistent with San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) and NPDES Provisions C.3 and C.6 requirements for post-construction treatment and control of stormwater runoff from the site. Post-construction treatment measures must be designed, installed and hydraulically sized to treat a specified amount of runoff. Furthermore, the project plan submittals shall identify the owner and maintenance party responsible for the ongoing inspection and maintenance of the post-construction stormwater treatment measure in perpetuity. A maintenance agreement or other maintenance assurance must be submitted and approved by the City prior to the issuance of a final construction inspection.

b) 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)?

No Impact. Domestic water supply in the City of Burlingame is provided by via the San Francisco Public Utilities Commission (SFPUC). Currently, the SFPUC provides water that is primarily supplied through surface water supplies from the Hetch Hetchy Reservoir. As such, no groundwater supplies would be required to serve the project's water needs. Furthermore, the project site is already developed with impervious surfaces and does not provide for substantial groundwater recharge. Development of the project would not significantly alter existing amounts of impervious surfaces. As such, the project would not deplete groundwater supplies or interfere with groundwater recharge and no impact would occur.

c) Substantially alter the existing drainage pattern of 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?

Less Than Significant Impact With Mitigation Incorporated. Implementation of the project would not alter the existing course of Mills Creek. The construction area of the condominiums would remain set back 3 to 17 feet beyond the top-of-bank of Mills Creek. Work within Mills Creek would be limited to eliminating erosion and undercutting issues located at the northwest corner of the project site. This work would not alter the course of the creek nor would it result in substantial erosion or siltation on- or off-site, since the goal of the work would be to eliminate an existing

erosion issue. Furthermore, the project includes the construction of an on-site stormwater system that would connect to an existing box culvert in compliance with Provision C.3 of the countywide NPDES permit as required by Mitigation Measure HYD-2, and the City of Burlingame Stormwater Management and Discharge Control Ordinance. A SWPPP and associated BMPs would be implemented during construction as required by Mitigation Measure HYD-1. In addition, a Streambed Alteration Agreement would be required by Mitigation Measure BIO-1 for the work within Mills Creek. These regulatory factors would assure that on-site drainage would not result in substantial erosion or siltation on- or off-site.

The project site is already developed with impervious surfaces and therefore redevelopment as proposed would not significantly alter the extent of impervious surfaces. Since the project would not substantially change the volume of stormwater runoff, the capacity of the existing stormwater infrastructure is sufficient to serve the project. With the implementation of Mitigation Measures HYD-1 and HYD-2, impacts related to the potential alteration of Mills Creek by project activities would be rendered less than significant.

- d) 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?**

Less Than Significant Impact With Mitigation Incorporated. Implementation of the project would not alter the existing course of Mills Creek or significantly alter the area of impervious surfaces on-site. The implementation of Mitigation Measures HYD-1 and HYD-2 would ensure that surface runoff would not result in flooding on- or off-site. As such, existing stormwater infrastructure has sufficient capacity to serve the project. With the implementation of Mitigation Measures HYD-1 and HYD-2, impacts related to the alteration of the existing drainage pattern of the site or area would be rendered less than significant.

- e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

Less Than Significant Impact With Mitigation Incorporated. Implementation of the project would not alter the existing course of Mills Creek or significantly alter the area of impervious surfaces on-site. The implementation of Mitigation Measures HYD-1 and HYD-2 would ensure that surface runoff would not exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff.

- f) Otherwise substantially degrade water quality?**

Less Than Significant Impact With Mitigation Incorporated. Mitigation Measures HYD-1 and HYD-2 ensure that construction and post-construction activities would not result in degradation of water quality. Implementation of these measures would ensure that impacts related to the degradation of water quality would be rendered less than significant.

g) 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?

No Impact. The Federal Emergency Management Agency (FEMA) flood maps identify areas that are prone to flooding (Special Flood Hazard Areas). The corridor along Mills Creek is identified by FEMA as Zone A, defined as a special flood hazard area subject to inundation by the 1 percent annual chance of flood (100-year flood hazard area). This flood zone is contained within the channel of Mills Creek. Because the proposed condominium building would be set back 3 to 17 feet from the top-of-bank of Mills Creek, no housing would be located within the 100-year flood hazard area.

According to FEMA Flood Insurance Rate Map FIRM Number 06081C0134E (FEMA 2015), the majority of the project site is located in Zone X, "Other Flood Areas", which are defined as areas with a moderate to low risk of flooding, with a 0.2 percent annual chance of flood (500-year flood hazard area) or areas of 1 percent annual chance of floods with acreage depths of less than 1 foot. The project includes a parking garage on the ground level, with all housing starting on the second floor; therefore residential units would not be affected by 500-year floodwaters.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. As previously indicated, no development or alterations are proposed within the 100-year flood zone. The project would not impede or redirect 100-year flood flows.

i) 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?

No Impact. As indicated on the Association of Bay Area Governments' (ABAG) Dam Failure Inundation Hazard Map for Burlingame/Millbrae/Hillsborough, the project site is not located within a dam inundation area (ABAG 2012). Furthermore, the project site is not protected by levees. As such, no impact would occur related to the exposure of people or structures to a significant risk of loss involving flooding.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. Seiches are waves on inland bodies of water typically created by seismic movement. The project site is not located near any inland bodies of water subject to seiches. A tsunami is a large tidal wave generated by an earthquake, landslide, or volcanic eruption. Large earthquakes occurring in the Pacific Ocean can generate seismic waves such as tsunamis. The project site is located more than 0.75 mile from the San Francisco Bay. The Burlingame General Plan Safety Element indicates that tsunami inundation is limited to the immediate shoreline areas and the project site is not located in a tsunami inundation area. Further, the project site is located in a relatively flat area and, therefore, would not be exposed to mudslides. For these reasons, the project site would not be subject to inundation by seiche, tsunami, or mudflow and no impact would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
10. Land Use and Planning <i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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"/>
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Table 5 provides the existing land use, and existing and proposed General Plan Designations and zoning of the project site’s parcels.

Table 5: Land Uses and Zoning Designations of the Project Site

Parcel APN	Existing Land Use	General Plan Designation		Zoning Designation	
		Existing	Proposed	Existing	Proposed
026-011-010	Apartment complex	Medium High Density Residential	Medium High Density Residential	Multi-family Residential (R-3)	Multi-family Residential (R-3)
025-228-130	Undeveloped; Mills Creek	Medium Density Residential	Medium High Density Residential	Duplex Residential (R-2)	Multi-family Residential (R-3)

Source: City of Burlingame, 2011.

Environmental Evaluation

Would the project:

a) Physically divide an established community?

No Impact. The physical division of an established community typically refers to the construction of a physical feature, such as an interstate highway or railroad tracks, or removal of a means of access, such as a local road or bridge that would impair mobility within an existing community or between a

community and outlying area. With the exception of Mills Creek, the project site is surrounded by an established urban area and has an extensive history of development. The project would incorporate a driveway for ingress-egress onto El Camino Real, and a new sidewalk along the project frontage for pedestrian access.

The project site would not provide any access routes between adjoining areas. Replacement of the existing apartments with the proposed condominiums would not change the existing residential use of the project site and would be consistent with the General Plan and zoning designations of the site. As such, implementation of the project would not disrupt or divide an established community and no impact would occur.

b) 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?

Less Than Significant Impact.

General Plan Consistency

The City of Burlingame General Plan indicates that areas designated as Medium High Density Residential typically contain 21 to 50 units per acre. The General Plan also indicates that Medium High Density land use designations along El Camino Real provide a transition between higher intensity uses and adjoining lower intensity uses. The project site covers an area of 19,432 square feet or approximately 0.45 acre. The proposed 10 units would represent approximately 22.22 units per acre and, therefore, would be consistent with the Medium High Density land use designation. The project includes a change in land use designation for the portion of the property containing the creek from the Medium Density Residential to the Medium-High Density Residential land use designation. This will bring the entire site into one designation, and will not alter the land use patterns in the area.

Zoning Code

The site is currently zoned R-3 and R-2. The City of Burlingame Zoning code indicates that multi-family residential uses are a permitted use within the Multi-family Residential (R-3) zone. The portion of the site containing the creek (Assessor's Parcel 025-228-130) is proposed to be rezoned from the R-2 to the R-3 zone district as a part of the project. The overall height of the building, as measured to the top of the tower element at the front-right corner of the building, would be 44 feet, 6 inches above average top of curb level where 55 feet is the maximum allowed. A Conditional Use Permit is required for any building or structure that is more than 35 feet in height; however, up to 46 feet in height is allowed without a Conditional Use Permit when using the Inclusionary Zoning increased building height incentive as proposed by this project.

The R-3 zone district allows for maximum lot coverage of 50 percent. The site is 19,432 square feet in size, allowing maximum lot coverage of 9,716 square feet. The proposed building's footprint is 9,694 square feet, which is within the maximum allowable lot coverage. The project also conforms to all development regulations for the Multi-family Residential (R-3) zone.

In summary, because the project would be consistent with the General Plan land use designation and zoning of the project site, impacts would be considered less than significant.

c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?

No Impact. No Habitat Conservation Plans, Natural Community Conservation Plans, or other local, regional, or state habitat conservation plans that apply to the project site. Therefore, the project would not result in any conflicts with adopted plans.

The Burlingame General Plan Conservation Element identifies a conservation program under which remaining natural sections of creeks are to be retained. An open and unchanneled portion of Mills Creek runs along the western portion of the project site and could be considered a remaining natural section of Mills Creek.

The building footprint and associated construction disturbance would be set back 3 to 17 feet from the top-of-bank and would not alter the existing conditions of the creek. Construction within the creek would be limited to eliminating an existing erosion and undercutting issue at the project site's northwestern corner. Therefore, the project would be consistent with the conservation program's goal of retaining natural sections of existing creek systems and would thus result in no impact.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. Mineral Resources <i>Would the project:</i>				
a) 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"/>
b) 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"/>

Environmental Setting

The California Geological Survey (CGS) classifies the regional significance of mineral resources in accordance with the California Surface Mining and Reclamation Act of 1975 (SMARA). Mineral Resource Zones (MRZ) have been designated to indicate the significance of mineral deposits. The MRZ categories are as follows:

- MRZ-1: Areas where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence.
- MRZ-2: Areas where adequate information indicates significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- MRZ-3: Areas containing mineral deposits, the significance of which cannot be evaluated from available data.
- MRZ-4: Areas where available information is inadequate for assignment to any other MRZ.

Environmental Evaluation

Would the project:

- a) **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?**

No Impact. As indicated on Mineral Resources Map of the San Mateo County General Plan, there are no known mineral resources located within the project site or the project site's vicinity (San Mateo County undated). No impact would occur.

b) 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?

No Impact. No mineral extraction activities exist on the project site and mineral extraction is not included within the project's design. As indicated on Mineral Resources Map of the San Mateo County General Plan, there are no known mineral resources located within the project site or the project site's vicinity (San Mateo County undated). No impact would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
12. Noise <i>Would the project result in:</i>				
a) 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
f) 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"/>

Environmental Setting

Several noise measurements were taken at the project site to characterize the existing conditions. The noise monitoring locations were selected in order to obtain noise measurements of the current noise sources impacting the project site and the project vicinity, and to provide a baseline for any potential noise impacts that may be created by development of the project. Noise monitoring locations are illustrated in Appendix E.1. Appendix E.2 includes a photographic index of the study area and noise level measurement locations.

Noise monitoring was performed using an Extech Model 407780 Type 2 integrating sound level meter. The Extech meter was programmed in “slow” mode to record the sound pressure level at 1-second intervals in A-weighted form. The sound level meter and microphone were mounted approximately 5 feet above the ground and equipped with a windscreen during all measurements. The sound level meter was calibrated before monitoring using an Extech calibrator, Model 407766. The noise level measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA).

The noise measurements were recorded for the duration of 15 minutes each, between 12:53 hours and 14:01 hours on Tuesday, July 10, 2012. At the start of the noise monitoring, the temperature was 71°F, the sky was clear with calm wind conditions ranging between 0 and 3 miles per hour (mph).

To assist in modeling future noise associated with the proposed rooftop-mounted heating, ventilation, and air-conditioning (HVAC) system, an additional measurement was taken between 1402 hours and 1417 hours on Wednesday, October 24, 2012 at an HVAC system located on the roof of an existing residential condominium building at 1226 El Camino Real. During this measurement, noise from the HVAC system was barely audible over the traffic noise from El Camino Real and construction/maintenance-related noise. Maximum noise levels recorded at the HVAC location were attributable to intermittent loud conversations by condo residents and overhead aircraft. The average (L_{eq}) noise level is more representative of the noise from the HVAC system (see exhibits in appendices for photos of HVAC noise monitoring).

The results of the noise level measurements are provided below in Table 6.

Table 6: Existing Noise Level Measurements

Site Location	Description	dBA L_{eq}	dBA L_{max}	dBA L_{min}
Site 1	Located in front yard of the property, northeast side, along El Camino Real	68.6	85.7	49.2
Site 2	Located on southeast side of property, near fencing in patio/yard area. 15 feet from fencing	57.9	72.2	46.3
Site 3	Located northwest side of property, near drive/parkway. Located 15 feet from fence.	57.5	69.2	45.4
Site 4	Located along southwestern side of property, in patio area. 15 feet from complex	44.3	51.5	40.1
Roof of Complex at 1226 El Camino Real	Bank of nine HVAC units on the roof located on the west side of the complex, shielded by 5 foot parapet and roofing on three of the four sides. 4 units were running at time readings were taken. Monitor was located 15 feet below the ledge* and a distance of 20 feet, approximately 25 feet from the elevated source.	55.9	72.7	48.7
Note: * Readings were taken 15-feet below the ledge because the area was fenced-in and inaccessible. In addition, the readings were taken as close to the sources as possible without sources being shielded. Source: City of Burlingame, 2012.				

Environmental Evaluation

Would the project result in:

a) **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?**

Less Than Significant Impact. According to General Plan Noise Element Table 4-2, Outdoor Noise Level Planning Criteria on page N-27, the acceptable noise level for Public, Quasi Public, and Residential Land Uses (sensitive uses) is up to 60 dBA community noise equivalent level (CNEL). The interior noise level standard is 45 dBA CNEL in any habitable room, with windows closed.

The project design includes sound rated walls and windows to ensure that interior sound levels will meet the 45 dBA CNEL requirements. Exterior open space areas such as private balconies facing El Camino Real and some of the side facing units may be subject to intermittent maximum noise levels in excess of 60 dBA; however, as shown by the noise reading at Site 1 (Table 6), the traffic noise from El Camino Real is at an average level of 68.6 dBA L_{eq} at a distance of approximately 5 feet from the source. Because of the front setback, the façade of the building is located approximately 22 feet from the proposed sidewalk (a few feet from the road), and would be exposed to a noise level of approximately 57 dBA, which meets the 60 dBA CNEL exterior standard.

b) **Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

Less Than Significant Impact. Project construction would generate short-term groundborne vibration to the project site and the surrounding area. Specialty construction equipment, such as large earthmovers, can be a continuous source of excessive groundborne vibration. As discussed below, project construction would not result in a potentially significant impact and no mitigation is required.

The closest residential receptors to the project site are located on the opposite side of the creek, approximately 28 feet or more away from the northwestern portion of the project boundary. The commercial building to the southeast of the site is located approximately 10 feet from the project boundary.

Neither the City of Burlingame's General Plan nor the City's Municipal Code contains provisions specifically regarding groundborne vibration or groundborne noise levels. The following analysis is based on guidance from the U.S. Department of Transportation, Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment manual.¹

According to the FTA, the acceptable maximum vibration level for a residential use is 78 VdB. The human threshold of perception is around 65 VdB. Typically, developed areas experience background vibration velocities (L_v) of 50 vibration decibels (VdB) which is not noticeable to humans. Sources that may produce perceptible vibrations include construction equipment, steel-wheeled trains, and traffic on rough roads, as shown in Table 7.

¹ http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf.

Table 7: Vibration Levels Generated by Construction Equipment

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level (L _v) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill (slurry wall)	0.008 in soil	66
	0.017 in rock	75
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.

The primary source of vibration during project construction and/or demolition would likely be from a small bulldozer (tractor), which would generate an approximate vibration level of 58 VdB at a distance of 25 feet, which is below the 65 VdB threshold that is perceptible to humans.

The bulldozer would temporarily operate at the property line, i.e., 10 feet from the adjacent commercial building, and vibrations could be felt intermittently, but on average during the construction phase, the bulldozer would be approximately 60 feet from the commercial receptor, generating an average vibration level of approximately 47 VdB, which is below the level perceptible to humans.

Demolition of the existing on-site buildings would not require the use of blasting, wrecking ball, or other groundborne vibration-generating equipment. Further, the project does not include any permanent operational activity that would result in excessive or perceptible vibration, and the operational impact of the project on increased vibration levels would also not result in excessive or perceptible vibration. Therefore, impacts associated with the vibration from construction equipment are considered to be less than significant.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. Residential development does not typically result in significant levels of ambient noise. Given that the project site is already developed with 11 apartment units, the

project would result in a net decrease of one unit, which would not generate a perceptible difference in ambient noise from current conditions. The proposed project's enclosed parking garage may actually result in a reduction in on-site parking area noise levels.

Typically, an increase of 5 dBA is a threshold of significance, as it is considered readily perceptible; an increase of 3 dBA is considered barely perceivable to humans in outdoor environments.

For traffic noise, a doubling of traffic volume is generally required to produce a perceptible increase in ambient sound levels. The current traffic volume along El Camino Real is 28,000 vehicles per day; the project would result in an overall decrease in traffic and therefore would not noticeably change the ambient sound level produced by this volume of traffic.

Regarding noise generated by the proposed rooftop common area and HVAC equipment, noise at a rooftop common area located at 1226 El Camino Real was measured, a similar condominium development. The rooftop HVAC bank at this location consists of 9 units (4 running at the time), and the sound level produced by this equipment was 55.9 dBA L_{eq} at a distance of approximately 25 feet from the source. HVAC units do not operate continuously; rather, they operated intermittently. When averaged over a 24-hour period, the resulting operational noise levels would be well below the 60 dBA CNEL that is considered acceptable for residential uses. Furthermore, the project's HVAC systems would be shielded by a parapet, further reducing noise levels by approximately 5 dBA.

Even without attenuation provided by the parapet, the proposed HVAC noise levels at the property line would be below the 60 dBA CNEL standard for residential uses, and would not result in any adverse effect to adjacent residents. Impacts from operation of the project are therefore considered to be less than significant.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact With Mitigation Incorporated. Existing residential uses are located directly behind the project site and on the opposite side of the creek. The nearest existing residential uses to the project site are located approximately 54 feet from the northwestern portion of the project boundary.

Short-term noise impacts could occur during construction, either from the transport of workers and movement of construction materials to and from the project site, or from the noise generated on-site during demolition, ground clearing/excavation, grading, and building activities. Table 8 depicts the typical sound level generated by construction equipment.

Table 8: Typical Construction Equipment Noise Levels

Equipment	Peak Noise Level in dBA at 50 feet
Earthmoving	
Front loader	75
Backhoes	75
Dozers	75
Tractors	75
Scrapers	80
Graders	75
Truck	75
Paver	80
Materials Handling	
Concrete mixer	75
Concrete pump	75
Crane	75
Derrick	75
Stationary	
Pumps	75
Generators	75
Compressors	75
Impact	
Pile drivers	95
Jack hammers	75
Rock drills	80
Pneumatic tools	80
Other	
Saws	75
Vibrator	75
Source: Table 4-6, Maximum Allowable Noise Levels From Construction Equipment, located on page N-33 of the General Plan's Noise Element.	

Construction noise levels will vary significantly based upon the size and topographical features of the active construction zone, duration of the work day, and types of equipment employed, as indicated in Appendix E). The loudest phase of construction is the site preparation phase since the loudest pieces of construction equipment are earthmoving equipment. Typical operating cycles for these

types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Although there would be a relatively high single event noise exposure potential, resulting in potential short-term intermittent annoyances, the effect in long-term ambient noise levels would be small when averaged over longer time (24 hours for CNEL). Assuming each piece of construction equipment operates at some distance apart from the other equipment, the worst-case combined noise level during this phase of construction would be 85 dBA L_{max} at a distance of 50 feet from multiple pieces of equipment operating simultaneously at full power. As shown by the ambient noise level measurements in Table 6, the maximum noise level typically experienced by properties along El Camino Real is 85.7 dBA.

As the project site is only approximately 100 feet wide, work would occur close to adjacent uses. However, the use of mufflers on construction equipment reduces noise impacts by approximately 5 dBA; maximum noise impacts from construction would be reduced to approximately 80 dBA. This is below the existing maximum noise levels measured in the project vicinity.

The project would be required to comply with the City of Burlingame General Plan Noise Element, which includes noise-reducing measures as detailed in the section Noise Abatement and Control Programs; including Table 5.1, Insulation and Abatement Measures. The Burlingame Municipal Code limits construction hours to between 7:00 a.m. and 7:00 p.m. Monday through Friday, Saturdays between 9:00 a.m. and 6:00 p.m. and Sundays and holidays between 10:00 a.m. and 6:00 p.m. With compliance the City of Burlingame General Plan Noise Element and incorporation of Mitigation Measures NOI-1 through NOI-3 below, impacts from construction noise are considered less than significant.

MM NOI-1 All construction equipment shall use available noise suppression devices and properly maintained mufflers. All internal combustion engines used in the project area shall be equipped with the type of muffler recommended by the vehicle manufacturer. In addition, all equipment shall be maintained in good mechanical condition to minimize noise created by faulty or poorly maintained engine, drive train, and other components.

MM NOI-2 During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receptors and as far as possible from the boundary of sensitive receptors.

MM NOI-3 Pursuant to The City of Burlingame Municipal Code, the Applicant shall limit construction activities to between 7:00 a.m. and 7:00 p.m. Monday through Friday, Saturdays between 9:00 a.m. and 6:00 p.m. and Sundays and holidays between 10:00 a.m. and 6:00 p.m.

e) 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?

Less Than Significant Impact. The project site is located approximately 1 mile southwest of the San Francisco International Airport. The Aircraft Noise Abatement Office of the San Francisco

International Airport shows that the site occurs well outside of the 65 dBA, noise contour.² Therefore, impacts associated with excessive noise levels associated with airport noise would be less than significant.

f) 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?

No Impact. No private airstrip occurs within 5 miles of the project site. As such, the project would not expose people to excessive noise levels. Therefore, impacts associated with excessive noise levels associated with private airstrips would be less than significant.

² <http://tx-sfo.airportnetwork.com/#>

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
13. Population and Housing <i>Would the project:</i>				
a) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

This analysis is based on the potential demographic changes caused by the project in residents associated with the project.

According to the California Department of Finance, the City of Burlingame’s current population is approximately 29,890. According to the Association of Bay Area Governments, the population is expected to grow to 33,600 by the year 2025. Burlingame’s 2015–2023 Housing Element explains that the average household size is 2.3 persons per household in the City.

Environmental Evaluation

Would the project:

- a) **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)?**

Less Than Significant Impact. The project site currently consists of an 11-unit apartment complex that, based on the City’s average persons per household of 2.3, houses 25 persons. Confirmation of current resident population indicates that 26 persons currently reside at the project site, indicating that the average person-per-household multiplier of 2.3 is appropriate.

The project would replace the existing use with a 10-unit condominium building that would be expected to house 23 persons, based on the 2.3-person multiplier. It is noted that the project would increase the total number of bedrooms on-site from 13 to 24. However, the City’s person-per-household multiplier of 2.3 accounts for variations in bedrooms per residence because it is an

average. As such, the project would house fewer residents than the previous apartment complex and would not introduce substantial population growth within the project area. Additionally, the project would be consistent with the project site's residential land use designations and zoning. Impacts would be less than significant.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. While the project would remove 11 apartment units, it would construct a total of 10 units, thereby decreasing the number of housing units in the City by only one. However, the reduction of one residential unit is negligible and would not necessitate the construction of replacement housing elsewhere. Particularly considering there are approximately 668 unoccupied residential units in the City (California Department of Finance 2015). In accordance with the Inclusionary zoning regulations, which were in effect when the application was submitted in 2011, one 1-bedroom unit would be designated as an affordable unit, and maintained for occupancy by families of moderate income (120 percent of Area Median Income) for a minimum of 10 years. This, along with the City of Burlingame's compliance with its Regional Housing Needs Assessment allocation, ensure that the removal of the existing 11 apartment units would not result in need for the construction of affordable housing elsewhere. Impacts are determined to be less than significant.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. Residents of the existing apartment complex would be required to relocate. According to the Department of Finance, as of May 1, 2015 the City of Burlingame had a total of 13,077 housing units of which, only 12,409 units are occupied (California Department of Finance 2015). As such, alternative housing for the existing residents is readily available and the project would not displace a substantial number of people necessitating the construction of replacement housing elsewhere. Impacts would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
14. Public Services				
<i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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:</i>				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Fire Services

The project site is located within the incorporated City of Burlingame in San Mateo County. The Central County Fire Department (CCFD) provides fire protection and emergency medical services to the City of Burlingame and communities of Hillsborough and Millbrae. The Fire Department operates seven fire stations, three of which are located in the City of Burlingame: CCFD Fire Station 34 located at 799 California Drive (1.5 miles from the project site), CCFD Fire Station 35 located at 2832 Hillside Drive (1.2 miles from the project site), and CCFD Fire Station 36 located at 1399 Rollins Road (1.3 miles from the project site). The EMS Division of Central County Fire also provides ambulance services to the City of Burlingame and surrounding communities. The Department responds to approximately 5,000 calls annually.

Police Services

Police services in Burlingame are provided by the Burlingame Police Department (Police Department). The Police Department is headquartered at 1111 Trousdale Drive in Burlingame. All law enforcement operations and support services for Burlingame originate from the Police Department's headquarters. Currently, the Police Department employs 37 sworn officers, including 27 Officers, six Sergeants, two Lieutenants, one Captain, and the Chief of Police. The Department has four patrol teams consisting of one Sergeant and six Officers who rotate through the City's three patrol beats on a weekly basis, and a traffic bureau consisting of one Sergeant and two Officers.

Schools

There are two school districts within the City of Burlingame: the Burlingame School District, and the San Mateo Union High School District. The Burlingame School District serves students in grades K-8 from six schools: Franklin Elementary School, Lincoln Elementary School, McKinley Elementary School, Roosevelt Elementary School, Washington Elementary School, and Burlingame Intermediate School. The San Mateo Union High School District serves students in grades 9-12 from nine schools:

Aragon High School, Burlingame High School, Capuchino High School, Hillsdale High School, Mills High School, Peninsula High School, San Mateo High School, San Mateo Middle College High School, and the Adult School/Smart Center. According to the Department of Education, the Burlingame School District served approximately 3,304 students during the academic year of 2014–15. The San Mateo Union High School District served approximately 8,321 students during the academic year of 2014–15. Lincoln Elementary School is the closest school to the project site.

Park Facilities

The City of Burlingame's Parks and Recreation Department manages 22 facilities, including Alpine Playground, Bayside Fields, Bayside Dog Exercise Park, Community Garden at Bayside Fields, Cuernavaca Park, Heritage Park, "J" Lot Playground, Laguna Park, Mills Canyon Wildlife Area, Murray Field, Paloma Playground, Pershing Park, Ray Park, Shorebird Sanctuary Natural Marsh, Trenton Playground, Victoria Park, Village Park, Washington Park, Bocce Ball Courts, Burlingame Golf Center, Burlingame Aquatic Center, and Tennis Courts. Of these, Ray Park, which is located at 1525 Balboa Avenue, is closest to the project site. Ray Park is a neighborhood park equipped with a shaded playground, 2 acres of turf, tennis courts, a multi-use court, and picnic tables.

Environmental Evaluation

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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:

a) Fire protection?

Less Than Significant Impact. The project is located approximately 1.2 miles from the Central County Fire Department's Station 35. Station 35 is fully staffed 24 hours a day and 7 days a week, with at least 1 captain and 2 firefighters. In accordance with standard City practices the Central County Fire Department would review project plans prior to the issuance of permits to ensure compliance with all applicable fire and building code standards and to ensure that adequate fire and life safety measures are incorporated into the project in compliance with all applicable state and city fire safety regulations. The project would result in a decrease of 1 residential unit and, based on the Housing Element's average household size, a decrease of approximately 2 residents. This decrease in households and population would be expected to result in a negligible decrease in demand for fire protection services and would not require the expansion of current fire protection facilities. Therefore, less than significant impacts to fire protection services would result.

b) Police protection?

Less Than Significant Impact. Police services in the City of Burlingame are provided by the Burlingame Police Department. According to the California Department of Finance, the City of Burlingame's current population is approximately 29,890. Given that the Burlingame Police Department currently employs 37 officers, it is estimated that there are 1.23 officers per 1,000 of Burlingame's residents. As discussed in the preceding impact analysis for fire protection services,

the project would result a decrease of 1 residential unit and, based on the Housing Element's average household size, approximately 2 residents. Therefore, the project would not result in an increase in demand for police services, nor would it require the expansion or construction of police facilities. The project's potential impact on police services would be less than significant.

c) Schools?

Less Than Significant Impact. The project site is served by the Burlingame School District and the San Mateo Union High School District. The project would reduce the number of on-site residences by one and, therefore, reduce on-site population by approximately 2 persons based on the average household size identified in the City's 2015–2023 Housing Element. Consequently, it is anticipated that the number school-age children residing at the project site would be reduced or, conservatively, stay the same. Should any additional students reside on-site as a result of the project, the increase would be negligible and readily accommodated by the school districts' existing facilities. Impacts would be considered less than significant.

d) Parks?

Less Than Significant Impact. Several park and recreation facilities are located within the City of Burlingame. Ray Park is the closest facility to the project site, at an approximate distance of 0.25 mile. The project would decrease the number of occupied units at the project site from 11 to 10. With a reduction in the number of residential units, it is anticipated to result in a decrease in the City's population size of approximately two people. While the City does not have an established ratio of park acreage to residents, currently there is one acre of parks for every 312 people in the City of Burlingame; the reduction of two residents does not change this existing ratio. Any demand generated by the project would be adequately accommodated by existing park facilities. A less than significant impact would result.

e) Other public facilities?

Less Than Significant Impact. Other public facilities include public libraries, public hospitals and medical centers, and community centers. The project would decrease the number of on-site housing units by one residential unit and potentially decrease the number of residents by two. The population differences between the existing apartment complex and the project are considered minor and would not be expected to necessitate the need for additional or new public facilities. Furthermore, a considerable workforce is available within the project region and local residents are expected to serve the labor requirements of the project, negating the need for a significant percentage of outside labor. As a result, the project is not anticipated to induce substantial population growth in the area either directly or indirectly, and the existing number of other public facilities would continue to adequately serve the regional population. Therefore, potential impacts associated with other public facilities would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
15. Recreation				
a) Would the project 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"/>
b) 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The City of Burlingame’s Parks and Recreation Department manages 22 facilities, including Alpine Playground, Bayside Fields, Bayside Dog Exercise Park, Community Garden at Bayside Fields, Cuernavaca Park, Heritage Park, “J” Lot Playground, Laguna Park, Mills Canyon Wildlife Area, Murray Field, Paloma Playground, Pershing Park, Ray Park, Shorebird Sanctuary Natural Marsh, Trenton Playground, Victoria Park, Village Park, Washington Park, Bocce Ball Courts, Burlingame Golf Center, Burlingame Aquatic Center, and Tennis Courts. Of these, Ray Park, which is located at 1525 Balboa Avenue, is closest to the project site. Ray Park is a neighborhood park equipped with a shaded playground, 2 acres of turf, tennis courts, a multi-use court, and picnic tables.

Environmental Evaluation

- a) **Would the project 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?**

Less Than Significant Impact. The project would decrease the number of occupied units at the project site from 11 to 10. By decreasing the number of occupied residential units, it is anticipated to result in a decrease of two residents. As such, the project would not substantially alter the City’s current population size. The use of existing recreational facilities would not be substantially altered and would not result in physical deterioration of the facility to occur or be accelerated. Impacts would be less than significant.

- b) **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?**

No Impact. The project does not include nor would it require the construction of public recreational facilities. No impact would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
16. Transportation/Traffic <i>Would the project:</i>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Potential traffic impacts were analyzed in the Burlingame Condominiums Circulation Assessment prepared by Whitlock & Weinberger Transportation, Inc. (W-Trans) on July 8, 2015 (Appendix F). The Assessment was prepared in accordance with the criteria established by the City of Burlingame, San Mateo City/County Association of Governments (C/CAGE) and Caltrans.

The project site is located on El Camino Real between Ray Drive and Adeline Drive. Within the study area, El Camino Real (SR-82) is an undivided four-lane State Highway and Congestion Management

Program (CAMP) facility as per C/CAG, which is the Congestion Management Agency in San Mateo County.

The most recent LOS data from C/CAG indicates that El Camino Real (SR-82) in the vicinity of the project site (from Trousdale Drive to 3rd Avenue) operates at LOS B, which is an acceptable operating standard (C/CAG 2011).

Alternative Modes of Transportation

Pedestrian

Sidewalks are provided east and west of the project frontage. At the signalized intersection of El Camino Real/Adeline Drive, which is located approximately 220 feet south of the project site, marked crosswalks and pedestrian signal phasing are provided. The applicant will be required to apply for an encroachment permit from the Department of Transportation for any work proposed in the state right-of-way, including the proposed sidewalk and driveway curb cut improvements.

Bicycle

Within the project vicinity, bicycle lanes currently do not exist on El Camino Real. According to the City of Burlingame Bicycle Transportation Plan (October 2004), El Camino Real within the project vicinity is neither designated as a local or regional bicycle route, and no bicycle improvements are planned in future. California Drive, approximately one-fourth mile to the east, is a designated north-south bicycle route, and provides access to the Millbrae BART/Caltrain station.

Transit

SamTrans provides bus service throughout San Mateo County and connects to San Francisco to the north and Palo Alto to the south. The northbound bus stop within the project vicinity is located on the east side of El Camino Real (SR-82) approximately 200 feet south of the project site. The southbound bus stop is located on the west side of El Camino Real (SR-82) approximately 700 feet north of the project site. These bus stops are within the 0.25-mile distance, which is considered an acceptable walking distance to a transit stop. Below is a summary of transit lines that currently serve the project site:

- SamTrans Route 397 provides late night service on both weekdays and weekends between the Palo Alto CalTrain Station and the Transbay Terminal; headways are approximately 60 minutes. Service to SFO is also included.
- SamTrans Route ECR is a consolidation of transit lines 390 and 391 to provide weekend service along El Camino Real between the Palo Alto Transit Center and the Daly City BART Station, with approximately 15- to 20-minute headway.

Trip Generation

The anticipated trip generation for the project was estimated using the fitted curve equation for "Residential Condominium/Townhouse" (ITE LU 230) published by the Institute of Transportation Engineers (ITE) in Trip Generation, 8th Edition, 2008. Trips associated with the 11 apartment units that currently exist on the site were estimated using the fitted curve equation for an "Apartment" (ITS LU 220).

The expected trip generation potential for the project is indicated in Table 9. As shown in the table, a credit is given based on the number of trips currently being generated at the site, resulting in a net decrease attributable to the project.

As shown in Table 9, the project is expected to generate an average of 7 trips during the AM peak hour and 9 trips during the PM peak hour. After deductions are taken into account, the project would be expected to result in a net decrease of two trips during the morning peak hour and a net decrease of 15 trips during the evening peak hour. This is consistent with the change of building type under the ITE Trip Generation model, which identifies “Apartment” building types as generating more trips than “Residential Condominium/Townhouse” building types. ITE Trip generation rates are based on data assembled from a large set individual studies collected over multiple years and, therefore, account for differences in the number of bedrooms per residential unit and the typical population and vehicle use of apartments versus condominium units.

Table 9: Trip Generation

Land Use	Units	AM Peak Hour				PM Peak Hour			
		Rate	Trips	In	Out	Rate	Trips	In	Out
Existing Apartments (ITE LU 220)	-11	0.82	-9	-2	-7	2.18	-24	-16	-8
Proposed Residential Condominium/Townhouse (ITE LU 230)	10	0.73	7	1	6	0.87	9	6	3
Net-New Trips	—	—	-2	-1	-1	—	-15	-10	-5

Source: W-Trans, 2012.

Environmental Evaluation

Would the project:

- a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

No Impact. The project would generate less than 50 net-new peak-hour trips. Therefore, a regional roadway analysis for El Camino Real is not warranted or required. El Camino Real (SR-82) currently operates at LOS B, which is an acceptable level of service that is well above the minimum standard of LOS E. The project’s overall decrease of two trips during the morning peak hour and 15 trips during the evening peak hour would not result in a negative effect upon the existing traffic load and capacity of the adjacent street system. No impact would occur.

- b) **Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

No Impact. The project's decrease of two trips during the morning peak hour and 15 trips during the evening peak hour would not result in a negative effect upon the level of service along El Camino Real. No impact would occur.

- c) **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?**

No Impact. No impact would occur as the project would neither involve use of air transit, nor is it expected to cause any change in air traffic patterns.

- d) **Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

No Impact. As part of the Circulation Assessment, W-Trans investigated the collision history along El Camino Real in the vicinity of the project site to determine any trends or patterns that may indicate a safety issue with turning movements at the project site's driveway. Collision rates were calculated based on the collision data available from the California Highway Patrol as published in their Statewide Integrated Traffic Records System (SWITRS) reports over a five-year period between January 1, 2006, and December 31, 2010. The calculated collision rate for the study segment was compared with the average collision rate for similar facilities statewide, as indicated in 2010 Accident Data on California State Highways, Caltrans (Appendix F, Transportation).

There were four reported collisions on El Camino Real between Ray Drive and Adeline Drive (excluding intersection related collisions) during the five-year period. Of these collisions, none appeared to be related to turning into or out of the existing driveway at the project site and the study segment was found to have a collision rate lower than the statewide average for similar facilities. Furthermore, no fatalities were reported during the five-year period studied. Site distance at the project site's entrance would be adequate in both directions for vehicles exiting the project site. In light of this analysis and project's net decrease of trips during the AM and PM hours, the project's access point on El Camino Real and associated turning movements would not be expected to result in a substantial increase in roadway hazards, thus no impact would occur.

- e) **Result in inadequate emergency access?**

No Impact. The site would continue to be accessed from El Camino Real via a private circular driveway with separated ingress and egress. In accordance with standard City practices, the Central County Fire Department would review project plans prior to the issuance of permits to ensure compliance with all applicable fire and building code standards and to ensure that adequate fire and life safety measures are incorporated into the project. As such, adequate emergency access would be provided and no impact would occur.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. A pedestrian path is proposed to connect existing pedestrian facilities on El Camino Real to the lobby of the project. Since there are no existing or planned future bicycle improvements on Camino Real, the project would not disrupt existing or planned facilities or create an inconsistency with applicable bicycle policies. There are bicycle routes available within one-fourth mile of the project site. Two transit bus stops (northbound and southbound) are located along El Camino Real within a 0.25-mile distance, which is considered as acceptable walking distance to a transit stop. Pedestrian facilities that connect the project site to the two bus stops are adequate. The bus stops are served by SamTrans, which connects to the Palo Alto Transit Center, the Daly City BART Station, the Redwood City CalTrain Station and San Francisco. The existing transit and pedestrian facilities are anticipated to adequately accommodate the project-generated transit trips. Furthermore, the project would not change the existing residential use. As such, the project would not conflict with adopted policies, plans, or programs supporting alternative transportation or otherwise decrease the performance or safety of such facilities. No Impact would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. Utilities and Service Systems				
<i>Would the project:</i>				
a) 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"/>
b) 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"/>
c) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) 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"/>
e) 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"/>
f) 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"/>
g) 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"/>

Environmental Setting

Wastewater

Within the City of Burlingame, wastewater is gravity fed to lift stations, and then transported to the Wastewater Treatment Plant (WWTP). Since the WWTP's \$10 million improvement project in 2006, the plant has a designed capacity to treat 5.5 million gallons per day (mgd) during average dry weather flow. According to the City, the plant has a capacity of 16 mgd during wet weather. In 2009, the WWTP's average dry weather was 2.9 mgd, and is projected to grow to 4.4 mgd by the year 2020. According to a recent NPDES compliance evaluation inspection report, dated March 11, 2015, the WWTP's average dry weather flow from September 2014 through November 2014 was 2.7 mgd.

Potable Water

The San Francisco Public Utilities Commission (SFPUC) provides potable water to the entire City of Burlingame, and the water system is administered by the City's Public Works Department. Currently, the SFPUC provides water that is primarily supplied through the Hetch Hetchy Reservoir. Water is conveyed into the City through various SFPUC pipelines that are connected to six metered connections throughout the City. The Bay Area Water Users Association holds a water supply contract with the SFPUC, which contractually limits the SFPUC with a provision of 184 mgd. Of the SFPUC's 184 mgd, an allocation of 5.23 mgd is given to Burlingame.

Solid Waste

The City of Burlingame's solid waste collection, transportation, and disposal services are provided by Recology San Mateo County. The collected waste is brought to the San Carlos Transfer Station where recyclable materials are sorted and separated from the remaining solid waste, which is subsequently transferred to the Ox Mountain Sanitary Landfill near Half Moon Bay. The San Carlos Transfer Station is located at 225 Shoreway Road in San Carlos, California, and the Ox Mountain Sanitary Landfill is located at 12310 San Mateo Road in Half Moon Bay, California. Currently, a 15-year landfill agreement for the Ox Mountain Sanitary Landfill is in place, and will not expire until the year 2018. According to CalRecycle, the Ox Mountain Sanitary Landfill has a maximum permitted capacity of 37.9 million cubic yards, and a maximum permitted throughput of 3,598 tons per day.

Environmental Evaluation

Would the project:

- a) **Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

Less Than Significant Impact. The City of Burlingame maintains the sewer system within the City boundaries. Wastewater is collected and treated at the waste water treatment plant (WWTP) located at 1103 Airport Boulevard. The Treatment Plan is required to abide by all applicable regulations regarding wastewater treatment including those of the Regional Water Quality Control Board. The applicant has estimated that the project will produce 2,000 gallons per day (gpd) of wastewater. Currently, the WWTP has a permitted average dry weather flow capacity of 5.5 mgd. On average, the WWTP treated 2.9 mgd of wastewater in the year 2009 (at 53 percent capacity). As such, sufficient wastewater treatment capacity is available and the project would not exceed wastewater treatment requirements. Impacts would be less than significant.

- b) **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?**

Less Than Significant Impact. The San Francisco Public Utilities Commission (SFPUC) provides potable water to the entire City of Burlingame, and the Bay Area Water Users Association (BAWUA) holds a water supply contract with the SFPUC. The BAWUA contractually limits the SFPUC with a provision of 184 mgd, 5.23 mgd of which is allocated to the City of Burlingame. According to the 2011 City of Burlingame Urban Water Management Plan, the City's water demand during 2009–2010

was 3.94 mgd of potable water. The City is projected to use 4.97 mgd by 2019-2020. The City is not anticipated to reach an estimated gross water use of 5.22 mgd until 2034–2035. The applicant estimates that the proposed project will generate a 2,000-gpd water demand. The City of Burlingame Urban Water Management Plan estimates a daily per capita water use of 130 gpd. Using this amount and assuming an on-site population of 22 persons, daily water demand would be approximately 2,860 gpd.

As previously indicated, the City of Burlingame is allocated 5.23 mgd but currently uses less than 4.97 mgd. As such, sufficient water supplies are available to serve the project and no expanded or new potable water facilities would be required. As previously mentioned, the WWTP has sufficient capacity to serve the project. In addition, the downstream sewer main was replaced in 2006/2007 with an 8-inch pipeline. This 8-inch pipeline is adequately sized to handle the existing uses in the area and the proposed project. The replacement of 11 apartment units with 10 condominium units would not be expected to require additional sewage transmission capacity. As such, no expanded or new wastewater transmission or treatment facilities would be required. Impacts would be less than significant.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact With Mitigation Incorporated. As discussed in Section 2.9, Hydrology and Water Quality, the implementation of Mitigation Measures HYD-1 and HYD-2 ensure that surface runoff would not exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff. Furthermore, the project site is already developed with impervious surfaces and implementation of the project would not significantly change the area of impervious surfaces. As such, existing stormwater infrastructure has sufficient capacity to serve the project and no expanded or new off-site drainage facilities would be required. Impacts related to stormwater drainage facilities would be less than significant with the implementation of Mitigation Measures HYD-1 and HYD-2.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. As previously indicated, the applicant estimates that the project will generate a 2,000-gpd water demand. Because the project would decrease on-site dwelling units from 11 to 10, it would be expected that water demand would be similar to if not lower than that of the current land use. The City of Burlingame is allocated 5.23 mgd of potable water but uses less than 4.97 mgd. As such, sufficient water supplies are available to serve the project and no new or expanded entitlements would be needed. Impacts to water supply availability would be less than significant.

- e) **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?**

Less Than Significant Impact. As previously discussed, the applicant has estimated that the project will produce 2,000 gpd of wastewater. Currently, the WWTP has a permitted average dry weather flow capacity of 5.5 mgd. On average, the WWTP treated 2.9 mgd of wastewater in the year 2009 (at 53 percent capacity). As such, sufficient wastewater treatment capacity is available and the project would not exceed wastewater treatment requirements. In addition, the downstream sewer main was replaced in 2006/2007 with an 8-inch pipeline. The replacement of 11 apartment units with 10 condominium units would not be expected to require additional sewage transmission or treatment capacity. Impacts would be less than significant.

- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?**

Less Than Significant Impact. The California Integrated Waste Management Board permits the San Carlos Transfer station to process 3,000 tons per day, and the Ox Mountain Sanitary Landfill has a permitted capacity of 3,598 tons per day. Solid waste would be generated by construction and operational activities of the project. Each is discussed below.

Construction Waste

Short-term construction waste generation is summarized in Table 10. The estimate of 970.2 cubic yards was calculated using standard demolition and residential construction waste generation rates provide by the U.S. Environmental Protection Agency.

Table 10: Demolition and Construction Solid Waste Generation

Category	Waste Generation Rate	Square Feet	Construction Waste Generation
Residential Demolition	115 pounds/square foot	10,952	630 tons
Residential Construction	4.38 pounds/square foot	28,564	63 tons
Total			693 tons 970.2 cubic yards
Notes: Each residential dwelling unit assumed to average 2,000 square feet. 1 ton = 2,000 pounds; 1 cubic yard = 1.4 tons Source: U.S. Environmental Protection Agency, 1998; City of Burlingame, 2012.			

The 970.2 cubic yards of construction waste would be well within the remaining 37.9 million cubic yards of available capacity at the Ox Mountain Sanitary Landfill. The project will involve a construction value of \$50,000 or more, therefore activities associated with the project’s implementation will be required to comply with the City’s Municipal Code Chapters 8.17 and 18.30. In accordance, a project sponsor will submit a Construction Demolition and Recycling Plan, which will demonstrate how a minimum of 60 percent of the total waste generated from the project’s demolition and construction will be recycled.

Operational Waste

Operational solid waste generation estimates were calculated using a standard residential waste generation rate provided by Cal Recycle. As shown in Table 11, the project is estimated to generate 0.07 cubic yards of solid waste daily and 25.55 cubic yards annually.

Table 11: Operational Waste Generation

Units	Waste Generation Rate	Waste Generation	
		Daily	Annually
10	10 pounds/unit/day	0.05 ton 0.07 cubic yard	18.25 tons 25.55 cubic yards
Notes: 1 ton = 2,000 pounds; 1 cubic yard = 1.4 tons Source: Cal Recycle, 2012; City of Burlingame, 2012.			

Sufficient capacity is available at the Carlos Transfer station and the Ox Mountain Sanitary Landfill to serve the project’s construction and operational waste needs. As such, impacts would be less than significant.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. Solid waste disposal services must follow federal, state, and local statutes and regulations related to the collection of solid waste. The project would comply with all State and local waste diversion requirements including the City of Burlingame Municipal Code Chapters 8.17 and 18.30 regarding waste collection. Therefore, impacts would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
18. Mandatory Findings of Significance				
a) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Evaluation

- a) **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?**

Less Than Significant Impact With Mitigation Incorporated. As discussed in the preceding Impact Discussion sections, with the implementation of mitigation measures included in this IS/MND, the project does not have the potential to significantly degrade the quality of the environment, including effects on animals or plants, or to eliminate historic or prehistoric resources.

- b) **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)?**

Less Than Significant Impact With Mitigation Incorporated. In accordance with CEQA Guidelines Section 15130(b), “. . . the discussion of cumulative impacts shall reflect the severity of the impacts

and their likelihood of occurrence, the discussion need not provide as great [a level of] detail as is provided for the effects attributable to the project alone.” The discussion should be guided by standards of practicality and reasonableness, and it should focus on the cumulative impact to which the identified other projects contribute rather than on the attributes of other projects that do not contribute to the cumulative impact.

CEQA Guidelines Section 15064(h) indicates that:

- (1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project’s incremental effect, though individually limited, is cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.
- (2) A lead agency may determine in an initial study that a project’s contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.
- (3) A lead agency may determine that a project’s incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project’s incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.

- (4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project’s incremental effects are cumulatively considerable.

In identifying projects that may contribute to cumulative impacts, the CEQA Guidelines allow the use of a list of past, present, and reasonably anticipated future projects, producing related or cumulative impacts, including those which are outside of the control of the lead agency.

The proposed project’s cumulative impacts were considered in conjunction with other proposed and approved projects in Burlingame. Table 12 provides a list of the other projects considered in the cumulative analysis.

Table 12: Cumulative Projects

Project	Characteristics	Status
556 El Camino Real	25-unit condominium	Pending
1128-1132 Douglas Avenue	29-unit apartment building	Pending
21 Park Road	8-unit condominium	Pending
1491-1493 Oak Grove Avenue	11-unit condominium	Pending
988 Howard Avenue	3-story commercial/office building	Pending
225 California Drive	4-story commercial/office building	Pending
1214 Donnelly Avenue	3-story commercial/office/residential mixed use building	Pending
60 Edwards Court	61,700-square-foot indoor tennis facility	Complete
300 Airport Boulevard	730,000-square-foot office/life science campus	Approved, building permits not yet issued
1600 Trousdale Drive	124-unit assisted living facility	Under construction
1800 Trousdale Drive	25-unit condominium	Under construction
1818 Trousdale	79-unit assisted living facility	Complete
Carolan Avenue/ Rollins Road Multi-Family	290-unit residential development (268-unit apartment building and 22 two-story for-sale townhomes)	Approved, building permits not yet issued
1225 Floribunda Avenue	6-unit condominium	Complete
1433 Floribunda Avenue	10-unit condominium	Approved, building permits not yet issued
904 Bayswater Avenue	6-unit condominium	Complete
Source: City of Burlingame 2015.		

It is reasonable to assume that projects in Table 12 would incorporate project design characteristics, comply with existing regulations and plans, or implement mitigation to reduce impacts to less than

significant. As discussed in the previous Impact Discussion sections, impacts resulting from construction or implementation of the project would be reduced to a less than significant level by project design characteristics, compliance with existing regulations and plans, or by implementing mitigation measures included in this IS/MND. Overall, the proposed project would result in a reduction of on-site housing units, and therefore, would not significantly change existing land uses on the project site. Furthermore, the project site is not immediately adjacent to any of the project's listed in Table 12, and it is unlikely that construction periods would overlap significantly. This limits the potential for project impacts to be additive because of proximity or timing. As such, the project's impacts would not be considered cumulatively considerable.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact With Mitigation Incorporated. As described throughout this environmental checklist, the project would not result in substantial environmental effects on human beings. Mitigation measures are identified in this Initial Study to reduce potential significant impacts related to aesthetics, air quality, biological resources, cultural resources, geology/soils, hydrology/water quality, noise, and utilities/services systems. Implementation of these mitigation measures would ensure that the project would not result in impacts that would cause substantial adverse effects on human beings, either directly or indirectly.

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SECTION 3: SUMMARY OF MITIGATION MEASURES

MM AES-1 Prior to submittal of plans to the Building Division, the project sponsor shall ensure that building construction plans show exterior lighting and window treatments on the condominium building that are designed to minimize glare and light spillover to adjacent properties.

The City shall ensure that final design plans include downward directed light fixtures that are low-mounted to reduce light trespass onto adjacent properties. The final design plans shall also include glazing window treatments to minimize the intensity of daylight glare produced by the condominium building.

MM AIR-1 During construction activities, the following air pollution control measures shall be implemented:

- Exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All roadways, driveways, and sidewalks shall be paved as soon as possible.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
- A publicly visible sign shall be posted with the telephone number and person to contact at the City regarding dust complaints. This person shall respond and take corrective action within 48 hours of a complaint or issue notification. The Bay Area Air Quality Management District's phone number shall also be visible to ensure compliance with applicable regulations.

MM BIO-1 To reduce construction related impacts to special-status bat species, a bat survey shall be conducted between March 1 to July 31 by a qualified wildlife biologist within the year of proposed construction start and prior to ground disturbance. If no bat roosts are detected, then no further action is required. If a colony of bats is found roosting on-site, then the following mitigation will be implemented to reduce the potential disturbance:

- If a female or maternity colony of bats are found on the project site, a wildlife biologist through coordination with CDFW shall determine what physical and timed buffer zones shall be employed to ensure the continued success of the colony. Such buffer zones may include a construction-free barrier of 200 feet from the roost and/or the timing of the construction activities outside of the maternity roost season (after July 31 and before March 1).

MM BIO-2 To protect the long-term habitat of Mills Creek, the Applicant shall ensure that the creek is not obstructed and human intrusion into the riparian area is minimized. In compliance with Section 1600 of the California Fish and Game Code, the Applicant shall enter into a Streambed Alteration Agreement prior to conducting any construction activities within the creek corridor (defined by the California Department of Fish and Wildlife) as the top of bank plus the outer edge of the dripline of riparian vegetation) which will identify conditions the Applicant will implement. Conditions shall include but not be limited to the implementation of bank stabilization measures, and/or restoration and revegetation of the stream corridor habitat that has been damaged by project construction.

MM BIO-3 The Applicant shall obtain a Section 404 Clean Water Act Nationwide Permit from the USACE for impacts to wetlands and waters of the U.S. and comply with the mitigation measures identified in the Hydrology and Water Quality Section to prevent discharge of pollutants to surface waters during construction. This shall include complying with the State's National Pollution Discharge Elimination System General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Permit) issued by the Regional Water Quality Control Board (RWQCB). The Applicant shall also obtain a 401 Water Quality Certification from the RWQCB. For permanent removal of jurisdictional perennial creek, the Applicant shall require either replacement of affected acreage at a 1:1 ratio (one acre must be created for every acre lost) or payment of in-lieu fees. For the temporary removal of jurisdictional perennial creek, the City shall restore the area to pre-construction conditions. This may require revegetation of the area using native vegetation appropriate for drainages.

MM BIO-4 The applicant shall take the following steps to avoid direct losses of nests, eggs, and nestlings and indirect impacts to avian breeding success:

- During the breeding season (Generally February 1 through August 31) a qualified biologist shall survey the project site and large trees within 500 feet and line of sight for nesting raptors and passerine birds not more than 14 days prior to any demolition, construction, or vegetation removal.
- If demolition or construction activities occur only during the non-breeding season between August 31 and February 1, no surveys will be required.
- Results of positive surveys will be forwarded to CDFW (as appropriate) and avoidance measures will be adopted, if necessary, on a case-by-case basis. These

may include construction buffer areas (up to several hundred feet in the case of raptors) or seasonal avoidance.

MM CUL-1 In the event that buried archaeological resources are discovered during construction, ground-disturbing operations shall stop within 100 feet of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further evaluation. The Applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The archaeologist shall make recommendations concerning appropriate measures that will be implemented to protect the resources, including but not limited to excavation and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Archaeological resources could consist of, but are not limited to, stone, wood, or shell artifacts, structural remains, privies, or historic dumpsites. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated for significance in terms of CEQA criteria.

MM CUL-2 In the event a fossil is discovered during construction for the project, excavations within 50 feet of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The Applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If the find is determined to be significant and if avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards.

MM CUL-3 In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines § 15064.5; Health and Safety Code § 7050.5; Public Resources Code § 5097.94 and § 5097.98 must be followed. If during the course of project development there is accidental discovery or recognition of any human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the “most likely descendant” (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.
2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated

grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the project site in a location not subject to further subsurface disturbance:

- The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission.
- The descendant identified fails to make a recommendation.
- The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

MM GEO-1

Prior to the issuance of a building permit, the project's plans shall reflect foundations that extend deep enough to penetrate more stable soils. The project applicant shall follow the recommendations of the Geotechnical Investigation, by implementing a pier and grade beam foundation system. Herein, the piers shall penetrate a minimum of 12 feet beneath lowest adjacent grade; have a minimum diameter of 16 inches; be nominally reinforced vertically with a minimum of four No. 4 bars; and be spaced no closer than 4 diameters (center to center). In addition, the actual depth, diameter, reinforcement, and spacing of the piers shall be determined by the structural engineer based upon the design criteria:

- A friction value of 500 per square foot (psf) may be assumed to act on that portion of the pier within below 2 feet. Lateral support may be assumed to be developed along the length of the pier below 2 feet, using a passive pressure of 350 per cubic foot (pcf) Equivalent Fluid Weight (EFW). Passive resistance may be assumed to act over 1.5 projected pier diameters. Above 2 feet, no frictional or lateral support may be assumed. These design values may be increased 1/3 for transient loads (i.e., seismic and wind).
- The bases of the piers' holes should be clean and firm prior to setting steel and pouring concrete. If more than 6 inches of slough exists at the base of the pier holes after drilling, then the slough should be removed. If less than 6 inches of slough exists, the slough may be tamped to a stiff condition. Piers should not remain open for more than a few days prior to casting concrete. In the event of rain, shallow groundwater, or caving conditions, it may be necessary to pour piers immediately.
- Because of the presence of groundwater and locally sandy soils, the contractor should be prepared to address pier-hole caving. This may include drill and pour techniques, slurry drilling, or casting the holes. Accumulations of water in the hole is likely to cause side wall collapse and make cleaning the hole difficult. Therefore, holes should not remain open for significant amounts of time.
- All perimeter piers and piers under load-bearing walls should be connected by concrete grade beams. Perimeter grade beams should penetrate at a minimum of 6 inches below crawlspace grade (unless a perimeter footing drain is installed to intercept water attempting to enter around the perimeter). Interior grade beams do not need to penetrate below grade. All other isolated floor supports must also

be pier supported to resist expansive soil uplift; however, they do not need to be connected by grade beams.

- In order to reduce any expansive soil uplift forces on the base of the grade beams, the beams either should have a uniform 3-inch void between their base and the soil, or should be constructed with a knife edge and triangular shaped void in a rectangular trench. The void can be created by the use of prefabricated cardboard material (e.g., K-void, Sure-void, Carton-void), half a sonotube faced concave down, or other methods devised by the contractor and approved by the geotechnical engineer. The use of Styrofoam is not acceptable for creating the void.
- All improvements connected directly to any pier supported structure, also need to be supported by piers. This includes, but is not limited to: porches, decks, entry stoops and columns, etc. If the designer does not wish to pier support these items, then care must be taken to structurally isolate them (with expansion joints, etc.) from the pier supported structure.

MM HYD-1

The project applicant shall prepare and implement a stormwater pollution prevention plan (SWPPP) for all construction activities at the project site. At a minimum, the SWPPP shall include the following:

- A construction schedule that restricts use of heavy equipment for excavation and grading activities to periods where no rain is forecasted during the wet season (October 1 thru April 30) to reduce erosion associated intense rainfall and surface runoff. The construction schedule shall indicate a timeline for earthmoving activities and stabilization of disturbed soils;
- Soil stabilization techniques such as covering stockpiles, hydroseeding, or short-term biodegradable erosion control blankets;
- Silt fences, compost berms, wattles or some kind of sediment control measures at downstream storm drain inlets;
- Good site management practices to address proper management of construction materials and activities such as but not limited to cement, petroleum products, hazardous materials, litter/rubbish, and soil stockpile; and
- The post-construction inspection of all drainage facilities and clearing of drainage structures of debris and sediment.

MM HYD-2

The project applicant, before project approval, shall prepare the appropriate documents consistent with San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) and NPDES Provisions C.3 and C.6 requirements for post-construction treatment and control of stormwater runoff from the site. Post-construction treatment measures must be designed, installed and hydraulically sized to treat a specified amount of runoff. Furthermore, the project plan submittals shall identify the owner and maintenance party responsible for the ongoing inspection and maintenance of the post-construction stormwater treatment measure in perpetuity. A maintenance agreement or other maintenance assurance must be submitted and approved by the City prior to the issuance of a final construction inspection.

Summary of Mitigation Measures

- MM NOI-1** All construction equipment shall use available noise suppression devices and properly maintained mufflers. All internal combustion engines used in the project area shall be equipped with the type of muffler recommended by the vehicle manufacturer. In addition, all equipment shall be maintained in good mechanical condition to minimize noise created by faulty or poorly maintained engine, drive train, and other components.
- MM NOI-2** During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receptors and as far as possible from the boundary of sensitive receptors.
- MM NOI-3** Pursuant to The City of Burlingame Municipal Code, the Applicant shall limit construction activities to between 7:00 a.m. and 7:00 p.m. Monday through Friday, Saturdays between 9:00 a.m. and 6:00 p.m. and Sundays and holidays between 10:00 a.m. and 6:00 p.m.

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