

**430 – 450 AIRPORT BOULEVARD
INITIAL STUDY AND ENVIRONMENTAL CHECKLIST FORM
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

- 1. Project Title:** 430 – 450 Airport Boulevard – Lease of State Lands Property for use as Public Park
- 2. Lead Agency Name and Address:** City of Burlingame
501 Primrose Road
Burlingame, CA 94010
- 3. Contact Person and Phone Number:** William Meeker, Community Development Director
Telephone: (650) 558-7250
E-Mail: wmeeker@burlingame.org
- 4. Project Location:** 430 – 450 Airport Boulevard
Burlingame, CA
- 5. San Mateo County Assessor’s Parcel Numbers:** 026-363-600
- 6. Project Sponsor’s Name and Address:** City of Burlingame
Parks and Recreation Department
850 Burlingame Avenue
Burlingame, CA 94010
- 7. General Plan Designation:** General Plan – Waterfront Commercial
Burlingame Bayfront Specific Plan:
 - Hotels, Restaurants and Recreational Uses
- 8. Zoning:** AA (Anza Area)
- 9. Description of Project:** The project site is approximately 8.8 acres located at 430-450 Airport Boulevard, Burlingame, California (Figures 1 and 2).

The project site is located on “reclaimed” land on the edge of the San Francisco Bay. The project site is undeveloped ruderal land comprised primarily of fill material. Along the northern edge of the site there is a gravel pedestrian trail, and concrete rubble provides erosion protection along the edge of the bay. To the west of the project site there is a restaurant, parking lot, and Anza Lagoon, and to the east there is a parking lot and the Sanchez Creek Lagoon. The southern project site boundary is defined by Bayview Place and Airport Boulevard, and there are office buildings with additional parking lots further to the south.

The proposed project includes construction of a park with associated parking lots, concrete pathways, a restroom facility, picnic tables and benches. The park improvements include automatic irrigation, lawn open space, ornamental landscaping, and perimeter fencing along Airport Boulevard and Bayview Place. The only lighting proposed will be in the parking lots. The shoreline improvements include an asphalt bay trail with benches and landscaping. Construction of the park will require stripping and grubbing the site, rough grading, and a storm drainage system. The proposed project is illustrated on the attached Conceptual Master Plan and Public Access & Open Space Plan, dated July 31, 2015 (Figure 3).

The proposed project will fill all the wetlands mapped on this project site. An Alternative Analysis will be prepared as part of the permit applications for the Regional Water Quality Control Board (RWQCB) and the U.S. Army Corps of Engineers (Corps). The City of Burlingame proposes to purchase wetland mitigation credits from the San Francisco Bay Wetland Mitigation Bank to satisfy the wetland mitigation requirements for this project.

- 10. Surrounding Land Uses and Setting:** The project site is within the Bayfront area in the City of Burlingame. Existing adjacent land uses include office buildings, hotels and restaurants. The site is adjacent to San Francisco Bay and the Bayfront Channel, which drains the Sanchez Creek watershed.
- 11. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):** The proposed public park does not require discretionary approval from the City of Burlingame, since public parks are a permitted use in the AA (Anza Area) zoning district. A building permit will be required from the City of Burlingame Community Development Department, Building Division, for construction of the new restroom facilities. The project will require approval of a lease agreement by the California States Land Commission. A permit from the Bay Conservation and Development Commission (BCDC) is required for the Bay Trail improvements within 100 feet of the San Francisco Bay edge. Permits from the U.S. Army Corps of Engineers and Regional Water Quality Control Board will be required for the proposed impacts to seasonal wetlands on the project site. There is no building demolition involved with this project so there is no permit required from the Bay Area Air Quality Management District.

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.

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology / Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology / Water Quality
- Land Use / Planning
- Mineral Resources
- Noise
- Population / Housing
- Public Services
- Recreation
- Transportation / Traffic
- Utilities / Service Systems
- Mandatory Findings of Significance

DETERMINATION: (To be completed by Lead Agency)

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 measures 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.


Signature

12/3/2015
Date

WILLIAM MEEKER
Printed Name

CITY OF BURLINGAME
For

Summary of Mitigation Measures 430-450 Airport Boulevard	
Environmental Factor	Mitigation Measure
Air Quality	<p>Mitigation Measure 3a: During construction, the project sponsor shall require the construction contractor to implement the following measures required as part of BAAQMD’s basic and enhanced dust control procedures required for all construction sites. These include:</p> <ul style="list-style-type: none"> ▪ Water all active construction areas daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible. ▪ Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). ▪ Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites. ▪ Sweep daily (with water sweepers using reclaimed water if possible) all paved access roads, parking areas and staging areas at construction sites. ▪ Sweep streets (with water sweepers using reclaimed water if possible) at the end of each day if visible soil material is carried onto adjacent paved roads. ▪ Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
Biological Resources	<p>Mitigation Measure 4a: In order to avoid impacts to nesting raptors and other bird species projected pursuant to the Migratory Bird Act, nesting surveys shall be conducted prior to commencing with construction work if this work would commence between February 1st and August 31st .The nesting surveys shall include examination of all trees within 200 feet of the entire project site.</p> <p>Mitigation Measure 4b: A preconstruction survey for burrowing owls should be conducted 14 days prior or less to initiating ground disturbance. As burrowing owls may recolonize a site after only a few days, time lapses between project activities trigger subsequent take avoidance surveys including but not limited to a final survey conducted within 24 hours prior to ground disturbance to ensure absence. If no owls are found during these surveys, no further regard for the burrowing owl would be necessary.</p> <p>Mitigation Measure 4c: The City of Burlingame proposes to purchase wetland mitigation credits from the San Francisco Bay Wetland Mitigation Bank to satisfy the wetland mitigation requirements for this project. An Alternative Analysis for the wetlands to be filled on the site shall be prepared as part of the permit applications for the Regional Water Quality Control Board (RWQCB) and the U.S. Army Corps of Engineers (Corps).</p> <p>Mitigation Measure 4d: A BCDC permit application will be required for this project. The project is in compliance with BCDC policies since the proposed project will improve public access to the Bay, and will incorporate mitigation requirements to offset the adverse environmental impacts of the project.</p>
Cultural Resources	<p>Mitigation Measure 5a: In the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 100 feet of the resources shall be halted and after notification, the City shall consult with a qualified archaeologist and Native American representative to assess the significance of the find. City staff shall also notify California State Lands Commission staff upon discovering unexpected</p>

Summary of Mitigation Measures 430-450 Airport Boulevard	
	<p>cultural resources. If any find is determined to be significant (CEQA Guidelines 15064.5[a][3] or as unique archaeological resources per Section 21083.2 of the California Public Resources Code), representatives of the City and a qualified archaeologist shall meet to determine the appropriate course of action. In considering any suggested mitigation proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeological resources, the lead agency shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for historical resources or unique archaeological resources is carried out.</p> <p>Mitigation Measure 5b: If paleontological resources, such as fossilized bone, teeth, shell, tracks, trails, casts, molds, or impressions are discovered during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a qualified paleontologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the City of Burlingame. City staff shall also notify California State Lands Commission staff upon discovering unexpected cultural resources.</p> <p>Mitigation Measure 5c. If human remains are discovered at any project construction sites during any phase of construction, all ground-disturbing activity 100 feet of the resources shall be halted and the City of Burlingame and the County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California’s Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project applicant shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Burlingame shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project applicant shall implement approved mitigation, to be verified by the City of Burlingame, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered. City staff shall also notify California State Lands Commission staff upon discovering unexpected cultural resources.</p>
<p>Hydrology and Water Quality</p>	<p>Mitigation Measure 9a: The project applicant shall prepare and implement a storm water pollution prevention plan (SWPPP) for all construction activities at the project site. At a minimum, the SWPPP shall include the following:</p> <ul style="list-style-type: none"> ▪ 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

Summary of Mitigation Measures 430-450 Airport Boulevard	
	<ul style="list-style-type: none"> ▪ The post-construction inspection of all drainage facilities and clearing of drainage structures of debris and sediment. <p>Mitigation Measure 9b: 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 storm water 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.</p>
Noise	<p>Mitigation Measure 12a: The project sponsor shall require construction contractors to implement the following measures:</p> <ul style="list-style-type: none"> ▪ Equipment and trucks used for project construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, wherever feasible). ▪ Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible.

Project Description

The City of Burlingame proposes to create an 8.8 acre public park on an undeveloped site located at 430-450 Airport Boulevard, Burlingame, California (Figures 1 and 2), on the San Francisco Bay margin (Park Site). The site is owned by the State Lands Commission and has never been developed. The site is flat, except for slight depressional topography where ground settling has occurred over the years. The site is perched approximately 8 to 10 feet above the mean high water line of the San Francisco Bay. An existing 2:1 slope along the shore of the Bay is covered with concrete rubble and other monolithic slabs of concrete. No changes are proposed to the shoreline.

The proposed project includes construction of a park with associated parking lots, concrete pathways, a restroom facility, picnic tables and benches. The park improvements include automatic irrigation, lawn open space, ornamental landscaping, and perimeter fencing along Airport Boulevard and Bayview Place. The only lighting proposed will be in the parking lots. The shoreline improvements include an asphalt bay trail with benches and landscaping. Construction of the park will require stripping and grubbing the site, rough grading, and a storm drainage system. The proposed project is illustrated on the attached Conceptual Master Plan and Public Access & Open Space Plan (prepared by John Cahalan Landscape Architect, dated July 31, 2015 – Figure 3).

The proposed project will fill all the wetlands mapped on this project site. An Alternative Analysis will be prepared as part of the permit applications for the Regional Water Quality Control Board (RWQCB) and the U.S. Army Corps of Engineers (Corps). The City of Burlingame proposes to purchase wetland mitigation credits from the San Francisco Bay Wetland Mitigation Bank to satisfy the wetland mitigation requirements for the project.

Project Approvals

The project site is located within the City of Burlingame. The City of Burlingame is the Lead Agency responsible for approval of the proposed Mitigated Negative Declaration. The proposed project would require the following approvals and permits:

- Approval of a Lease Agreement by the California State Lands Commission.
- Permit from the Bay Conservation and Development Commission for construction of the bay trail and amenities within the 100-foot wide San Francisco Bay shoreline band.
- Building Permit for construction of the new restroom facility.
- Permits from the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, and Regional Water Quality Control Board.

FIGURE 1: Vicinity Map – Regional Location



FIGURE 2: Location Map



Environmental Impacts

<i>Issues (and Supporting Information Sources):</i>	<i>Significant or Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
1. AESTHETICS—Would the project:				
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 buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) *No Impact.* The proposed project is located along Airport Boulevard and adjacent to the San Francisco Bay. The Scenic Roads and Highways Element of the *City of Burlingame General Plan* identifies Airport Boulevard between Broadway and Coyote Point Drive as a local scenic connector route. There are scenic vistas of San Francisco Bay from Airport Boulevard across the site. The proposed project will not interfere with these views, since the only construction will be a small, one story restroom facilities. The proposed landscaping and trails will enhance the views to the Bay, since the site is now surrounded by a chain link fence which obscures views of the bay. Therefore, there will be no impact on scenic vistas.
- b) *No Impact.* The project site is currently vacant, and does not contain any scenic resources or historic buildings. The site is not located adjacent to a state scenic highway. The project will not result in damage to scenic resources.
- c) *No Impact.* The proposed project would place attractive landscaping and open space amenities on a site which is currently vacant and surrounded by a chain link fence. The project would improve the existing visual character and quality of the site and its surroundings.
- d) *No Impact.* The use of the site is expected to occur primarily during daylight hours, and minimal safety lighting is proposed. The project would be required to comply with exterior lighting regulations of Burlingame Municipal Code Chapter 18.16.030, which requires that the cone of light be kept entirely on the property and requires the use of shielded light fixtures. Therefore, the project would have no impact on light or glare which would adversely affect day or nighttime views in the area.

Mitigation Measures: None Required.

Sources

The City of Burlingame General Plan, Burlingame, California, 2010, 2002, 1985 and 1984 amendments.

City of Burlingame, *Municipal Code, Title 25 - Zoning*, Burlingame, California, 2011 edition.

City of Burlingame, *Municipal Code, Title 18, Chapter 18.16 – Electrical Code*, Burlingame, California, 2010 edition.

<i>Issues (and Supporting Information Sources):</i>	<i>Significant or Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
2. AGRICULTURE RESOURCES				
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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a–c) *No Impact.* The project site is located in an urbanized area in the City of Burlingame. The project site does not include active agricultural uses, nor is the site zoned for agricultural uses. Therefore, the proposed project would not convert farmland to non-agricultural use and would have no effect on farmland or any property subject to a Williamson Act contract.

Mitigation Measures: None Required.

Sources

The City of Burlingame General Plan, Burlingame, California, 2010, 2002, 1985 and 1984 amendments.

City of Burlingame. 2003. *City of Burlingame Mitigated Negative Declaration, File No. ND-531 P, Update of the Bayfront Specific Plan*. December 8, 2003

<u>Issues (and Supporting Information Sources):</u>	<i>Significant or Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
3. AIR QUALITY				
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. Would the project:				
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) Frequently create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) *Less Than Significant.* A project would have a significant effect on air quality if air pollutant emissions would cause the exceedance of ambient air quality standards, contribute to existing or projected air quality exceedances, or expose sensitive receptors to substantial pollutant concentrations.

The project area is located in San Mateo County, which is part of the San Francisco Bay Area Basin. The regional agency primarily responsible for developing the regional ozone plans is the Bay Area Air Quality Management District (BAAQMD). BAAQMD is also the agency with permit authority over most types of stationary sources in San Francisco Bay Area. BAAQMD exercises permit authority through its Rules and Regulations. Both federal and state ozone plans rely heavily upon stationary source control measures set forth in BAAQMD’s Rules and Regulations. The overall stationary source control program that is embodied by the BAAQMD Rules and Regulations has been developed such that new stationary sources can be allowed to operate in the Bay Area without obstructing the goals of the regional air quality plans.

The Bay Area is currently designated as a nonattainment area for state and national ozone standards and as a nonattainment area for the state particulate matter (PM₁₀ and PM_{2.5}) standards. The *Bay Area 2005 Ozone Strategy* has been prepared to address ozone nonattainment issues. No PM₁₀ or PM_{2.5} plan has been prepared or is required under state air quality planning law. The 2005 Ozone Strategy was developed in order to bring the area into attainment of federal and State ambient air quality standards for ozone and particulate matter violations. As noted below, the proposed project would not result in a significant increase in emissions of particulate matter or ozone precursors during operation. Construction emissions, with implementation of the mitigation measures below, would also not result in significant emissions of particulate matter or ozone precursors. Therefore, the proposed project would not conflict with or obstruct implementation of the BAAQMD’s air quality plans to bring the Air Basin into attainment for particulate matter and ozone, resulting in a less-than-significant impact.

Construction activities at the project site would involve use of equipment and materials that would emit ozone precursor emissions. With respect to the construction phase of the project, applicable BAAQMD regulations would relate to portable equipment (e.g., Portland concrete batch plants, and gasoline- or diesel-powered engines used for power generation, pumps, compressors, pile drivers, and cranes), architectural coatings, and paving materials. Project construction would be subject to the requirements of BAAQMD Rules and Regulations.

With respect to the operational-phase of the project, emissions would be generated primarily from motor vehicle trips to the project site. It is expected that the park facility will be used by people who work in the area and those staying in local hotels, as well as local residents who may drive to the site to use the park and to access the adjacent bay trail. According to the ITE Trip Generation, the proposed park facility is expected to generate approximately 12 vehicle trips during the PM peak hour. The minor increase in vehicle trips generated by the project would only marginally increase daily emissions of ozone precursors and PM_{10} and would be well below BAAQMD established thresholds for consideration of a significant impact. Consequently, the project would not affect air quality in the region or conflict with or obstruct implementation of the applicable Air Quality Attainment Plans. Any stationary sources on site would be subject to the BAAQMD Rules and Regulations. Compliance with BAAQMD Rules and Regulations would ensure that the project would not conflict with or obstruct implementation of the applicable air quality plans.

- b, c) *Less Than Significant with Mitigation.* The proposed project includes construction of a new restroom facility, two parking lots, public access pathways, picnic areas and benches, as well as landscaping of the site. The project would affect local pollutant concentrations in two ways. First, during project construction, the project would affect local particulate concentrations by generating dust. Over the long term, the project would result in emissions due to motor vehicle trips associated with the park use proposed by the project, and the motor vehicle trips would affect carbon monoxide concentrations along the local road network.

During construction, the project would generate short-term emissions of criteria pollutants, including suspended and inhalable particulate matter and equipment exhaust emissions. Project-related construction activities would include demolition, site preparation, earthmoving, and general construction activities. Construction-related fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. In the absence of mitigation, construction activities may result in significant quantities of dust, and as a result, local visibility and PM_{10} and $PM_{2.5}$ concentrations may be adversely affected on a temporary and intermittent basis during the construction period. In addition, the fugitive dust generated by construction would include not only PM_{10} , but also larger particles, which would fall out of the atmosphere within several hundred feet of the site and could result in nuisance-type impacts.

The BAAQMD considers any project's construction related impacts to be less than significant if the required dust-control measures are implemented. Without these measures, the impact is generally considered to be significant, particularly if sensitive land uses are located in the project vicinity. BAAQMD defines sensitive receptors as facilities where sensitive receptor population groups (children, the elderly, the acutely ill and the chronically ill) are likely to be located. These land uses include residences, school playgrounds, childcare centers, retirement homes, convalescent homes, hospitals and medical clinics. In the case of this project, there are no sensitive receptors located adjacent to the project site. The proposed project would be subject to the measures recommended by the BAAQMD (listed below in **Mitigation Measure 3a**), which would reduce construction-related PM_{10} and $PM_{2.5}$ emissions to a less than significant level.

Mitigation Measure 3a: During construction, the project sponsor shall require the construction contractor to implement the following measures required as part of BAAQMD's basic and enhanced dust control procedures required for all construction sites. These include:

- Water all active construction areas daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- Sweep daily (with water sweepers using reclaimed water if possible) all paved access roads, parking areas and staging areas at construction sites.
- Sweep streets (with water sweepers using reclaimed water if possible) at the end of each day if visible soil material is carried onto adjacent paved roads.
- Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

Once complete and in use, the proposed project would generate emissions of criteria air pollutants, primarily as a result of motor vehicle traffic. The project could affect localized carbon monoxide (CO) concentrations at nearby intersections. However, CO levels have been declining for a number of years and are expected to continue to do so in the future, and the relatively small number of vehicle trips that the project would generate, would not violate the state CO standard at any local intersections. Therefore, the project would not result in a violation of the state or federal standards for CO.

- d) *Less Than Significant.* BAAQMD defines sensitive receptors as facilities where sensitive receptor population groups (children, the elderly, the acutely ill and the chronically ill) are likely to be located. These land uses include residences, school playgrounds, childcare centers, retirement homes, convalescent homes, hospitals and medical clinics. There are no facilities where sensitive receptor population groups are likely to be located adjacent to the project site. In any event, the project is not expected to generate pollutants in sufficient concentrations to impact sensitive receptors. Therefore, the proposed project would not be considered to expose sensitive receptors to significant risks from emissions of diesel particulate matter.

During construction, occupants of the surrounding businesses may experience occasional odors from diesel equipment exhaust and the application of architectural coatings during construction. This effect would be intermittent, would be contingent on prevailing wind conditions, and occur only during construction activities. The generation of diesel odors during construction would occur during daytime hours only and would be isolated to the immediate vicinity of the construction site and activity, and these emissions would not affect a substantial amount of people; therefore, the impact is considered less than significant.

- e) *Less Than Significant.* As a general matter, the types of land use development that pose potential odor problems include wastewater treatment plants, refineries, landfills, composting facilities, and transfer stations. No such uses would occupy the project site. Therefore, the project would not create objectionable odors that would affect a substantial number of people. Also, there are no existing odor sources in the vicinity of the project site that would impact future occupants of the project site. Project odor impacts are therefore considered to be less-than-significant.

Sources

The City of Burlingame General Plan, Burlingame, California, 2010, 2002, 1985 and 1984 amendments.

City of Burlingame. 2003. *City of Burlingame Mitigated Negative Declaration, File No. ND-531 P, Update of the Bayfront Specific Plan.* December 8, 2003

Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans.* December, 1999.

California Environmental Protection Agency. California Air Resources Board (CARB). *Air Quality and Land Use Handbook: A Community Health Perspective.* April, 2005.

<u>Issues (and Supporting Information Sources):</u>	<i>Significant or Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
4. BIOLOGICAL RESOURCES—				
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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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.) or state-protected wetlands, 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 native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) Fundamentally 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"/>

Discussion

- a) *Less Than Significant with Mitigation Incorporation.*

Nesting Raptors and Other Nesting Birds (excluding Burrowing Owl)

All raptors (that is, birds of prey) and all migratory birds are protected under the Migratory Bird Treaty Act (50 CFR 10.13) and their eggs and young are protected under California Fish and Game Codes Sections 3503, 3503.5. Any project-related impacts to nesting and migratory bird species would be considered a significant adverse impact.

In order to avoid impacts to nesting raptors and other bird species projected pursuant to the Migratory Bird Act, nesting surveys shall be conducted prior to commencing with construction work if this work would commence between February 1st and August 31st. The nesting surveys shall include examination of all trees within 200 feet of the entire project site, not just trees slated for removal on the project site.

An early survey should be conducted in February or March if construction is proposed to commence between February 1st and June 1st. If construction has not commenced by the end of March, a second nesting survey shall be conducted in April/May, whichever month is within 30 days of the

commencement of construction. If construction would commence after May but before September 1st, then the second survey shall be conducted within the 30 day period prior to site disturbance.

If nesting raptors are identified during the surveys, the dripline of the nest tree must be fenced with orange construction fencing (provided the tree is on the project site), and a 200-foot radius around the nest tree must be staked with bright orange lath or other suitable staking. If the tree is located off the project site, then the buffer shall be demarcated per above where the buffer occurs on the project site. *The size of the buffer may be altered if a qualified raptor biologist conducts behavioral observations and determines the nesting raptors are well acclimated to disturbance.* If this occurs, the raptor biologist shall prescribe a modified buffer that allows sufficient room to prevent undue disturbance/harassment to the nesting raptors. No construction or earth-moving activity shall occur within the established buffer until it is determined by a qualified raptor biologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones. This typically occurs by July 15th. This date may be earlier or later, and would have to be determined by a qualified raptor biologist. If a qualified biologist is not hired to watch the nesting raptors then the buffers shall be maintained in place through the month of August and work within the buffer can commence September 1st.

If common (that is, not special-status) birds for example, California towhee, western scrub jay, or acorn woodpeckers are identified nesting on or adjacent to the project site, a non-disturbance buffer of 50 feet should be established or as otherwise prescribed by a qualified ornithologist. The buffer should be demarcated with painted orange lath or via the installation of orange construction fencing. Disturbance within the buffer should be postponed until it is determined by a qualified ornithologist that the young have fledged and have attained sufficient flight skills to leave the area or that the nesting cycle has otherwise completed. Typically, most passerine birds in the region of the project site are expected to complete nesting by August 1st. However, many species can complete nesting by the end of June or in early to mid-July. Regardless, nesting buffers should be maintained until August 1st unless a qualified ornithologist determines that young have fledged and are independent of their nests at an earlier date. If buffers are removed prior to August 1st, the qualified biologist conducting the nesting surveys should prepare a report that provides details about the nesting outcome and the removal of buffers. This report should be submitted to the City of Burlingame prior to the time that nest protection buffers are removed if the date is before August 1st.

Potential impacts to nesting raptors and other nesting bird species would be reduced to a level considered less-than-significant pursuant to the CEQA through **Mitigation Measure 4a**.

Mitigation Measure 4a: In order to avoid impacts to nesting raptors and other bird species projected pursuant to the Migratory Bird Act, nesting surveys shall be conducted prior to commencing with construction work if this work would commence between February 1st and August 31st. The nesting surveys shall include examination of all trees within 200 feet of the entire project site.

Western Burrowing Owl

The closest known record for western burrowing owl is located 2.3 miles southeast of the project site in the City of San Mateo (CNDDDB Occurrence No. 1106). There is a low potential for this species to nest in the anthropogenic/ruderal habitat on the project site due to the overgrown vegetation and a noticeable absence of burrowing mammals (e.g. ground squirrels). M&A did not identify any suitable burrows within the project area during our surveys. M&A biologists have not observed this owl on or adjacent to the project site.

While western burrowing owls are not currently known to occur on the site, this is a mobile species that could move onto the project site in the future. Impacts to western burrowing owls from the proposed project could be potentially significant pursuant to CEQA. This impact could be mitigated to a level considered less than significant pursuant to the CEQA through **Mitigation Measure 4b**.

Mitigation Measure 4b: Based on the presence of this species in the project vicinity and the potential habitat found on the project site, a preconstruction survey for burrowing owls should be conducted 14 days prior or less to initiating ground disturbance. As burrowing owls may recolonize a site after only a few days, time lapses between project activities trigger subsequent take avoidance surveys including but not limited to a final survey conducted within 24 hours prior to ground disturbance to ensure absence. If no owls are found during these surveys, no further regard for the burrowing owl would be necessary.

- a. Burrowing owl surveys should be conducted by walking the entire project site. Pedestrian survey transects should be spaced to allow 100 percent visual coverage of the ground surface. The distance between transect center lines should be 7 meters to 20 meters and should be reduced to account for differences in terrain, vegetation density, and ground surface visibility. Poor weather may affect the surveyor's ability to detect burrowing owls thus, avoid conducting surveys when wind speed is greater than 20 kilometers per hour and there is precipitation or dense fog. To avoid impacts to owls from surveyors, owls and/or occupied burrows should be avoided by a minimum of 50 meters (approximately 160 ft.) wherever practical to avoid flushing occupied burrows. Disturbance to occupied burrows should be avoided during all seasons.
- b. If burrowing owls are detected on the site, the following restricted activity dates and setback distances are recommended per CDFW's Staff Report (2012).
 - From April 1 through October 15, low disturbance and medium disturbance activities should have a 200 meter buffer while high disturbance activities should have a 500 meter buffer from occupied nests.
 - From October 16 through March 31, low disturbance activities should have a 50 meter buffer, medium disturbance activities should have a 100 meter buffer, and high disturbance activities should have a 500 meter buffer from occupied nests.
 - No earth-moving activities or other disturbance should occur within the afore-mentioned buffer zones of occupied burrows. These buffer zones should be fenced as well. If burrowing owls were found in the project area, a qualified biologist would also need to delineate the extent of burrowing owl habitat on the site.

- b) *Less Than Significant with Mitigation Incorporation.* A Request for a Jurisdictional Determination was submitted to the Corps of Engineers (Corps) on February 10, 2015. The Corps conducted a site verification visit on March 5, 2015. On April 1, 2015 the Corps confirmed jurisdiction over 0.42-acre of waters of the U.S. on the project site. The confirmed Preliminary Jurisdictional Determination Map is shown on Figures 4 and 5.

Impacts to waters of the United States and/or State can be reduced to less-than-significant levels through various means, including avoidance, minimization of impacts, and mitigation compensation.

Based on the Corps confirmed map, jurisdictional areas will be avoided by the project where possible. Because full avoidance of waters of the United States is probably not possible, potential impacts shall

be minimized to the extent feasible through changes to project design. Impacts shall also be minimized by the use of Best Management Practices to protect preserved features and ensure water quality. These practices can include installing orange construction fencing, hay or gravel waddles, and other protective measures. During project construction, a biological monitor shall be on-site to monitor the integrity of waters and prevent impacts to the adjacent San Francisco Bay.

The proposed project will fill all the wetlands mapped on this project site. For those wetland areas that cannot be avoided, permits from the Corps and RWQCB shall be acquired that allows the removal of specified wetlands. An Alternative Analysis will be prepared as part of the permit applications for the RWQCB and the Corps.

Potential impacts to waters of the United States/State would be reduced to a level considered less-than-significant pursuant to the CEQA through the measures described above, as summarized in **Mitigation Measure 4c.**

Mitigation Measure 4c: The City of Burlingame proposes to purchase wetland mitigation credits from the San Francisco Bay Wetland Mitigation Bank to satisfy the wetland mitigation requirements for this project. An Alternative Analysis for the wetlands to be filled on the site shall be prepared as part of the permit applications for the Regional Water Quality Control Board (RWQCB) and the U.S. Army Corps of Engineers (Corps).

The project site is within BCDC jurisdiction. A portion of the park project will be within 100 feet of the Bay shoreline. Impacts to BCDC jurisdiction would be regarded as a significant impact. This impact could be mitigated to a level considered less than significant. Potential impacts to BCDC jurisdiction would be reduced to a level considered less-than-significant pursuant to the CEQA with **Mitigation Measure 4d.**

Mitigation Measure 4d: A BCDC permit application will be required for this project. The project is in compliance with BCDC policies since the proposed project will improve public access to the Bay, and will incorporate mitigation requirements to offset the adverse environmental impacts of the project.

FIGURE 4: Confirmed Wetland Delineation Map

MONK & ASSOCIATES

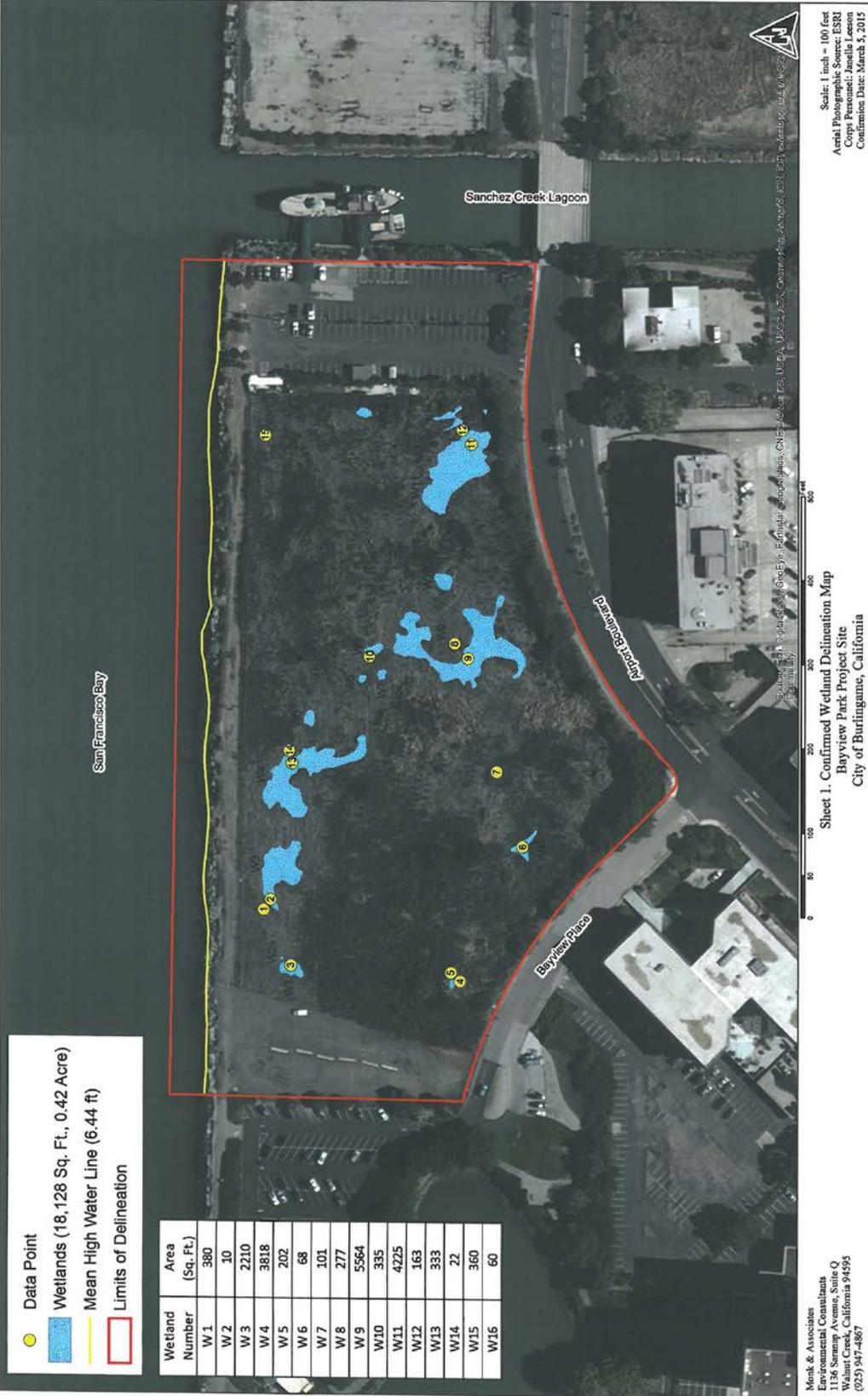
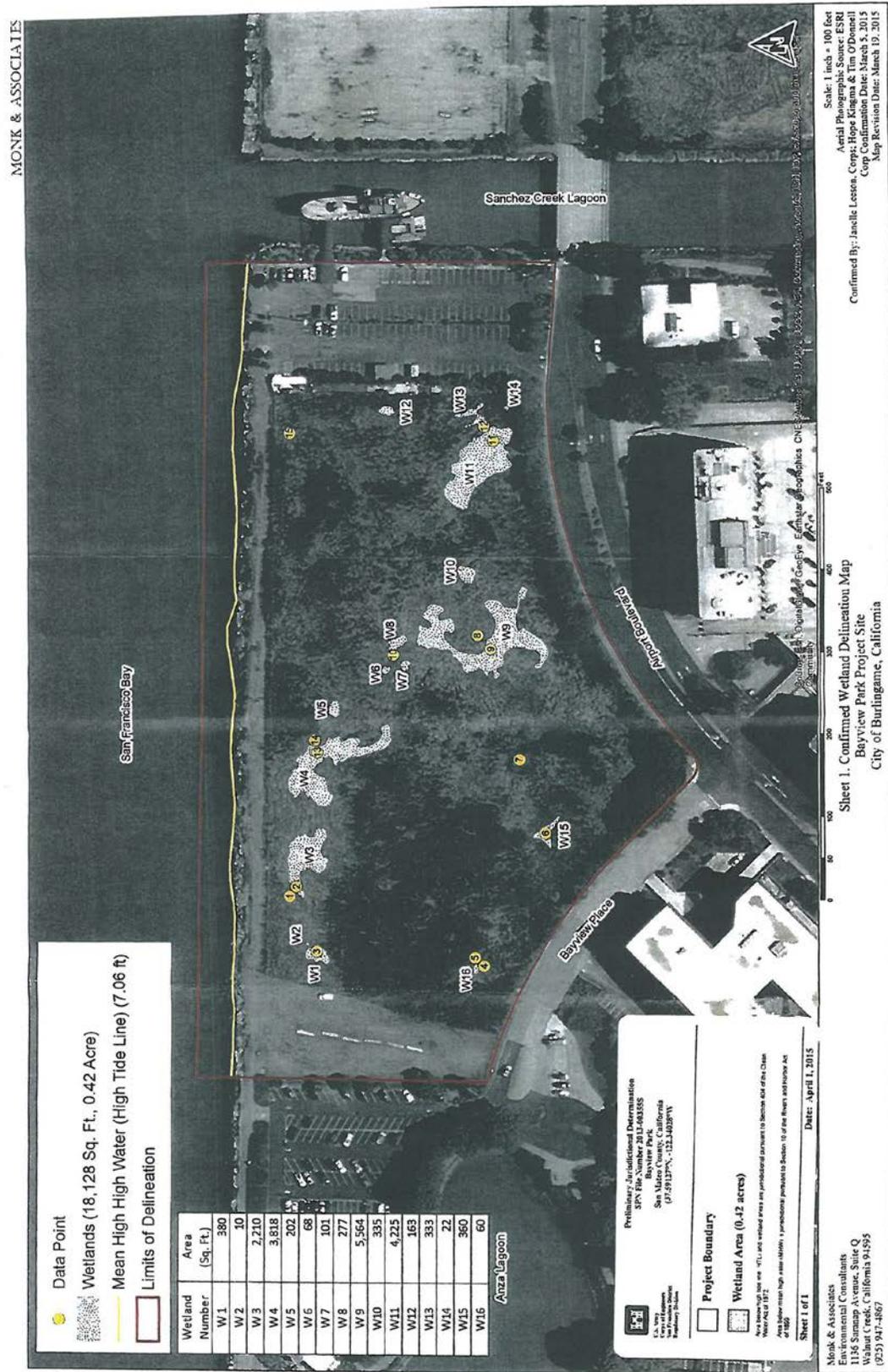


FIGURE 5: Confirmed Wetland Delineation Map



- d) *Less Than Significant.* Wildlife corridors are linear and/or regional habitats that provide connectivity to other natural vegetation communities within a landscape fractured by urbanization and other development. Wildlife corridors have several functions: 1) they provide avenues along which wide-ranging animals can travel, migrate, and breed, allowing genetic interchange to occur; 2) populations can move in response to environmental changes and natural disasters; and 3) individuals can recolonize habitats from which populations have been locally extirpated (Beier and Loe 1992). All three of these functions can be met if both regional and local wildlife corridors are accessible to wildlife. Regional wildlife corridors provide foraging, breeding, and retreat areas for migrating, dispersing, immigrating, and emigrating wildlife populations. Local wildlife corridors also provide access routes to food, cover, and water resources within restricted habitats.

The proposed project will not interfere with the movement of native wildlife. The project site is located on “reclaimed” land on the edge of the San Francisco Bay. The project site is undeveloped land comprised primarily of ruderal (weedy) vegetation growing on highly compacted fill material mixed with gravel. Along the northern edge of the site there is a gravel pedestrian trail, and concrete rubble provides erosion protection along the edge of the San Francisco Bay. Adjacent to the west is a vacant, compacted gravel parking area and a restaurant with a parking lot. The southern project site boundary is defined by Bayview Place and Airport Boulevard. Power lines are located along Airport Boulevard, and there are office buildings and a high rise hotel with additional parking lots adjacent to the south. To the east there is a parking lot and the Sanchez Creek Lagoon. The surrounding land uses effectively isolate the project site from wildlife movements. Therefore, development of this project site would not impact wildlife movement. No mitigation for wildlife corridors should be required.

- e) *No Impact.* Chapter 11.06 (Urban Reforestation and Tree Protection) of the Burlingame Municipal Code calls for the preservation of trees and vegetation, which are considered a vital part of the City’s character. The City defines a “Protected Tree” as any tree with a circumference greater than 48 inches when measured 54 inches above natural grade. There are no protected size trees on the project site.

With this application, extensive landscaping is proposed along the perimeter of the site, with a large grass area covering the remainder of the site. Landscaping would also be provided along the proposed Bay trail. The proposed project would not conflict with the local Urban Reforestation and Tree Protection Ordinance calling for the preservation of any existing trees and adding new trees.

The City’s *General Plan – Conservation Element*, encourages the planting of “indigenous materials”. While the planting of non-native, ornamental species in landscaping the project site would not violate any policies, the project sponsor should give preference to planting species native to the project site.

- f) *No Impact.* No natural communities exist in the vicinity of the proposed project area and there are no Habitat Conservation Plans, Natural Community Conservation Plans, or other local, regional, or state habitat conservation plans that apply to this part of Burlingame.

Sources

The City of Burlingame General Plan, Burlingame, California, 2010, 2002, 1985 and 1984 amendments.

Biological Resource Analysis, Bayview Park Project, November 9, 2015, prepared by Monk & Associates Environmental Consultants.

Revised Request for Jurisdictional Determination Bayview Park Project, February 10, 2015, prepared by Monk & Associates Environmental Consultants.

Preliminary Jurisdictional Determination, U.S. Army Corps of Engineers, June 1, 2015.

Response Letter: City of Burlingame, Application for General Lease-Agency Use of Sovereign land, San Mateo County, California (File Ref: W2669), August 11, 2015, prepared by Monk & Associates Environmental Consultants.

Map of Areas of Special Biological Importance, San Francisco and San Mateo Counties, California, State Department of Fish and Game.

Biological Constraints Analysis for the Burlingame Bayfront Specific Plan, September 13, 2002, prepared by Environmental Collaborative

City of Burlingame. 2003. City of Burlingame Mitigated Negative Declaration, File No. ND-531 P, Update of the Bayfront Specific Plan. December 8, 2003

<i>Issues (and Supporting Information Sources):</i>	<i>Significant or Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
5. CULTURAL RESOURCES—				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

a) *Less Than Significant with Mitigation.* The project site is vacant, and is part of the larger Bayfront area which is primarily developed with office, hotel and restaurant uses in the general vicinity of the project site. Originally, the project site and surrounding area was a tidal area and marshland, which was built-up with imported fill in the 1950s and 1960s. There has been no development on this site since it was filled. Therefore, there is no record of historic resources on this site.

California State Lands Commission staff maintains a Shipwreck Database of known shipwrecks and potential vessels located on the State's tide and submerged lands. However, the location of many shipwrecks remains unknown. Please note that any submerged archaeological site or submerged historic resource that has remained in State waters for more than 50 years is presumed to be significant.

Title to all abandoned shipwrecks, archaeological sites, and historic or cultural resources on or in the tide and submerged lands of California is vested in the State and under the jurisdiction of the CSLC. If any cultural resources are discovered on state lands during Project implementation, City staff will consult with Senior Staff Counsel at the CSLC.

b) *Less Than Significant with Mitigation.* Archeological resources are the physical remains of the human occupation and/or use of a location. These resources include both prehistoric (Native American) and historic-age artifacts, such as projectile points, shell beads, glass, ceramics, and metal and features, such as shellmounds, fire hearths, bedrock mortars, and building foundations. Shellmounds are generally prehistoric features composed of discarded dietary remains and utilized artifact remains including marine shell, bone, and stone implements.

For Eastern San Mateo County, archaeological resources are generally situated near San Francisco Bay and on terraces adjacent to intermittent or perennial creeks or springs, along ridges, and on broad or moderately wide mid-slope terraces. Archaeological resources in the vicinity of the City of Burlingame, such as prehistoric shellmounds, have been found adjacent to the Bay shore and inland areas adjacent to creeks. Areas associated with these environmental characteristics are suggestive of areas with high archaeological sensitivity.

Project related construction activities involving ground-disturbance during construction could result in significant impacts, if any unknown culturally significant sites are discovered. If remains were unearthed during project construction, damage to or destruction of significant archaeological remains would be a potentially significant impact. Potential impacts to archeological resources would be reduced to less than significant with the implementation of **Mitigation Measure 5a**.

Mitigation Measure 5a: In the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 100 feet of the resources shall be halted and after notification, the City shall consult with a qualified archaeologist and Native American representative to assess the significance of the find. City staff shall also notify California State Lands Commission staff upon discovering unexpected cultural resources. If any find is determined to be significant (CEQA Guidelines 15064.5[a][3] or as unique archaeological resources per Section 21083.2 of the California Public Resources Code), representatives of the City and a qualified archaeologist shall meet to determine the appropriate course of action. In considering any suggested mitigation proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeological resources, the lead agency shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for historical resources or unique archaeological resources is carried out.

- c) *Less Than Significant with Mitigation.* Paleontological resources are the fossilized remains and/or traces of prehistoric plant and animal life exclusive of human remains or artifacts. Fossil remains, such as bones, teeth, shells, and wood, are found in geologic deposits (rock formations). The project vicinity has been developed and no known paleontological resources have been recorded. Because the proposed project would result in minimal excavation in bedrock conditions, significant paleontologic discovery would be unlikely. However, significant fossil discoveries can be made even in areas of supposed low sensitivity. In the event a paleontologic resource is encountered during project activities, implementation of **Mitigation Measure 5b** would reduce potential impacts to less than significant.

Mitigation Measure 5b: If paleontological resources, such as fossilized bone, teeth, shell, tracks, trails, casts, molds, or impressions are discovered during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a qualified paleontologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the City of Burlingame. City staff shall also notify California State Lands Commission staff upon discovering unexpected cultural resources.

- d) *Less than Significant with Mitigation.* The site has no known human remains, including those interred outside of formal cemeteries. However, it is impossible to be sure about the presence or absence of human remains on a site until site excavation and grading occurs. The proposed project requires minimal excavation and grading, therefore there is a low likelihood that human remains will be encountered. With implementation of **Mitigation Measure 5c**, however, the impact is considered less-than-significant with mitigation incorporated.

Mitigation Measure 5c. If human remains are discovered at any project construction sites during any phase of construction, all ground-disturbing activity 100 feet of the resources shall be halted and the City of Burlingame and the County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of

California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project applicant shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Burlingame shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project applicant shall implement approved mitigation, to be verified by the City of Burlingame, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered. City staff shall also notify California State Lands Commission staff upon discovering unexpected cultural resources.

Sources

Sanborn Map Company, City of Burlingame, 1965.

City of Burlingame. 2003. *City of Burlingame Mitigated Negative Declaration, File No. ND-531 P, Update of the Bayfront Specific Plan*. December 8, 2003

The City of Burlingame General Plan, Burlingame, California, 2010, 2002, 1985 and 1984 amendments.

<u>Issues (and Supporting Information Sources):</u>	<i>Significant or Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
6. GEOLOGY AND SOILS—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.	<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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as it may be revised), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Discussion

- a.i) *Less Than Significant.* The site is approximately three miles from the San Andreas Fault, but is not within the Alquist-Priola zone or on or immediately adjacent to an active or potentially active fault. The active faults nearest to the project site are the San Andreas, located approximately three miles southwest of the project site, the Serra Fault, a minor thrust fault considered to have common roots with the San Andreas Fault located approximately 2.5 miles from the project site, and the Hayward Fault, located approximately 16 miles northeast. As the project site is not located in an Alquist-Priolo Earthquake Fault Zone nor on or immediately adjacent to an active fault, fault rupture hazards associated with the proposed project are considered less than significant.

- a.ii,iii) *Less Than Significant with Mitigation.* The City of Burlingame is located in a seismically active region. Recent studies by the USGS indicate that there is a 63 percent mean probability of a Richter magnitude 6.7 or higher earthquake occurring in the Bay Area within the next 30 years, and a 21 percent mean probability that one or more earthquakes of Richter magnitude 6.7 or greater will occur on the San Andreas fault within the next 30 years. The project site could experience a range of ground shaking effects during an earthquake on one of the aforementioned Bay Area faults. An earthquake on the San Andreas fault could result in very strong ground shaking intensities. Ground

shaking of this intensity could result in moderate damage, such as collapsing chimneys and falling plaster. Seismic shaking of this intensity can also trigger ground failures caused by liquefaction, potentially resulting in foundation damage, disruption of utility service and roadway damage. The project site is underlain by materials that can cause moderately high shaking amplification, and is immediately adjacent to an area considered by the Association of Bay Area Governments (ABAG) to have a low to moderate potential for liquefaction (ABAG, 2008).

The California Geological Survey (CGS) Probabilistic Seismic Hazards Assessment Program estimates peak ground accelerations in the alluvium at the site would be 0.742g and short term (0.2 seconds) would be 1.601g. The 2010 California Building Code (CBC) incorporates attenuation relationships developed by the CGS's Program and considers vibration contributions from multiple seismic sources, including those generated by the nearby San Andreas fault and those of more distant, potentially damaging, faults in the South and East Bay. The resultant map (Figure 1613.5(3) of the 2010 CBC) of short term (0.2 second) ground response provides peak ground acceleration values for the San Francisco Bay Area. The 2010 CBC requires the design earthquake (i.e., the maximum considered earthquake acceleration response for a given site) to be calculated using 2/3 of the mapped acceleration value. Adherence to CBC Section 1613 would ensure that construction at the project site would be capable of withstanding the maximum considered groundshaking.

The Project could experience a range of groundshaking effects during an earthquake on a Bay Area fault, particularly the San Andreas fault. A characteristic earthquake on the San Andreas fault could result in very strong (Modified Mercalli Intensity VIII) groundshaking intensities. Groundshaking of this intensity would result in heavily damaged or destroyed masonry, damage to foundations, and shifting of frame structures (if not bolted down) off their foundations. Development at the project site would be required to comply with construction standards and seismic design criteria contained in the CBC as adopted by the City.

Although the potential for seismic groundshaking to occur at the site is unavoidable, the risk of excessive, permanent damage to the building is anticipated to be relatively minor because the structural design would be required to adhere to the Building Code standards. Therefore, groundshaking hazards are considered less than significant.

- a.iv) *Less Than Significant.* The project site is relatively level. Because the site is not a steep or unstable slope and does not have irregular surface, natural slope instability is not a concern. Therefore, because the ground surface at the project site is flat with no steep or unstable adjacent slopes, there would be no impact from landslide hazard.
- b) *Less Than Significant.* The proposed project is not expected to create substantial erosion or loss of topsoil because most of the project site will be landscaped or paved at the completion of construction. Construction activities would be required to comply with the California Building Code, which regulates drainage and erosion control activities for excavations. Soil erosion after construction would be controlled by implementation of approved landscape and irrigation plans, as needed. Conformance with City grading standards and the County's Stormwater Management Plan would ensure that substantial erosion would not occur as a result of construction and implementation of the proposed project. Consequently, this potential impact would be less than significant.
- c,d) *Less Than Significant with Mitigation.* The site is relatively level and does not have a history of landslides. The Project Site is mapped as Urban Land-Orthents (65 percent Urban Land, 30 percent Orthents and similar soils, and 4 percent minor components) by the Natural Resources Conservation

Service. The underlying soil forming materials (native soils) are mapped by the U.S. Geological Survey as alluvial fan and fluvial deposits less than 10,000 years old. Under seismic conditions most Burlingame soils are reasonably stable. This site is in an area of moderate to low (0.1- 1% probability) liquefaction susceptibility.

The project will be required to be designed to meet all the requirements, including seismic standards, of the California Building and Fire Codes, 2010 Edition, as amended by the City of Burlingame, for structural stability. The project would conform to the City's Building Code requirement that a site-specific soils report identify any potentially unsuitable soil conditions and incorporate design recommendations accordingly. Grading and foundation work would be required to comply with the CBC, which specifies the safety requirements to be fulfilled for site work, including the protection of adjacent properties from damage during excavation. This would include the prevention of subsidence of pavement or foundations caused by dewatering. Consequently, the proposed project would have a less-than-significant impact associated with soil or slope instability related to subsidence or expansive, liquefiable, or collapsible soils.

The site was reclaimed from San Francisco Bay by constructing perimeter dikes of concrete rubble and filling behind the dikes with soil and rubble. The surrounding soil and geological materials form a buttress that would prevent the lateral movement of soil during liquefaction or lurching caused by an earthquake. The soils and/or geologic materials supporting the building foundation at the site would be required by the Building Code to be engineered to prevent liquefaction and to resist the lateral forces imposed by earthquakes. Adherence to the requirements of the CBC would ensure the maximum practicable stability of the project site and would reduce the potential for lateral spreading and liquefaction to a less-than-significant level.

- e) *No Impact.* The proposed project would dispose of wastewater using existing wastewater infrastructure operated by the City of Burlingame. There are no septic or alternative wastewater systems proposed as part of the proposed project; therefore, no impact would result.

Sources

- Association of Bay Area Governments (ABAG), Liquefaction Susceptibility Maps, <http://gis.abag.ca.gov/website/liquefactionsusceptibility/>, accessed October, 2012.
- E. Brabb, E. Pampeyan, and M. Bonilla, *Landslide Susceptibility in San Mateo County*, San Mateo County, California, 1972.
- Perkins, Jeanne, *Maps Showing Cumulative Damage Potential from Earthquake Ground Shaking*, U.S.G.S. Map MF, San Mateo County: California, 1987.
- ABAG, Shaking Intensity Map, <http://www.abag.ca.gov/bayarea/eqmaps/mapsba.html>, accessed February 18, 2011.
- United States Department of Agriculture, Natural Resources Conservation Service, Web Soil Survey of San Mateo County, Eastern Part, and San Francisco County, California. Website: <http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>, accessed February 16, 2011.
- Brabb, E. E., R.W. Graymer, and D. L. Jones, *Geology of the onshore part of San Mateo County, California: A Digital Database*, United States Geological Survey Open-File Report 98-137, 1998.

<u>Issues (and Supporting Information Sources):</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
7. Greenhouse Gas Emissions—Would the project:				
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 an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a,b) *Less Than Significant.* Gases that trap heat in the atmosphere are called greenhouse gases because they transform the light of the sun into heat, similar to the glass walls of a greenhouse. Common greenhouse gases include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols. However, it is believed that emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. Global atmospheric concentrations of carbon dioxide, methane, and nitrous oxide have increased markedly since the late 18th century as a result of human activities and now far exceed pre- industrial values. The greenhouse gas emissions from an individual project, even a very large development project, would not individually generate sufficient greenhouse gas emissions to measurably influence global climate change. However, climate change has an irreversible, significant cumulative impact on a global scale. Consideration of a project’s impact to climate change, therefore, is essentially an analysis of a project’s contribution to a cumulatively significant global impact through its emission of greenhouse gases.

Local jurisdictions, such as the City of Burlingame, have the authority and responsibility to reduce air pollution through their police power and decision-making authority. The City released a Climate Action Plan (BCAP) in June 2009. The BCAP serves as a guiding document to identify methods that the City and community can implement to significantly reduce greenhouse gas (GHG) emissions. It is an important first step toward meeting the requirements mandated by new California legislation, known as Assembly Bill 32, California’s Global Warming Solutions Act of 2006, which requires emissions to be reduced 15% below current levels (as measured in 2005) by the year 2020 and to be reduced by 80% by the year 2050.

Burlingame’s community emissions inventory provides a baseline of emission levels against which future reductions can be measured. The analysis showed that the community of Burlingame released 336,944 metric tons of CO₂e (carbon dioxide equivalent) in the base year of 2005. The transportation sector accounted for 60% of the emissions and the commercial sector accounted for 22%. These two sectors were the largest sources of emissions from the Burlingame community. Emissions from the residential sector accounted for 14%, and the waste sector accounted for 4% of the emissions.

To maintain consistency with the AB 32 emission reduction targets, the Task Force recommended that Burlingame reduce emissions by 15% below the base year by 2020 and 80% by the year 2050. Burlingame’s 2005 base year emissions were 336,944 metric tons of CO₂e. To reduce emissions to 15% below 2005 baseline levels by 2020, the community would need to reduce emissions by 50,542 metric tons to 286,402 metric tons during that period.

Table 1 identifies the 2005 base year emissions, the target year reduction and the estimated annual required emissions to meet the 2020 reduction target. A total of 50,542 metric tons is the minimum reduction needed for Burlingame to meet the 2020 target and the needed reduction in tons could be as high as 122,378 metrics tons if Burlingame consumption trends continue. The estimated annual reduction is in the range of 5,054 tons to 12,238 tons per year to meet the target year. These reductions are challenging but are in line with the goals of many Bay Area cities.

Table 1 - Burlingame GHG Emissions

	2005 Base Year	2020 “Business-as-Usual”
2005 Base Year Emissions (metric tons CO₂e)	336,944	408,780
2020 Target Year Reduction (15% below 2005 levels)	286,402	286,402
Emissions Reductions Necessary to Meet Target	(50,542)	(122,378)
Required Percentage Emissions Reduction	15.0%	29.9%
Required Annual Emissions Reductions (2010-2020)	(5,054)	(12,238)

Burlingame’s Climate Action Plan is designed to focus on near- and medium-term solutions to reduce its emissions. These program and policy recommendations were developed after careful consideration of the unique characteristics and demographics of the Burlingame community and the major sources of emissions from Burlingame’s Community Greenhouse Inventory. The five major focus areas include: energy use/green building, transportation/land use, solid waste, education/outreach and municipal programs.

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

The Bay Area Air Quality Management District’s (BAAQMD) approach to developing a Threshold of Significance for Green House Gas (GHG) emissions is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions needed to move us towards climate stabilization. If a project would generate GHG emissions above the threshold level, it would be considered to contribute substantially to a cumulative impact, and would be considered significant.

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

- For land use development projects, the threshold is compliance with a qualified GHG reduction Strategy; or annual emissions less than 1,100 metric tons per year (MT/yr) of CO₂e; or 4.6 MT CO₂e/SP/yr (residents + employees). Land use development projects include residential, commercial, industrial, and public land uses and facilities.

- For stationary-source projects, the threshold is 10,000 metric tons per year (MT/yr) of CO₂e. Stationary-source projects include land uses that would accommodate processes and equipment that emit GHG emissions and would require an Air District permit to operate. If annual emissions of operational-related GHGs exceed these levels, the proposed project would result in a cumulatively considerable contribution of GHG emissions and a cumulatively significant impact to global climate change.

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

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

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

As noted in the above table, a City park would require operational GHG screening if it is 600 acres or more. The proposed 8.8 acre site is well below the operational screening criteria. Therefore, the project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment nor would it conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Mitigation Measures: None Required.

Sources

City of Burlingame, *Climate Action Plan*, Burlingame, California, June, 2009.

BAAQMD *CEQA Air Quality Guidelines*, 06/2010

<u>Issues (and Supporting Information Sources):</u>	<u>Significant or Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
8. HAZARDS AND HAZARDOUS MATERIALS				
Would the project:				
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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"/>

Discussion

- a-c) *No Impact.* The proposed project is the development of a public park with picnic facilities, turf area, landscaping, a restroom facility and a public trail along the San Francisco Bay. The proposed park use would not involve the transport, use, storage or disposal of reportable quantities of hazardous materials, and therefore is not expected to expose people to health hazards, nor is it expected to create a health hazard. The subject site is currently vacant. Since the project does not involve demolition of any existing buildings, the project will not release hazardous materials into the environment during construction activities.
- d) *No Impact.* The project site is not listed on the San Mateo County Environmental Health Department's list of fuel leak sites, nor is it listed on the State of California's Hazardous Waste and Substances Sites list. The project site is vacant, and is part of the larger Bayfront area which is primarily developed with office, hotel and restaurant uses in the general vicinity of the project site. Originally, the project site and surrounding area was a tidal area and marshland, which was built-up with imported fill in the

1950s and 1960s. There has been no development on this site since it was filled in the 1950s and 1960s. There is no indication that there has been any uses which could have contaminated the site.

- e-f) *No Impact.* The project is approximately seven miles southeast of San Francisco International Airport and is subject to the policies set forth in the *San Mateo County Comprehensive Airport Landscape Plan (ALUP)*. The Project would result in air traffic safety impacts if the height of the proposed building would result in interference with air traffic. The Federal Aviation Administration (FAA) is responsible for determining whether the project would result in a safety hazard for air traffic. The FAA sets forth guidelines in the Federal Aviation Regulation (FAR) Part 77, to determine if an object is an obstruction to air navigation. The regulations address the potential light, glare, and air emissions that could distract aircraft operators. For this location, the ALUP has set a height restriction of about 163.2 feet above mean sea level. The proposed one-story restroom facility is well below this height limitation, with a maximum height at the roof pitch of about 15 feet. Therefore, the project would not conflict with the height restrictions set forth by the San Mateo County ALUP and would not interfere with air traffic. No impact resulting from the proximity to the San Francisco International Airport would occur. The project site is not in the vicinity of a private airstrip; therefore, no impact on safety related to proximity to a private airstrip would occur.
- g) *Less Than Significant Impact.* By its nature, this project will not interfere with any emergency response or evacuation plans the City of Burlingame may need to implement. The City of Burlingame General Plan Safety Element does not designate emergency evacuation routes. Therefore, there would be a less-than significant impact related to emergency response or evacuation plans.
- h) *No Impact.* Fire hazards in the City of Burlingame are considered slight to moderate. The project site is in a developed urban area and is not adjacent to, or intermixed with wildlands. Based on a review of the County's Natural Hazard Disclosure (Fire) Map (CDF, 2000), the proposed project site is located over three miles from the nearest fire sensitive wildland area and would not result in a significant risk with regard to wildland fires. The project site is not connected to any open space or forested urban area that could qualify as a wildland area. Thus, the proposed project would not result in exposure of people or structures to wildland fires.

Mitigation Measures: None Required.

Sources:

The City of Burlingame General Plan, Burlingame, California, 2010, 2002, 1985 and 1984 amendments.

City of Burlingame, *Municipal Code, Title 25 - Zoning*, Burlingame, California, 2011 edition.

State of California Hazardous Waste and Substances Sites List, February 16, 2012

List of Leaking Underground Storage Tank Sites by County and Fiscal Year from Water Board GeoTracker database

San Mateo County Comprehensive Airport Land Use Plan, San Francisco International Airport, February, 2012.

California Department of Forestry and Fire Protection, San Mateo County Natural Hazard Disclosure (Fire), Map NHD-41, January 06, 2000.

<u>Issues (and Supporting Information Sources):</u>	<i>Significant or Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
9. HYDROLOGY AND WATER QUALITY—Would the project:				
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 the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input checked="" 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"/>
kh) 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 of seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k) Subject to flooding risks resulting from sea level rise?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) *Less Than Significant with Mitigation.* The project site is located on the shoreline of the San Francisco Bay, is currently vacant and is covered with vegetation. The project site and surrounding land was reclaimed from the San Francisco Bay in the 1960s by constructing perimeter barriers of concrete rubble. The perimeter of the area was created by using pieces of the old San Mateo bridge structure, and additional fill and rubble were placed behind the pieces of the San Mateo bridge structure. The project would have a potential impact on hydrology and water quality related to surface water runoff and the potential impact from contaminants in the runoff on water quality within the San Francisco Bay.

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 properties 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, the on-site flooding impacts associated with the proposed project would be less than significant.

Because development of the proposed project would include parking lots with more than 10,000 square feet of impervious surfaces, the project would be 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 Best Management Practices (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. Implementation of **Mitigation Measure 9a** would reduce potential construction-related impacts to less-than-significant.

Mitigation Measure 9a: The project applicant shall prepare and implement a storm water pollution prevention plan (SWPPP) for all construction activities at the project site. At a minimum, the SWPPP shall include the following:

- a) 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;
- b) Soil stabilization techniques such as covering stockpiles, hydroseeding, or short-term biodegradable erosion control blankets;
- c) Silt fences, compost berms, wattles or some kind of sediment control measures at downstream storm drain inlets;
- d) 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
- e) The post-construction inspection of all drainage facilities and clearing of drainage structures of debris and sediment.

Following construction, the proposed project would result in an increase in impervious surfaces. Nonpoint 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. Due to 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. Since the project proposes construction of two parking lots which will result in more than 10,000 square feet of impervious surfaces on the site, the project will be required 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 9b** would reduce post construction-related water quality impacts to less-than-significant levels.

Mitigation Measure 9b: 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 storm water 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) *No Impact.* The domestic potable water supply for Burlingame and the proposed project area is not provided by groundwater sources, but rather from surface water sources maintained by the San Francisco Public Utilities Commission (SFPUC). Groundwater would not be used to supply water for the project, and no dewatering of the site is anticipated. The proposed project may result in a slight increase in infiltration due to enhanced on-site stormwater containment and treatment, but this increase is considered minor and would not significantly increase groundwater recharge.
- c,d) *Less Than Significant.* No streams or rivers flow through the project site; thus the proposed project would not affect any waterways. The storm drainage management will adequately handle the storm water Best Management Practices that will meet the requirements of the San Mateo Countywide Water Pollution Prevention Programs “C.3” and “C.6” requirements under the regional permit. This will include provision of source control and/or stormwater treatment measures included within the design. With these improvements, no significant impacts to the drainage system would occur with implementation of the proposed project.
- e) *Less Than Significant.* The project will not result in significant increases in storm water flows such that new systems would be required. The existing storm drain system which serves the area has adequate capacity to accommodate any additional runoff which will occur as a result of the project. Therefore, stormwater generated on the proposed project site is not expected to significantly impact existing stormwater drainage facilities.

The Public Works Department requires Best Management Practices (BMPs) to be implemented both during and post construction to control and prevent discharge of sediment, debris, and other related wastes to the storm drainage system. The proposed project will require a stormwater runoff permit (C3). Review of the proposed project by engineering staff will mitigate soil erosion, the loss of topsoil and minimize stormwater runoff. Construction activity may result in short term erosion and lack of sediment control. Construction related erosion and resulting potential sedimentation impacts would be reduced to a less than significant level through the project's compliance with standard best management practices applied as conditions of project approval.

- f) *Less Than Significant.* The proposed park will not degrade existing water quality. The storm drainage system will incorporate the storm water Best Management Practices that will meet the requirements of the San Mateo Countywide Water Pollution Prevention Programs “C.3” and “C.6” requirements under the regional permit. This will include provision of source control and/or stormwater treatment measures included within the design. These elements will not only reduce the speed at which stormwater enters the City’s drainage system, but in certain cases biologically clean some of the contaminants associated with stormwater runoff, thus, further reducing any impacts to water quality.
- g-j) *No Impact.* The project site is located in Flood Zone X, areas subject to inundation by a 500-year flood. The site is not within the 100-year flood zone and therefore there would be no impact associated with 100-year flood hazards.

The project site is located along the San Francisco Bay shoreline, which may be subject to tsunamis entering through the entrance to the Bay at the Golden Gate bridge. The Tsunami Inundation Map for Emergency Planning, prepared by the California Emergency Management Agency, indicates that a potential tsunami could inundate the channels adjacent to the project site. The project would not result in direct changes in tsunami or seiche risk. Other portions of the Bay shoreline have been identified as being within potential wave run-up areas, but the map does not indicate that the property where park activities would occur would be vulnerable to this risk. Therefore, the impact is considered to be less than significant

- k) *Less than Significant Impact.* Measurements taken in the Bay indicate that the current rate of sea level rise is about 3.5 inches per century at Alameda and 8.4 inches per century at San Francisco. Climate change effects on sea levels could lead to even higher rates of sea level rise (accelerated sea level rise). Different scenarios and models used to predict sea level rise result in different estimates of the magnitude of sea level rise.

Although the Project Site is relatively low in elevation, it is generally protected from 100-year flood hazards by sea walls and levees along the Bay edge of about 7 to 9 feet in elevation. The tidal flood elevation is listed as 7 feet and does not include wave run-up. However, the majority of the central portion of the site is subject to shallow flooding from a 500-year flood event.

The California Climate Change Center predicts that accelerated sea level rise could result in a sea level rise in California of 4.3 to 27.6 inches above the existing msl by 2099. The California Climate Action Team projects that sea levels could rise to 16 inches at mid-century and to between 20 and 55 inches by the year 2099.

The current mean higher high tide near the Project Site is about 3.5 feet above the current msl. An increase in sea level rise of 1 foot would result commensurate increase in the mean higher high tide level. When combined with astronomical tides, a 1-foot increase in msl would result in the 100-year event high tide peak occurring at the 10-year event frequency. In other words, the frequency of a current 100-year high tide (about 5.54 feet above current msl at the San Francisco Presidio station) could occur 10 times more often when sea levels increase to 1 foot above the current msl. As a result of these conditions, lesser storms and tides may be sufficient to result in more frequent and severe flooding, erosion, and structural stresses compared to existing conditions. Such changes are predicted regardless of whether the Project is implemented. Some erosion and damage to levees and channel banks have already occurred along the waterfront in Burlingame, so sea level rise could exacerbate the problem.

Water surface elevation gradients (slopes) are primary drivers of flow conveyance within streams and storm drains. The higher the gradient, the faster water can flow. If the downstream outlet of a stream or storm drain is controlled by the water surface elevation of the Bay or Ocean, rising sea levels can affect the flow within those drainages; a higher water surface elevation at the outlet reduces the gradient and slows down flow. This could result in reduced storm flow conveyance capacity and cause or contribute to backwater flooding effects.

Higher sea levels could also reduce the available coastal floodplain storage volumes. However, because the Project Site is protected by levees and sea walls, there is currently relatively little coastal floodplain storage that could be affected.

Currently, the Project Site is protected from flooding by a shoreline barrier, but the barrier has experienced some erosion since it was constructed in the 1960s. As explained above, sea levels are predicted to rise, and this could increase the frequency of flood events, reduce storm flow conveyance capacities, result in over-topping of the existing barriers, contribute to shallow groundwater rise flood effects, increase high tide elevations, and create more stress on the shoreline and flood protection features. Such changes are expected to occur regardless of whether the Project is implemented.

Overall, the Project is not expected to result in substantial flood risks to people and above-ground structures because the current site elevation would be above the expected 100-year peak tide elevation, and the only structure proposed on the site is a restroom facility. As noted in the above, a 55-inch sea level rise (which is the maximum predicted to occur by 2099) would result in inundation of a majority of the Project Site, with a potential 100-year flood elevation of about 11.6 feet above msl (existing tidal base flood elevation plus 55-inch sea level rise).

Because the Project Site is not subject to tsunami inundation, it can be expected that the tsunami run-up elevation is not greater than the 100-year tidal elevation of 7 feet. As such, even in the event of sea level rise, the majority of the Project Site would be above the 100-year flood elevation, and the potential for inundation during the 100-year flood event in would not be substantial.

Furthermore, the shoreline and features located adjacent to the shoreline would be subject to higher tides. As noted above, the mean higher high tide near the Project Site is about 3.5 feet above the current msl. A 4.6-foot increase in sea level would result in a mean higher high tide of at least 8.1 feet above current msl. There would be no structures within the 100-foot setback from shoreline areas, which would reduce the potential for flood risks. However, the perimeter barriers along the shoreline have experienced erosion and are not designed and/or protected to withstand the higher dynamic forces associated with the higher tides could fail under the sea level rise scenario and expose people to increased risk from flooding and erosion. However, since there are no structures proposed other than the restroom facility, the impact is expected to be less than significant.

Sources

The City of Burlingame General Plan, Burlingame, California, 2010, 2002, 1985 and 1984 amendments.

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City of Burlingame, *Municipal Code, Title 18, Chapter 18.20 – Grading, Excavation, Fills*, Burlingame, California.

Map of Approximate Locations of 100-year Flood Areas, from the National Flood Insurance Program Flood Insurance Maps, October 16, 2012.

300 Airport Boulevard Draft EIR, SCH# 2010122012, prepared for the City of Burlingame, December, 2011

Tsunami Inundation Map for Emergency Planning, State of California, County of San Mateo, San Mateo Quadrangle, June 15, 2009, California Emergency Management Agency

Floyd, M., M. Anderson, M. Roos, R. Peterson, M. Perrone, and D. Todd. 2006. Chapter 2: Potential Impacts of Climate Change on California's Water Resources, Table 2-6 Relative Sea Level Trends for Eight Tide Gauges Along the Coast of California with 50 Years or More of Record. p. 2-43. In: California Department of Water Resources, Progress on Incorporating Climate Change into Planning and Management of California's Water Resources Technical Memorandum Report, prepared July 2006.

Federal Emergency Management Agency. 1981. Flood Insurance Study, City of Burlingame California, San Mateo County. Prepared March 16, 1981.

Cayan, D., P. Bromirski, K. Hayhoe, M. Tyree, M. Dettinger, and R. Flick. 2006. Projecting Future Sea Level: Table 3 Projected global sea level rise (SLR) (cm) for the SRES A1fi, A2, and B1 greenhouse gas emission scenarios. SLR for A2 and B1 scenarios is estimated by combining output recent global climate change model simulations with MAGICC projections for the ice melt component. SLR estimates for A1fi estimated from MAGICC based on A2 temperature changes scaled according to those in A1fi. A Report From the California Climate Change Center CEC-500-2005-2002-SF. p. 19.\

San Francisco Bay Conservation and Development Commission, Climate Change, 2007, www.bcdc.ca.gov/planning/climate_change/climate_change.shtml.

<u>Issues (and Supporting Information Sources):</u>	<u>Significant or Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
10. LAND USE AND PLANNING—				
Would the project:				
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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) *Less Than Significant Impact.* The project site is within an urban area in the City of Burlingame. Land uses in the project vicinity consist primarily of office buildings, restaurants and hotels. The General Plan designates the project site and the surrounding area for waterfront commercial uses. The Burlingame Bayfront Specific Plan designates this site as appropriate for hotels and recreational uses. The proposed project to develop a park and improve a portion of the bay trail is consistent with the General Plan land use designation for the site and is compatible with the existing office, hotel and restaurant uses on adjacent properties, and will provide recreational opportunities for people who work in the area and visit the local hotels. It will also provide recreational opportunities for residents in other portions of the community. Therefore, the project would not physically divide an established community, and would result in a less than significant impact.

- b) *No Impact.* The General Plan and the Bayfront Specific Plan designate the project site and the surrounding area for waterfront commercial uses. The project site is located within the Anza Area of the Bayfront Specific Plan. The Specific Plan notes that the Anza Area has been developed as a visitor-oriented destination with bay and airport oriented hotels, destination restaurants and offices which support the local and visitor economy. It indicates that there are several vacant and underused parcels suitable for development in the Anza Area, one of which is owned by the State of California and is designated for hotels, destination restaurants and commercial recreation uses. The plan further states that pedestrian and recreational access is a major land use theme in the Anza Area, surrounded by San Francisco Bay and estuaries, and indicates that projects should provide and maintain Bay trail improvements, and project design should continue to encourage the integration and placement of passive and, where appropriate, active recreation areas accessible to the public. The site is zoned AA (Anza Area), and public parks are a permitted use within this zone district. The proposed development of a public park would be consistent with the plan, as well as the policies contained in the plan. The project would not result in any conflicts with land use plans, policies or regulations.

The portion of the proposed project within 100 feet of the shoreline is within San Francisco Bay Conservation and Development Commission (BCDC) jurisdiction. The *Conceptual Master Plan for the Bayview Park Project* (see Attachment A) indicates the 100-foot BCDC setback. The project is in compliance with BCDC policies since the proposed project will improve public access to the Bay, and will incorporate mitigation requirements to offset the adverse environmental impacts of the project.

- c) *No Impact*. The project site is not located within a habitat conservation plan or natural community conservation plan.

Sources

The City of Burlingame General Plan, Burlingame, California, 2010, 2002, 1985 and 1984 amendments.

Burlingame Bayfront Specific Plan, April 5, 2004, as amended August 21, 2006 and June 18, 2012

City of Burlingame, *Municipal Code, Title 25 - Zoning*, Burlingame, California, 2012 edition.

<u>Issues (and Supporting Information Sources):</u>	<i>Significant or Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
11. MINERAL RESOURCES—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?	<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"/>

Discussion

- a-b) *No Impact.* According to the *San Mateo County General Plan*, Mineral Resources Map, the project site does not contain any known mineral resources. Construction of the proposed project would not result in the loss of availability of a known mineral resource. Therefore, no impact would result from the proposed project.

Mitigation Measures: None Required.

Sources

San Mateo County, *General Plan*, 1986.

The City of Burlingame General Plan, Burlingame, California, 2010, 2002, 1985 and 1984 amendments.

<u>Issues (and Supporting Information Sources):</u>	<u>Significant or Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
12. NOISE—Would the project result in:				
a) Expose persons to or generate 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 vibration 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"/>

Discussion

a,c,d) *Less Than Significant with Mitigation.* Land uses in the vicinity of the project site include offices, restaurants and hotel uses. The Land Use Element of the General Plan designates the project site and the surrounding area for waterfront commercial uses. The Burlingame Bayfront Specific Plan identifies this area as the Anza Area, and designates this site as appropriate for hotels, destination restaurants and recreational uses.

According to the existing noise contour map in the Noise Element of the City’s General Plan, the project site is in an area that is exposed to noise in the 60 to 65 decibel (dB) range. Existing noise sources at the project site are dominated by roadway traffic along Airport Boulevard, and to a lesser extent, Highway 101, as well as noise from San Francisco International Airport, located seven miles to the northeast of the site. The Noise Element contains noise and land use compatibility recommendations for evaluating the compatibility of new uses with the on-site noise environment. The Noise Element of the General Plan establishes 60 dBA CNEL as the maximum suggested outdoor noise level for land uses that include intensively used parks and playgrounds. (CNEL is a 24-hour average noise level with a 10 dBA “penalty” added to noise during the night and evening hours (7:00 p.m. – 7:00 a.m.)). As noted above, the project site is in an area that is already exposed to noise in the 60 to 65 dB range. The proposed project would not contribute substantially to further increase the 24-hour average outdoor noise level in the project area, since the noise levels are already high due to traffic and aircraft noise.

Implementation of the proposed project would result in intermittent short-term noise impacts resulting from construction-related activities. Construction-related activities associated with the project would include excavation, grading, and general building construction. Section 18.07.110 of the

City's Municipal Code limits the hours of construction to between 7:00 a.m. and 7:00 p.m. on weekdays, 9:00 a.m. to 6:00 p.m. on Saturdays, and 10 a.m. to 6:00 p.m. on Sundays and holidays. During the hours permitted by the City for construction activities, project-related construction noise may create unacceptable peak noise levels for surrounding land uses, and thus result in a temporary but potentially significant impact. Implementation of **Mitigation Measure 12a** would reduce temporary construction noise impacts to less-than-significant levels.

Mitigation Measure 12a: The project sponsor shall require construction contractors to implement the following measures:

- Equipment and trucks used for project construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, wherever feasible).
 - Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible.
- b) *Less Than Significant.* Neither the proposed project nor the construction of the project is expected to generate excessive groundborne vibration or noise. Construction of the park facility will produce short term noise and vibration from activities such as demolition of existing paved areas, but the duration is expected to be short and extent of vibration localized and less than significant.
- e) *Less Than Significant.* The proposed project is located within the airport land use plan for the San Francisco International Airport, and the project site is exposed to both overflight and backblast noise from aviation traffic. However, the site does not fall in the 65 dB CNEL or higher contours for noise generated by the aircraft landing or taking off from the airport, indicating that airport noise at the site should be less than 65 dB. Therefore, the project would not expose people to excessive noise levels from aviation traffic.
- f) *No Impact.* The project site is not located within the vicinity of a private airstrip; therefore, no impact would occur.

Sources

The City of Burlingame General Plan, Burlingame, California, 2010, 2002, 1985 and 1984 amendments.

San Mateo County Comprehensive Airport Land Use Program, San Francisco International Airport, February, 2012.

<u>Issues (and Supporting Information Sources):</u>	<u>Significant or Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
13. POPULATION AND HOUSING—				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) *No Impact.* The project site and the surrounding area is planned for waterfront commercial uses, which include recreation uses. The project does not represent any alteration to the planned land uses in the area. The proposed public park would be used by people who work in the adjacent office buildings, and be visitors to the area’s hotels and restaurants. The park would also be used by Burlingame residents and residents of adjacent communities. Therefore, the project would not have a direct impact on housing demand in the immediate area.
- b, c) *No Impact.* The project site is currently vacant. Since there are no residential units on the project site, the project would not displace substantial numbers of existing housing or people that would necessitate the construction of replacement housing elsewhere; therefore, there would be no impact.

Mitigation Measures: None Required.

Sources

The City of Burlingame General Plan, Burlingame, California, 2010, 2002, 1985 and 1984 amendments.

Burlingame Bayfront Specific Plan, April 5, 2004, as amended August 21, 2006 and June 18, 2012

<u>Issues (and Supporting Information Sources):</u>	<u>Significant or Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
14. PUBLIC SERVICES— Would the project:				
a) 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) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a.i) *Less Than Significant.* Fire protection services in the City of Burlingame are provided by the Central County Fire Department, which also serves the Town of Hillsborough and City of Millbrae. Three stations are located in Burlingame: Station 34 at 799 California Drive, Station 35 at 2832 Hillside Drive and Station 36 at 1399 Rollins Road. As part of the permitting process, the Central County Fire Department would review project plans before permits are issued 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 proposed project is not anticipated to generate a significant additional demand for fire protection services, and would not result in the need for new or expanded facilities. Therefore, the project’s potential impact on fire protection services would be less than significant.
- a.ii) *Less Than Significant.* Police protection services are provided in the City of Burlingame by the Burlingame Police Department, located at 1111 Trousdale Drive. The proposed project is for a public park facility and improvements to the Bay trail. The project would not result in a significant increase demand for police services or require the expansion or construction of police facilities. The project’s potential impact on police services would be less than significant.
- a.iii) *No Impact.* Students in the City of Burlingame are served by two school districts: Burlingame School District (BSD) for grades K-8 and San Mateo Union High School District (SMUHSD) for grades 9-12. The proposed project is for a public park, and will not result in an increase in student population. Therefore, there would be no impact on school facilities.
- a.iv,v) *No Impact.* The City of Burlingame is served by several parks and recreation facilities, including 13 parks and playgrounds, an aquatic center, and a golf and soccer center. This project will add to the inventory of park services available to the residents of Burlingame. The project would result in a positive impact on the availability of parks facilities and therefore there would be no adverse impact.

Mitigation Measures: None Required.

Sources

The City of Burlingame General Plan, Burlingame, California, 2010, 2002, 1985 and 1984 amendments.

Burlingame Bayfront Specific Plan, April 5, 2004, as amended August 21, 2006 and June 18, 2012

City of Burlingame Website, www.burlingame.org

<i>Issues (and Supporting Information Sources):</i>	<i>Significant or Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 type="checkbox"/>	<input checked="" 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"/>

Discussion

- a,b) *No Impact.* The proposed project is to develop a public park. Therefore, since the proposed project will provide additional park facilities for the use of area residents, the project would not increase the use of existing parks and recreational facilities such that substantial physical deterioration would occur; the project include the construction of recreational facilities, and the impacts of these facilities has been evaluated by completion of this Initial Study. There would be no impacts to recreation uses. The proposed project does not replace or destroy any existing recreational facilities, nor does it displace any proposed or planned recreational opportunities for the City of Burlingame.

Mitigation Measures: None Required.

Sources

The City of Burlingame General Plan, Burlingame, California, 2010, 2002, 1985 and 1984 amendments.

Burlingame Bayfront Specific Plan, April 5, 2004, as amended August 21, 2006 and June 18, 2012

<i>Issues (and Supporting Information Sources):</i>	<i>Significant or Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
16. TRANSPORTATION / TRAFFIC—				
Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a,b,f) *Less Than Significant.* Regional access is provided to the project site by U.S. Highway 101 (U.S. 101), a major regional arterial in the State of California which extends north and south along the westerly side of San Francisco Bay. Local access to the project site and circulation through the area is provided by Airport Boulevard, Anza Boulevard and Bayview Place. Airport Boulevard is a two-lane to four-lane street that borders the Project site and extends from Bayshore Highway in the north to Peninsula Avenue/Coyote Point Drive to the south. Airport Boulevard is four lanes adjacent to the Project site, and narrows to two lanes at Sanchez Channel. Anza Boulevard is a short roadway which provides northbound access to US 101 from Airport Boulevard. Bayview Place is a two-lane road which adjoins the site and provides access to a restaurant adjacent to the site.

The proposed project includes an 8 to 10 foot wide asphalt path along the San Francisco Bay edge with benches and landscaping, public access pathways leading from Airport Boulevard to the Bay trail, two parking lots on both sides of the park space, with 133 parking spaces, a group picnic area, an accessible picnic area and a restroom facility. The Burlingame Municipal Code, Zoning Ordinance does not include a parking standard for public parks or other open space uses. Based on similar facilities of this size, it is expected that the proposed 133 parking spaces will provide adequate parking for the 8.81 acre park.

Transit service in the area includes local bus service provided by the San Mateo County Transit District (SamTrans). Regional transit service is provided by the Caltrain community rail line and Bay Area Rapid Transit (BART) both of which are served by the Millbrae Intermodal Station. There are existing sidewalks adjacent to the project site as well as access to the Bay trail for pedestrian use, and bicycle lanes are provided along Airport Boulevard.

An Environmental Impact Report was prepared for a project at 300 Airport Boulevard, near the project site, which proposes to construct a 767,000 square foot office/life science development. This project was approved by the City Council on June 18, 2012, and the applicant is working on obtaining the necessary permits for construction. The EIR prepared for the 300 Airport Boulevard project provides information regarding the operating conditions of intersections in the project vicinity. The EIR included an analysis of AM and PM peak-hour traffic conditions for six signalized intersections in the City of Burlingame and five signalized intersections in the City of San Mateo. One unsignalized intersection was also selected for study in the City of San Mateo. Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is generally between 7:00 a.m. and 9:00 a.m., and the PM peak hour is typically between 4:00 p.m. and 6:00 p.m. It is during these periods that the most congested traffic conditions would occur on an average weekday. Traffic conditions at the study intersections were evaluated using level of service (LOS). Level of service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or congested conditions with excessive delays.

The intersections in the immediate vicinity of the project site (Bayshore Highway/Airport Boulevard, Airport Boulevard/Anza Boulevard, Airport Boulevard/Coyote Point Drive) are all currently operating at acceptable levels of service (either LOS B or LOS C) during the AM and PM peak hours. The intersections near the Broadway interchange have been operating at LOS D, while the intersection of Amphlett Boulevard and Poplar Avenue in the City of San Mateo was operating at an LOS F at the time of the EIR. However the City of San Mateo has made improvements at the Amphlett Boulevard/Poplar Avenue intersection at the Highway 101 interchange to provide sufficient capacity for existing and future traffic volume for the Burlingame Point project so that it will be operating at LOS D or better, both under existing conditions and the 2030 time horizon, which takes into account future development not only of the Burlingame Point project but also the adjacent 350 Airport Boulevard site. Furthermore, the EIR anticipated improvements to the Highway 101/Broadway interchange, and those improvements are currently under construction.

The EIR included an analysis of the impacts of the 300 Airport Boulevard project on the study intersections. It concluded that all but one of the study intersections would continue to operate at acceptable levels of service during both peak hours. The one intersection which would continue to operate at LOS F with the project is the unsignalized intersection of Amphlett Boulevard/Poplar Avenue, which has since been improved to LOS D with recent improvements. With the improvements to the Amphlett Boulevard/Poplar Avenue intersection, all of the study intersections would continue to operate at acceptable levels of service during both peak hours.

In terms of cumulative impacts with the proposed park in relation to the 300 Airport Boulevard office project, traffic generated by a public park is generally not as heavy during the AM and PM peak hours of traffic, as park users typically use the park facilities during the day (in the hours between AM and PM peak hours) and they are more heavily used on weekends. Trip generation rates for different land use types are published by the Institute of Transportation Engineers (ITE) in the Trip Generation Manual, Ninth Edition. There are several categories of park related uses which might be applied to the Project. An 8.8 acre City Park is expected to generate 2 vehicle trips during the PM peak hour, while an 8.8 acre Beach Park would generate 12 trips during the PM peak hour. To be conservative, analysis

assumes that this facility would be similar to a Beach Park, and would generate 12 vehicle trips during the PM peak hour. This increase in traffic would not result in any significant impacts to intersections in the vicinity of the project site.

Given that all of the study intersections in the 300 Airport Boulevard EIR would continue to operate at acceptable levels of service during both peak hours, that the proposed park would not result in any significant impacts to intersections in the vicinity of the project site, and that the respective projects would generate traffic at differing peak periods, there would not be cumulative impacts from the 300 Airport Boulevard and park projects being developed.

- c) *No Impact.* The project is located within the boundaries of the airport land use plan for San Francisco International Airport. The project is not within two miles of a private airstrip. The San Francisco Airport is approximately two miles from the project site. The proposed project would not change air traffic patterns, increase air traffic levels or result in a change in location that would result in substantial safety risks. The project would have no impact.
- d) *No Impact.* The proposed project would not involve redesign or reconfiguration of roadways, and the proposed public park would not introduce any incompatible uses or vehicles. Therefore the proposed project would have no impact on road hazards.
- e) *No Impact.* The proposed project is not expected to affect emergency response times or access to other sites in the area. Emergency access to the project site will be provided from Airport Boulevard. Therefore, the project would have no impact to emergency access.
- g) *No Impact.* The project site is located in an area served by public transit. The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation. The project would have no impact.

Sources

The City of Burlingame General Plan, Burlingame, California, 2010, 2002, 1985 and 1984 amendments.

Burlingame Bayfront Specific Plan, April 5, 2004, as amended August 21, 2006 and June 18, 2012

City of Burlingame, *Municipal Code, Title 25 - Zoning*, Burlingame, California, 2011 edition.

300 Airport Boulevard Draft EIR, SCH# 2010122012, prepared for the City of Burlingame, December, 2011

San Mateo County Comprehensive Airport Land Use Program, San Francisco International Airport, February, 2012.

Response Letter: City of Burlingame, Application for General Lease-Agency Use of Sovereign land, San Mateo County, California (File Ref: W2669), August 11, 2015, prepared by Monk & Associates Environmental Consultants.

<u>Issues (and Supporting Information Sources):</u>	<u>Significant or Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
17. PARKS AND WIND EFFECTS ON RECREATION – Would the project:				
a) Have an impact on windsurfing and kiteboarding recreational resources.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a) *Less Than Significant.* The Burlingame Bayfront Specific Plan discusses wind and notes that future development could have an impact on recreational uses such as windsurfing by blocking the flow of wind across the bay. In addition, the plan discusses that the existing wind patterns in the area may be incompatible with passive recreational uses and other outdoor activities.

The plan notes that the Burlingame Bayfront Specific Plan Area is located on flat land adjacent to San Francisco Bay. The area is exposed to the strong winds driven by the Pacific Ocean marine layer that flows onshore, over the hills and down toward the Bay. Such winds frequently reach speeds in excess of 15 miles per hour (mph) and during the peak wind season, often reach speeds of 20 mph or more. The higher speed winds generally come from the northwest to the west directions. These strong winds offer both use opportunities and development constraints for the area.

Some recreational uses, such as windsurfing, are powered by these strong winds. However, the winds may be incompatible with other activities occurring in this area, such as passive recreational use, outdoor activities such as walking to businesses in the area or residential activities where users may be accustomed to outdoor use areas. Also, future development of tall structures has the potential to either reduce wind speed on the bay and impact recreational users, or to increase wind speeds at grade directly adjacent to the new structures resulting in hazardous wind conditions.

The plan notes that in the Anza Area, there are many opportunities for people to see and reach the shoreline at the area’s parks along the Bay Trail and from private open space. The building pattern in this area with more open space and greater distance from the San Francisco Bay proper does not slow the wind significantly as it crosses the area.

The Specific Plan indicates that in order to preserve the wind resource for recreational windsurfers and to improve the wind environment on the Bay Trail, pedestrian pathways and in useable open spaces, community standards shall be considered for new development. The following standards apply to this site:

All Areas:

- The community standard to be achieved by wind evaluations required below shall be that the wind reduction caused by a structure shall reduce the wind speeds compared to existing conditions by no more than 10% at irreplaceable windsurfing launching and landing sites, or reduce wind speed by no more than 10% over large portions of the windsurfing transit routes or primary board sailing areas.
- In the evaluation of wind impacts as they relate to hazardous wind conditions in the pedestrian and open space environment, the structures shall result in an increase in wind speed and turbulence in areas adjacent to the buildings of no more than 10% compared to existing conditions.

- On properties along the shoreline, types of landscaping that can materially affect wind speeds should be discouraged.
- In order to have a minimal impact on wind in the nearby Bay, planting of trees along the Bay trails should be minimized.
- Within parks and open space areas away from the water, small structures and landscaping should be used to reduce winds and provide protected areas.

Anza Area:

- For any building 65 feet tall or higher in any area within 400 feet of the north facing shoreline, a wind analysis should be prepared to evaluate the potential wind effects to bay recreation.
- The wind analysis should also include evaluation of wind impacts as they relate to hazardous wind conditions in the pedestrian and open space environment adjacent to these buildings.

Since this project does not include buildings which are 65 feet tall or higher, a wind analysis is not required. The applicant should avoid using types of landscaping that can materially affect wind speeds along the shoreline. In addition, in order to have a minimal impact on wind in the nearby Bay, planting of trees which would block the wind flow should be discouraged. Based on these criteria, the impacts of the project on wind would be less than significant.

Mitigation Measures: None Required.

Sources:

Burlingame Bayfront Specific Plan, April 5, 2004, as amended August 21, 2006 and June 18, 2012

Memo regarding Wind Effects Considerations, Burlingame Bayshore Area Specific Plan, prepared by Charles Bennet, Environmental Sciences Associates

<u>Issues (and Supporting Information Sources):</u>	<u>Significant or Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
17. UTILITIES AND SERVICE SYSTEMS—Would the project:				
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 type="checkbox"/>	<input checked="" 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"/>

Discussion

a,b,e) *Less Than Significant.* Wastewater from the City of Burlingame is gravity fed to lift stations which transports wastewater to the City’s wastewater treatment plant at 1103 Airport Boulevard. The City of Burlingame contracts with Veolia Operating Services to operate and maintain this facility, which serves the entire City of Burlingame as well as approximately one-third of the Town of Hillsborough. After preliminary treatment, the wastewater is conveyed via a 34-inch diameter pipeline to a regional wastewater treatment facility in South San Francisco for dechlorination. After secondary and partial tertiary treatment, the wastewater is discharged into San Francisco Bay through a 50-foot outfall. The treatment plant has a designed capacity to treat 5.5 million gallons per day (MGD) and 16 MGD during wet weather.

The proposed public park would include a small building to provide restroom facilities. There is an existing sewer main in Airport Boulevard with adequate capacity to serve the proposed restroom building, and therefore would not require the construction of new or expanded wastewater infrastructure. The wastewater treatment facility and Burlingame’s wastewater infrastructure are currently operating below capacity, and although the proposed project would slightly increase contributions to existing wastewater volumes, this increase would be incremental. As such, the proposed project would be expected to be adequately served by the wastewater treatment facility and not require or result in the construction of new water or wastewater treatment facilities or expansion of existing infrastructure. Therefore, the proposed project would have a less-than-significant impact on wastewater facilities or capacity.

- c) *Less Than Significant.* Storm drain inlets or catch basins and mains within the City of Burlingame are maintained by the Street and Sewer Division in the Department of Public Works. There is an existing 36" storm drain in Airport Boulevard with a catch basin at the corner of Airport Boulevard and Bayview Place, adjacent to the project site.

The existing site is primarily vacant, with weedy vegetation covering most of the site except for a paved parking lot at the south side of the site. The project would transform a portion of the existing parking lot into landscaped area, and would develop a second lot on the north side of the site. The two parking areas together will create a net increase the amount of impervious surfaces on the site. Any stormwater that does not infiltrate the ground through on-site landscaping and permeable paving will flow along the existing curb and gutter into this storm drain inlet into the stormwater main. This existing storm drain system that serves the area is adequate to a 30-year flood capacity. Because the proposed project would increase the amount of impervious area on site, stormwater runoff is anticipated to increase as a result of the project. However, since the majority of the site will be landscaped, the stormwater runoff generated by the proposed project site is not expected to significantly impact existing stormwater drainage facilities.

- d) *Less Than Significant.* The City of Burlingame purchases all of its water from the San Francisco Public Utilities Commission (SFPUC). Water is supplied to the City by several SFPUC pipelines that are connected to six metered connections at various locations throughout the City.

The City's water system, which is administered by the Burlingame Public Works Department, serves customers in the City of Burlingame, the unincorporated Burlingame Hills area, and a portion of the Coyote Point County Park. In 2005, water demand in the City of Burlingame averaged about 5.01 million gallons per day. The City of Burlingame is a member of the Bay Area Water Users Association (BAWUA), which holds a water supply contract with the SFPUC. The BAWUA's contractual limit with SFPUC is 184 million gallons per day (mgd), of which 5.23 mgd is allocated to the City of Burlingame. Given the projected water use, the City is not expected to exceed its share of 5.23 mgd through 2030.

The proposed restroom facility structure and site landscaping will create an increased demand for water usage on the site compared to existing conditions. However, the increase in water demand from the restroom and site landscaping is not considered to be significant.

There is an existing 12 inch water main in Airport Boulevard to serve the project site. The project will need to comply with the Water Conservation in Landscaping Ordinance, which requires landscaping to be designed to achieve water efficiency. The project will also need to comply with the Indoor Water Conservation Ordinance, which requires the installation of modern, water-conserving features to further reduce the demand for water by the proposed project. Therefore, the proposed project would not require or result in the construction of new water treatment facilities or the expansion of existing facilities, and the SFPUC would have sufficient water supplies available to serve the proposed project from existing entitlements and resources. As such, the proposed project's water demand would be less than significant.

- f, g) *Less Than Significant.* The current solid waste service provider is Recology, which hauls waste collected in Burlingame to the San Carlos Transfer Station and The Recyclery of San Mateo County for sorting then disposal at Ox Mountain Landfill. Demand for solid waste disposal services generated by the project could be adequately served by existing capacity at the transfer station and landfill and the project would comply with all applicable regulations related to solid waste; therefore, the impact is considered less than significant. Ox Mountain Landfill, the landfill used for final disposal of the

material generated by the City of Burlingame, has several years of capacity left at current disposal rates, plus it is possible for the landfill to be expanded into adjacent areas to allow for further capacity. Therefore, impacts on the City's solid waste capacity due to implementation of the proposed project are considered less than significant.

Project construction would generate solid waste in the form of removal of the existing plant material from the site. These activities would be required to comply with federal, State, and local statutes and regulations governing solid waste. The proposed project is subject to the City's Construction and Demolition Waste Recycling Requirement, which requires the applicant to submit a waste reduction plan that demonstrates that at least 60 percent of the construction and demolition waste can be recycled. Therefore, the demolition waste from the existing parking lot and the construction of the proposed project would have less-than-significant impacts on landfills.

Sources

The City of Burlingame General Plan, Burlingame, California, 2010, 2002, 1985 and 1984 amendments.

Burlingame Bayfront Specific Plan, April 5, 2004, as amended August 21, 2006 and June 18, 2012

Recology San Mateo County, www.recologysanmateocounty.com, site accessed October, 2012.

<i>Issues (and Supporting Information Sources):</i>	<i>Significant or Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulative considerable? (“Cumulative 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"/>

Discussion

- a) *Less Than Significant.* The project does not have the potential to 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. Any potential short-term increases in potential effects to the environment during construction are mitigated to a less than significant level, as described throughout the Initial Study.
- b) *Less Than Significant with Mitigation.* In accordance with CEQA Guidelines Section 15183, the environmental analysis in this Initial Study was conducted to determine if there were any project-specific effects that are peculiar to the project or its site. No project-specific significant effects peculiar to the project or its site were identified that could not be mitigated to a less than significant level. The proposed project would contribute to environmental effects in the areas of air quality, biological resources, cultural resources, temporary increases in construction-generated dust and noise, and a temporary increase in sedimentation and water quality effects during construction. Mitigation measures incorporated herein mitigate any potential contribution to cumulative impacts associated with these environmental issues. Therefore, the proposed project does not have impacts that are individually limited, but cumulatively considerable.
- c) *Less Than Significant with Mitigation.* The project may have significant adverse effects on human beings in the areas of air quality, biological resources, cultural resources, and noise. Mitigation measures identified in this Initial Study would reduce the effects to a less than significant level.