

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



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January 23, 2012

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SECTION 1: INTRODUCTION

1.1 - Purpose

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

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

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

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

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

The purpose of this IS/MND is to identify the potential environmental impacts associated with the demolition of an existing apartment complex composed of 11 units in 3 separate buildings, and the construction of a new 15-unit condominium complex with at-grade parking and three levels of residential development above. The IS/MND is intended to describe measures that will avoid or mitigate impacts to a less than significant level. The IS/MND also includes information to

substantiate the conclusions made regarding the potential of the project to result in significant environmental impacts and provides the basis for input from public agencies, organizations, and interested members of the public. Pursuant to Section 15367 of the CEQA Guidelines, the City of Burlingame is the Lead Agency for the project and, as such, has primary responsibility for approval or denial of the project.

1.2 - Project Location

1.2.1 - Location

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

1.2.2 - Existing Conditions

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

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

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

The existing apartment complex is comprised of three (3) two-bedroom units and eight (8) one-bedroom units for approximately 28 residents. The property is open along El Camino Real, and is fenced along the west, south, and east sides. Twelve trees are located within the project site, seven of which are slated for removal. As shown in Exhibit 3, site access is provided via one access point on El Camino Real.

1.2.3 - Surrounding Land Uses

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

The project site is adjacent to El Camino Real. Mills Creek veers northwest after passing under El Camino Real. Beyond Mills Creek along El Camino Real are single-family residences. This area has a General Plan land use designation of Low Density and a zoning designation of R-1 (single-family dwellings).

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

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

1.3 - Project Description

The applicant proposes to demolish an existing 11-unit apartment complex and construct a new 15-unit condominium complex (Exhibit 5a through Exhibit 6). The 4-story building would include 12, 2-bedroom units and 3, 1-bedroom units and would be setback 21.5 feet from El Camino Real, and 6 feet from the top-of-bank of Mills Creek.

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

Proposed site improvements include an at-grade garage with 32 ground-level parking spaces, walkways, a driveway, and landscaping. Each of the fifteen condominium units will contain an entry, living and dining rooms, kitchen and laundry facilities.

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

The building would be 55 feet in height above average top of curb level. A Conditional Use Permit is required for any building or structure which is more than 35 feet in height, and 55 feet is the maximum height allowed.

The project includes a total of 3,297 sq ft of common open space (220 sq ft per unit), which exceeds the 100 sq ft per unit that is required by the municipal code. An additional 2,000 sq ft of common open space, with restroom facilities, would be provided on the rooftop. The project also includes

between 75 sq ft and 185 sq ft of private open space (balconies) for each unit, where 75 sq ft per unit is the minimum required. The applicant is proposing 920 sq ft of landscaping in the front yard.

Landscaping includes a variety of tree species, shrubs, and small plantings throughout the site. While construction will remain setback 6 feet beyond the top-of-bank of Mills Creek, shared recreation space abutting the creek would be landscaped with trees and small plantings and include a private Zen retreat with benches, a bocce court with oyster shell surfacing, and paved walkways. Six protected trees on the subject property would be removed. The existing wood fence would be replaced with a new vinyl fence for improved strength, durability, and weatherability. A tree removal permit to remove these trees was issued in May 2011, contingent upon approval of the project (Exhibits 5a through Exhibit 6).

1.3.1 - Parking

A total of 32 onsite parking spaces are proposed. The at-grade garage would provide 27 standard/compact parking spaces and two disabled-accessible spaces; two additional guest parking spaces would be provided behind the building, and a service vehicle parking space is provided at the front of the site. Access to the at-grade garage would be from El Camino Real by way of a semi-circular driveway (Exhibit 6).

1.3.2 - Traffic and Circulation

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

Pedestrian facilities in the study area include a sidewalk along the project frontage, with a crosswalk provided at Adeline Drive. Continuous paved pedestrian paths are provided on both sides of El Camino Real north of Mills Creek, with lighting provided by overhead streetlights on both sides of the street. Crosswalks are provided on two approaches of the intersection of Adeline Drive and El Camino Real, which is located approximately 200 feet southeast of the project site.

The project site is served by SamTrans Routes 390, 391, and 397, which operate on El Camino Real with headways between 20 and 60 minutes, providing service throughout the Peninsula from Palo Alto to San Francisco, with stops at Millbrae, Daly City and Colma BART stations, as well as service to San Francisco International Airport. Two bicycles can be carried on most city buses. Bike rack

space is on a first come, first served basis. Additional bicycles are allowed on SamTrans buses at the discretion of the driver.

1.3.3 - Stormwater

There are currently two onsite storm drains. One is an 8-inch Vinyl Coated Plastic (VCP) from the existing apartment building to a small drain inlet box that is released through a 4-inch pipe to Mills Creek, while the other is a 3-inch pipe inlet into the Creek. The project calls for three storm drains, which would direct-flow from the southern portion of the property towards El Camino Real to the north. One storm drain would be located in the center of the garage. The other two would be outside of the proposed building on the east and west sides. All three storm drain facilities would connect to an existing Caltrans box culvert at the creek, across the highway. The preliminary drainage plan has been submitted to Caltrans with a request for a highway encroachment permit and authorization to connect to their box culvert. Mills Creek flows under El Camino Real via an 8-foot 4.3-inch concrete box culvert, and continues in open channels and box culverts until it reaches the San Francisco Bay.

1.3.4 - Site Design and Required Safety Measures

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

1.3.5 - Sustainability Features

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

- Energy management controls for efficient heating, ventilation and air conditioning (HVAC) systems and lighting.
- Drought tolerant landscaping and water efficient irrigation.
- Recycling practices during demolition, construction, and ongoing during operations.

1.3.6 - Utilities and Services

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

Electricity and Gas PG&E
Fire Protection Central County Fire Department
Police Services City of Burlingame Police Department

Solid Waste.....Recology San Mateo County
Telephone.....AT&T
Water.....City of Burlingame Water Department
Wastewater.....City of Burlingame Public Works Department

1.3.7 - Construction

Project construction is proposed to begin in summer 2013 and is anticipated to take approximately two weeks for demolition, two weeks for site grading, and 22 weeks for new site improvements.

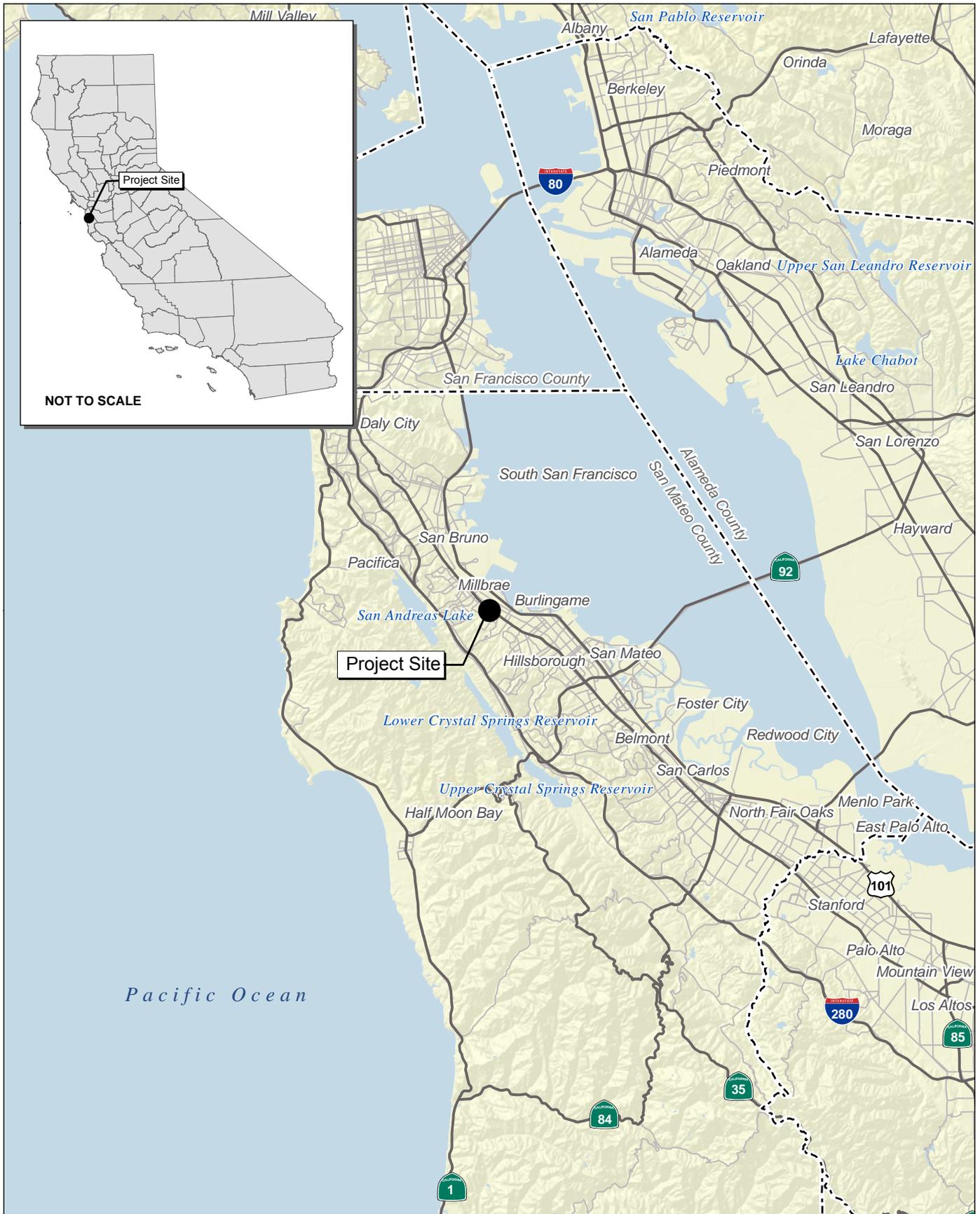
1.4 - Intended Uses of this Document

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

- **City of Burlingame**
 - Adoption of the Initial Study/Mitigated Negative Declaration for the project.
 - General Plan Amendment for property with Parcel Number 025-228-130 from medium density (9 to 20 dwelling units per acre) to medium high density (21 to 50 dwelling units per acre).
 - Rezoning for property with Parcel Number 025-228-130 from the R-2 zone district to the R-3 zone district.
 - Conditional Use Permit for building height (55'-0" proposed to top of tower element where a Conditional Use Permit is required for any building more than 35'-0" in height).
 - Condominium Permit for construction of a 15-unit residential condominium building.
 - Tentative Condominium Map and Tentative and Final Parcel Map for Lot Combination to merge two parcels (APNs 026-011-010 and 025-228-130).

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

- **City of Burlingame** - Building Division - Provision of Demolition Permit.
- **Bay Area Air Quality Management District (BAAQMD)** - Permit for demolition of existing structures.
- **California Department of Transportation (Caltrans)** - Encroachment Permit for connecting onsite storm drain facilities to existing Caltrans box culvert and for any work proposed within the state right-of-way .



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



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Exhibit 1 Regional Location Map

CITY OF BURLINGAME • RESIDENTIAL CONDOMINIUMS AT 1509 EL CAMINO REAL
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

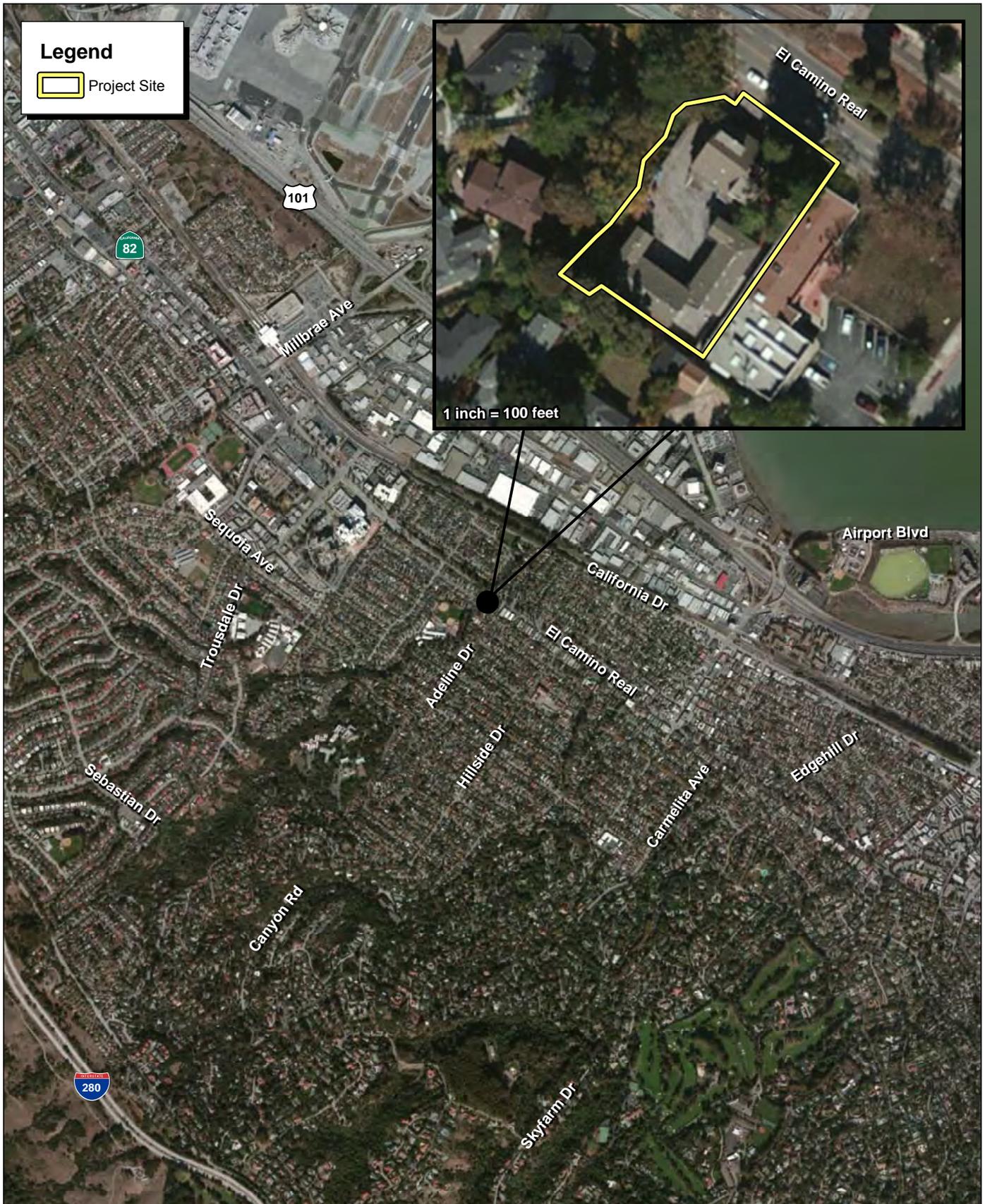
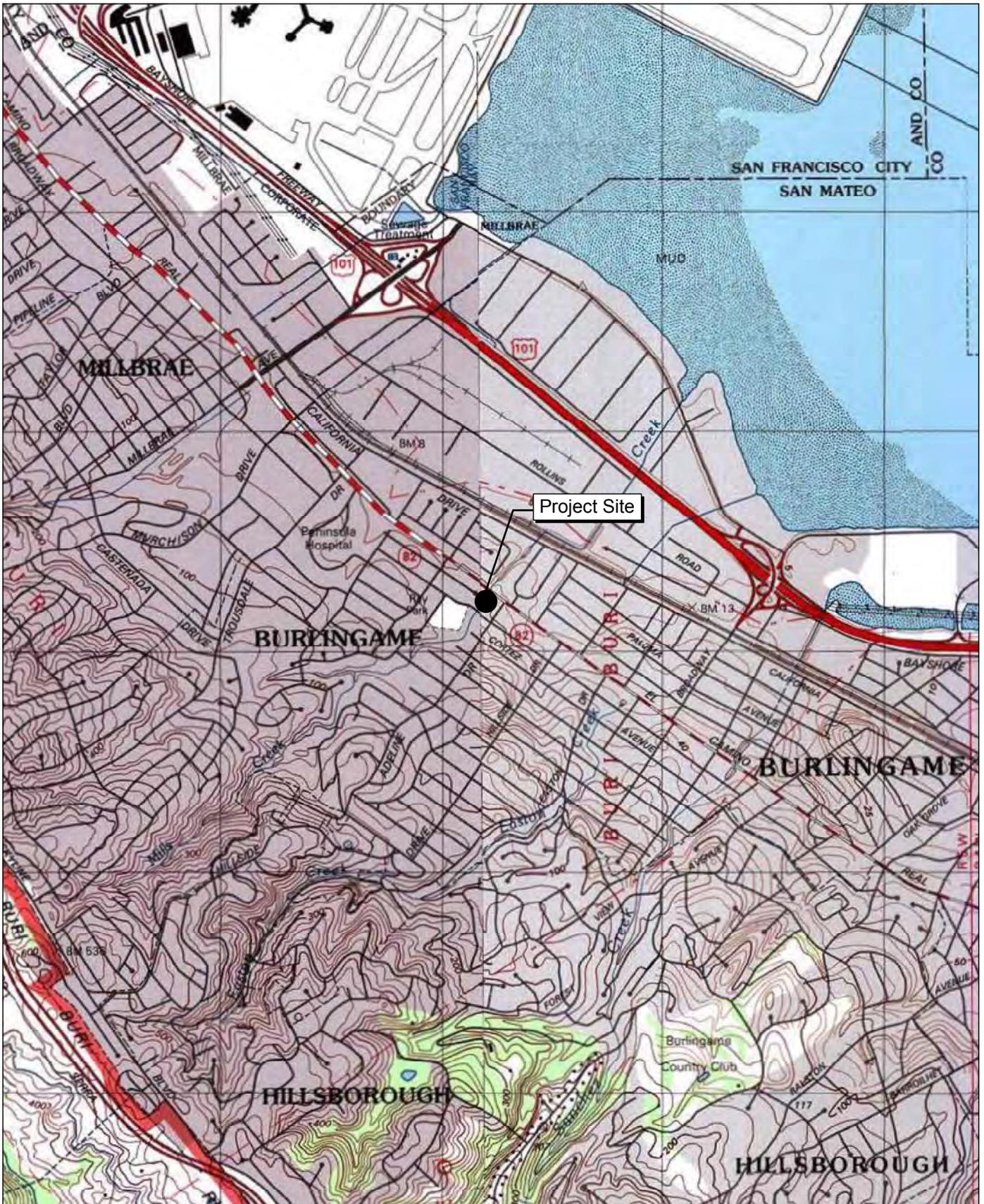


Exhibit 2
 Local Vicinity Map
 Aerial Base

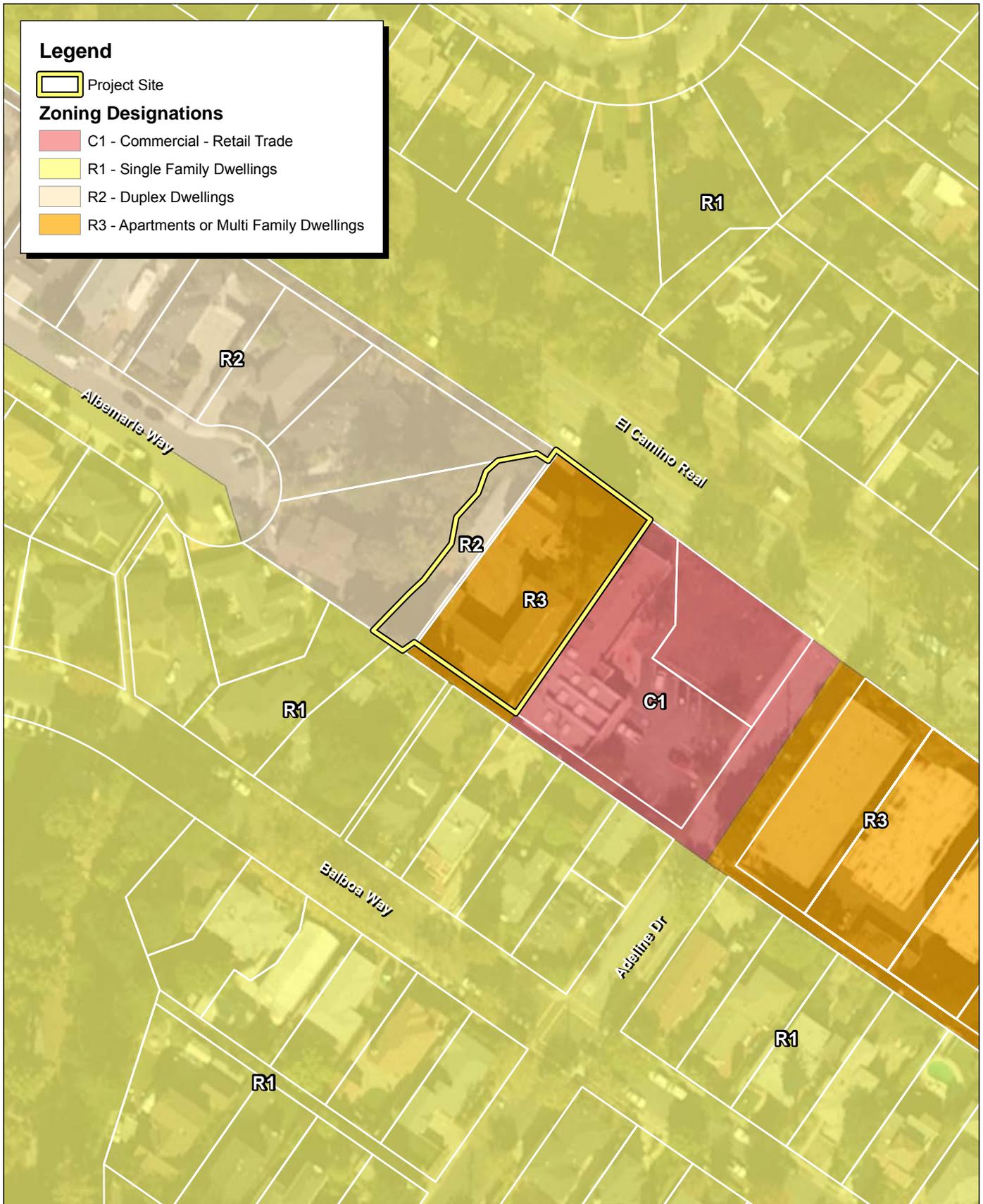




Source: TOPO! USGS Montara Mountain, CA and San Mateo, CA (1997) 7.5' DRG.



Exhibit 3 Local Vicinity Map Topographic Base



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



Exhibit 4 Zoning Designations



KEYNOTES

1. ELEVATOR TOWER
2. EXTERIOR FINISH:
MATERIAL: 3 COAT CEMENT PLASTER (STUCCO) 7/8" THICK
0/2 LAYERS OF GRADE "D" ASPHALT PAPER
COLOR: TBD
TEXTURE: TBD
3. GUTTERS:
MATERIAL: GALVANIZED, PRIMED AND PAINTED
STYLE: HALF ROUND SINGLE BEAD
SIZE: 5" DIA.
COLOR: FLAT BLACK
DOWNSPOUT: 4" DIA.
4. TYPICAL EAVE:
SIZE: 2X8 WITH 4X6 RAFTER TIPS AT 24" O.C.
COLOR: MATCH EXISTING
5. DECORATIVE CHIMNEY STACK WITH METAL SHROUD AS SHOWN.
6. DECORATIVE PRE-FAB METAL GUARDRAIL WITH METAL DECK:
HEIGHT: 42" MINIMUM WITH MIN. 4" SPACING OF BALUSTERS
STYLE: TBD
COLOR: TBD
7. DECORATIVE WROUGHT IRON HEADER SCROLL PIECE:
SIZE: SEE DETAIL
COLOR: TBD
8. SPANISH CLAY ROOF TILES:
STYLE: 3" PICE SYSTEM WITH BIRD STOPS AND BOOSTER SYSTEM
COLOR: EL CAMINO BLEND
MANUFAC: US TILE
PROVIDE MINIMUM 30# FELT UNDERLAYMENT
9. 2X STUCCO CAP AT HALF WALLS.
10. DECORATIVE AWNINGS, TYP. PER ELEVATIONS
STYLE: TBD
COLOR: TBD
11. WOOD EXTERIOR DOORS AND WINDOWS
STYLE: SPANISH
COLOR: TBD
MANUFAC: JELD-WEN COLLECTION:
REP:
-WINDOWS TO HAVE WOOD INTERIOR, WOOD EXTERIOR, AND SIMULATED TRUE DIVIDED LITES. WINDOWS TO BE PRIMED READY TO PAINT INSIDE AND OUT.
12. DECORATIVE KNEE BRACES AT ROOF EXTENSION
13. DECORATIVE SHED ROOF AND WOOD CORBEL DESIGN
14. GROUPED DECORATIVE POST:
-SIZE: 6X6 POST WITH CHAMFERED CORNER EDGES.
15. DECORATIVE FLOOR BEAM OUTRIGGERS
-SIZE: 4X6 WITH DECORATIVE ENDS.
16. DECORATIVE PRE-FAB METAL GUARDRAIL:
HEIGHT: 42" MINIMUM WITH MIN. 4" SPACING OF BALUSTERS
STYLE: TBD
COLOR: TBD
17. WOOD DECK BASE BAND
-SIZE: 1X10
18. DECORATIVE STUCCO REGLET
-SIZE: 1/2" REVEAL
19. DECORATIVE WROUGHT IRON ENTRY DOORS WITH TEMPERED GLAZING.
20. VENTILATION OPENINGS FOR GARAGE PARKING, OPENINGS TO RECEIVE DECORATIVE WROUGHT IRON SECURITY BARS.
21. DECORATIVE GARAGE DOOR
22. WOOD HEADER
23. PRE-FAB FIREPLACE DIRECT VENTILATOR: PAINT TO MATCH ADJACENT SURFACE IN COLOR.
24. 6X6 END POST WITH CHAMFERED CORNER EDGES.
25. SCALLOPPED TERMINATION AS SHOWN.
26. DECORATIVE WROUGHT IRON HEADER SCROLL PIECE:
SIZE: SEE DETAIL
COLOR: TBD
27. EXISTING WALL AT CREEK TO REMAIN.
28. DOWNSPOUT WITH DECORATIVE CONDUCTOR BOX: RUN LEADER IN WALL TO RECEIVING DRAINAGE BOOT AT GRADE. TYP.
MATERIAL: GALVANIZED, PRIMED AND PAINTED
STYLE: ROUND
SIZE: 5" DIA.
COLOR: FLAT BLACK
DOWNSPOUT: 4" DIA.
29. DECORATIVE EXTERIOR WROUGHT IRON LIGHTS, TYP. TO COMPLY TO BURLINGAME LIGHTING REQUIREMENTS.

CITY OF BURLINGAME LIGHTING REQ.

1. EXTERIOR LIGHTING ON ALL RESIDENTIAL PROPERTIES SHALL BE DESIGNED AND LOCATED SO THAT THE CONE OF LIGHT AND/OR GLARE FROM THE LIGHTING ELEMENT IS KEPT ENTIRELY ON THE PROPERTY OR BELOW THE TOP OF ANY FENCE, EDGE OR WALL. CITY OF BURLINGAME MUNICIPAL CODE 18.16.050.
 2. ON ALL RESIDENTIAL PROPERTIES EXTERIOR LIGHTING OUTLETS AND FIXTURES SHALL NOT BE LOCATED MORE THAN NINE (9) FEET ABOVE ADJACENT GRADE OR REQUIRED LANDING; WALLS OR PORTIONS OF WALLS SHALL NOT BE FLOODLIT; ONLY SHIELDED LIGHT FIXTURES WHICH FOCUS LIGHT DOWNWARD SHALL BE ALLOWED, EXCEPT FOR ILLUMINATED STREET NUMBER REQUIRED BY THE FIRE DEPARTMENT. CITY OF BURLINGAME MUNICIPAL CODE 18.16.050.
- IDENTIFY ON THE PLANS THE TYPE, LOCATION, AND SIZE OF BUILDING ADDRESS NUMBERS AND ADDRESSES SHALL BE PLACED ON ALL NEW AND EXISTING BUILDING IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. SAID NUMBERS SHALL CONTRAST WITH THEIR BACKGROUND, SHALL BE A MINIMUM OF ONE-HALF INCH STROKE BY TWO AND ONE-HALF INCHES HIGH, AND SHALL BE EITHER INTERNALLY OR EXTERNALLY ILLUMINATED IN ALL NEW CONSTRUCTION, ALTERATIONS OR REPAIRS OF EXISTING CONSTRUCTION. THE POWER OF SUCH ILLUMINATION SHALL NOT BE NORMALLY SWITCHABLE. CITY OF BURLINGAME MUNICIPAL CODE 18.08.050, UBC 502

Source: Moore Vistica Architects, March 2012.

**Exhibit 5a
Elevation Layout - South and East**



3 ~ NORTH ELEVATION SCALE 1/8"=1'-0"



4 ~ WEST ELEVATION SCALE 1/8"=1'-0"

KEYNOTES

1. ELEVATOR TOWER
2. EXTERIOR FINISH:
MATERIAL: 3 COAT CEMENT PLASTER (STUCCO) 7/8" THICK
O/ 2 LAYERS OF GRADE "D" ASPHALT PAPER
COLOR: TBD
TEXTURE: TBD
3. GUTTERS:
MATERIAL: GALVANIZED, PRIMED AND PAINTED
STYLE: HALF ROUND SINGLE BEAD
SIZE: 5" DIA.
COLOR: FLAT BLACK
DOWNSPOUT: 4" DIA.
4. TYPICAL EAVE:
SIZE: 2X8 WITH 4X6 RAFTER TIPS AT 24" O.C.
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5. DECORATIVE CHIMNEY STACK WITH METAL SHROUD AS SHOWN.
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STYLE: TBD
COLOR: TBD
7. DECORATIVE WROUGHT IRON HEADER SCROLL PIECE:
SIZE: SEE DETAIL
COLOR: TBD
8. SPANISH CLAY ROOF TILES:
STYLE: 2 PIECE SYSTEM WITH BRID STOPS AND BOOSTER SYSTEM
COLOR: EL CAMINO BLEND
MANUFAC. U.S. TILE
PROVIDE MINIMUM 30# FELT UNDERLAYMENT
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- IDENTIFY ON THE PLANS THE TYPE, LOCATION, AND SIZE OF BUILDING ADDRESS, NUMBERS AND ADDRESSES SHALL BE PLACED ON ALL NEW AND EXISTING BUILDING IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. SAID NUMBERS SHALL CONTRAST WITH THEIR BACKGROUND, SHALL BE A MINIMUM OF ONE-HALF INCH STROKE BY TWO AND ONE-HALF INCHES HIGH, AND SHALL BE EITHER INTERNALLY OR EXTERNALLY ILLUMINATED IN ALL NEW CONSTRUCTION, ALTERATIONS OR REPAIR OF EXISTING CONSTRUCTION. THE POWER OF SUCH ILLUMINATION SHALL NOT BE NORMALLY SWITCHABLE. CITY OF BURLINGAME MUNICIPAL CODE 18.06.050, UBC 502

Source: Moore Vistica Architects, March 2012.

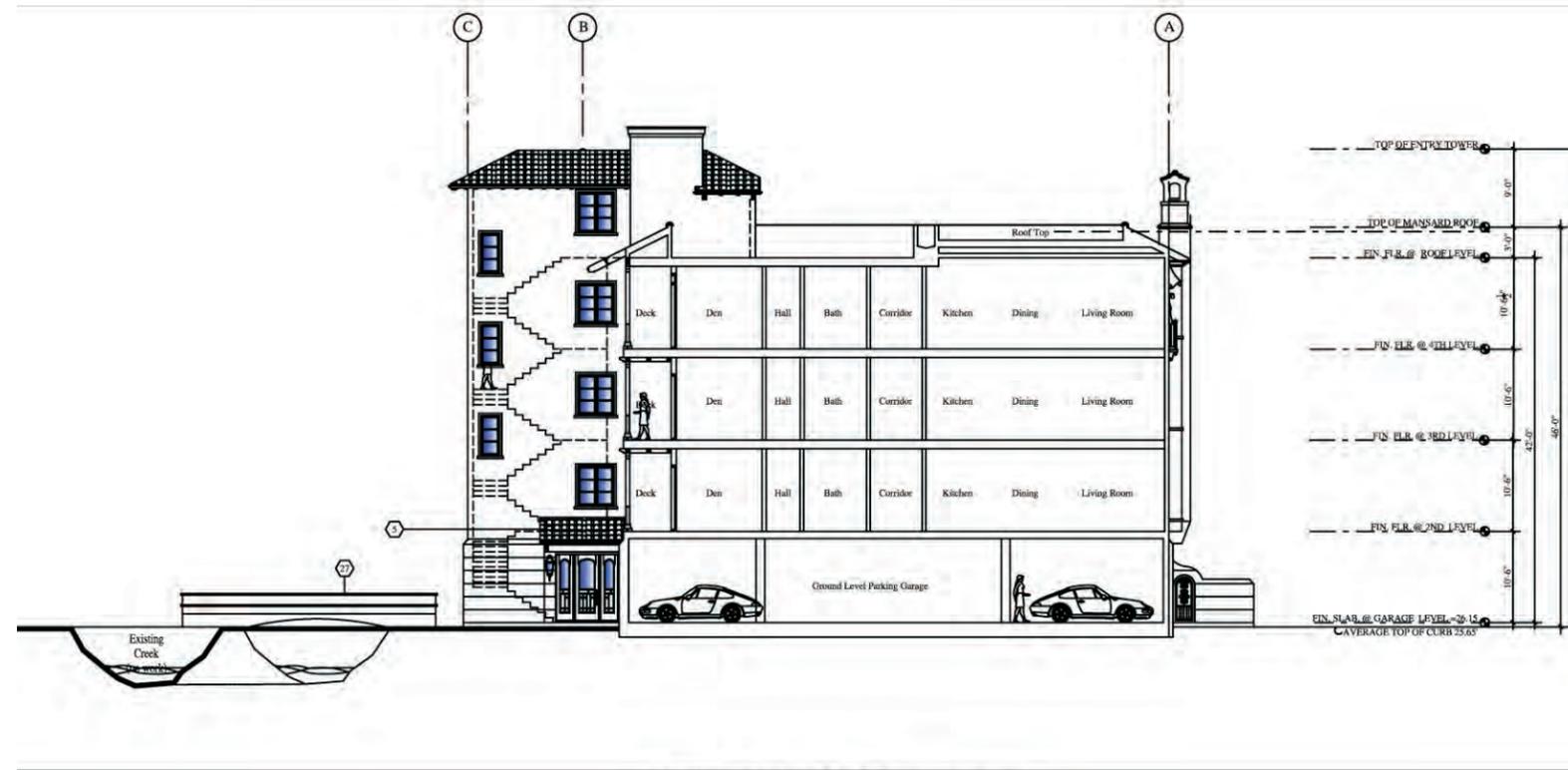
KEYNOTES

1. ELEVATOR TOWER
2. EXTERIOR FINISH:
MATERIAL: 3 COAT CEMENT PLASTER (STUCCO) 7/8" THICK
O/2 LAYERS OF GRADE "D" ASPHALT PAPER
COLOR: TBD
TEXTURE: TBD
3. GUTTERS:
MATERIAL: GLAZANIZED, PRIMED AND PAINTED
STYLE: HALF ROUND SINGLE BEAD
SIZE: 5" DIA.
COLOR: FLAT BLACK
DOWNSPOUT: 4" DIA.
4. TYPICAL EAVE:
SIZE: 2X8 WITH 4X6 RAFTER TIPS AT 24" O.C.
COLOR: MATCH EXISTING
5. DECORATIVE CHIMNEY STACK WITH METAL SHROUD AS SHOWN.
6. DECORATIVE PRE-FAB METAL GUARDRAIL WITH METAL DECK :
HEIGHT: 42" MINIMUM WITH MIN. 4" SPACING OF BALUSTERS
STYLE: TBD
COLOR: TBD
7. DECORATIVE WROUGHT IRON HEADER SCROLL PIECE:
SIZE: SEE DETAIL
COLOR: TBD
8. SPANISH CLAY ROOF TILES:
STYLE: 2 PIECE SYSTEM WITH BIRD STOPS AND BOOSTER SYSTEM
COLOR: EL CAMINO BLEND
MANUFAC. US TILE
PROVIDE MINIMUM 30# FELT UNDERLAYMENT
9. 2X STUCCO CAP AT HALF WALLS.
10. DECORATIVE AWNINGS. TYP. PER ELEVATIONS
STYLE: TBD
COLOR: TBD
11. WOOD EXTERIOR DOORS AND WINDOWS
STYLE: SPANISH
COLOR: TBD
MANUFAC. FELD - WENCOLLECTION:
REP:
-WINDOWS TO HAVE WOOD EXTERIOR, WOOD EXTERIOR AND SIMULATED TRUE DIVIDED LITES. WINDOWS TO BE PRIMED READY TO PAINT INSIDE AND OUT.
12. DECORATIVE KNEE BRACES AT ROOF EXTENSION
13. DECORATIVE SHED ROOF AND WOOD CORBEL DESIGN
14. GROUPED DECORATIVE POST.
-SIZE: 6X6 POST WITH CHAMFERED CORNER EDGES.
15. DECORATIVE FLOOR BEAM OUTRIGGERS
-SIZE: 4X6 WITH DECORATIVE ENDS.
16. DECORATIVE PRE-FAB METAL GUARDRAIL:
HEIGHT: 42" MINIMUM WITH MIN. 4" SPACING OF BALUSTERS
STYLE: TBD
COLOR: TBD
17. WOOD DECK BASE BAND
-SIZE: 1X10
18. DECORATIVE STUCCO REGLET
-SIZE: 1/2" REVEAL
19. DECORATIVE WROUGHT IRON ENTRY DOORS WITH TEMPERED GLAZING.
20. VENTILATION OPENINGS FOR GARAGE PARKING. OPENINGS TO RECEIVE DECORATIVE WROUGHT IRON SECURITY BARS.
21. DECORATIVE GARAGE DOOR.
22. WOOD HEADER.
23. PRE-FAB FIREPLACE DIRECT VENTILATOR. PAINT TO MATCH ADJACENT SURFACE IN COLOR.
24. 6X6 END POST WITH CHAMFERED CORNER EDGES.
25. SCALLOPED TERMINATION AS SHOWN.
26. DECORATIVE WROUGHT IRON HEADER SCROLL PIECE:
SIZE: SEE DETAIL
COLOR: TBD
27. EXISTING WALL AT CREEK TO REMAIN.
28. DOWNSPOUT WITH DECORATIVE CONDUCTOR BOX. RUN LEADER IN WALL TO RECEIVING DRAINAGE BOOT AT GRADE. TYP.
MATERIAL: GLAZANIZED, PRIMED AND PAINTED
STYLE: ROUND
SIZE: 5" DIA.
COLOR: FLAT BLACK
DOWNSPOUT: 4" DIA.
29. DECORATIVE EXTERIOR WROUGHT IRON LIGHTS. TYP. TO COMPLY TO BURLINGAME LIGHTING REQUIREMENTS.

CITY OF BURLINGAME LIGHTING REQ.

1. EXTERIOR LIGHTING ON ALL RESIDENTIAL PROPERTIES SHALL BE DESIGNED AND LOCATED SO THAT THE CONE OF LIGHT AND/OR GLARE FROM THE LIGHTING ELEMENT IS KEPT ENTIRELY ON THE PROPERTY OR BELOW THE TOP OF ANY FENCE, EDGE OR WALL. CITY OF BURLINGAME MUNICIPAL CODE 18.16.030
2. ON ALL RESIDENTIAL PROPERTIES EXTERIOR LIGHTING OUTLETS AND FIXTURES SHALL NOT BE LOCATED MORE THAN NINE (9) FEET ABOVE ADJACENT GRADE OR REQUIRED LANDING, WALLS OR PORTIONS OF WALLS SHALL NOT BE FLOODLIT. ONLY SHIELDED LIGHT FIXTURES WHICH FOCUS LIGHT DOWNWARD SHALL BE ALLOWED, EXCEPT FOR ILLUMINATED STREET NUMBER REQUIRED BY THE FIRE DEPARTMENT. CITY OF BURLINGAME MUNICIPAL CODE 18.16.030

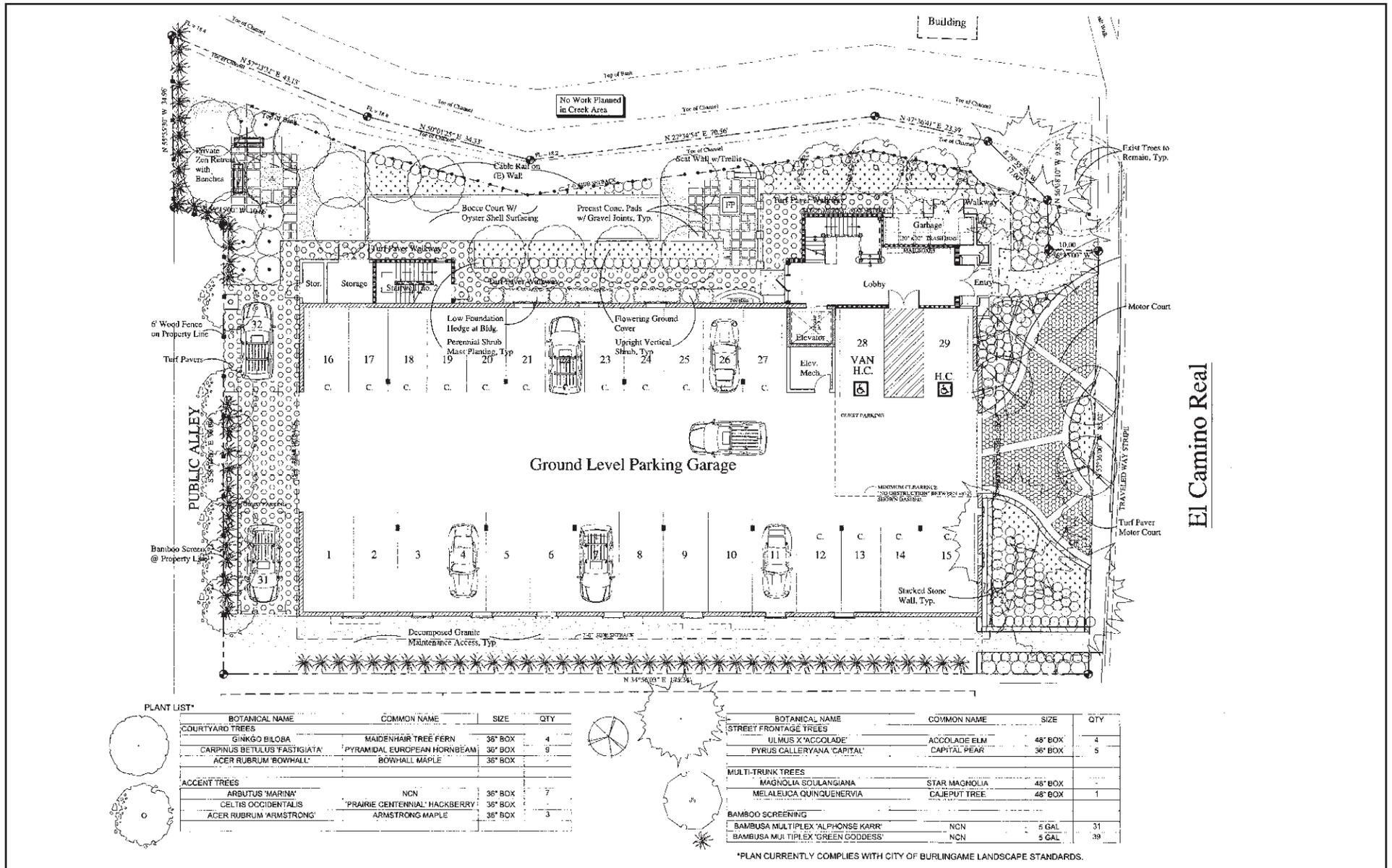
IDENTIFY ON THE PLANS THE TYPE, LOCATION, AND SIZE OF BUILDING ADDRESS NUMBERS AND ADDRESSES SHALL BE PLACED ON ALL NEW AND EXISTING BUILDING IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. SAID NUMBERS SHALL CONTRAST WITH THEIR BACKGROUND, SHALL BE A MINIMUM OF ONE-HALF INCH STROKE BY TWO AND ONE-HALF INCHES HIGH, AND SHALL BE EITHER INTERNALLY OR EXTERNALLY ILLUMINATED IN ALL NEW CONSTRUCTION, ALTERATIONS OR REPAIR OF EXISTING CONSTRUCTION. THE POWER OF SUCH ILLUMINATION SHALL NOT BE NORMALLY SWITCHABLE. CITY OF BURLINGAME MUNICIPAL CODE 18.08.050, UBC 502



5 ~ BUILDING SECTION SCALE 1/8"=1'-0"

Source: Moore Vistica Architects, March 2012.

Exhibit 5c Elevation Layout - Building Section



Source: Moore Vistica Architects, March 2012.

Exhibit 6 Landscape Plan

SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

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

Environmental Determination

On the basis of this initial evaluation:

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



 Signed

1/18/13

 Date

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

Environmental Evaluation

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

The project site fronts El Camino Real, also known as State Route (SR) 82. SR-82 is not designated as state scenic highway by the California Department of Transportation. However, the City of Burlingame does designate El Camino Real as a scenic highway because it is “lined with huge elm and eucalyptus trees that form a tunnel of foliage,” and according to the City, such features provide “a scenic character and add to the Burlingame image” (Burlingame General Plan 1969).

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

Would the project:

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

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

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

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

Trees that have a circumference of 48 inches or more measured 54 inches above the ground are protected under the City's municipal code (Chapter 11.06). Six onsite trees which fall under the City's ordinance as protected trees would be removed as a part of the project. To remove these trees, a tree removal permit was issued by the City of Burlingame Parks and Recreation Department in May 2011, contingent upon the building and landscape plans being approved by the City and that replacement trees would be provided as part of the project. The project site does not contain any rock outcroppings or historic buildings that could be considered scenic resources.

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

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

As seen in the Visual Simulations found in Exhibits 7 through 11, the proposed building would be taller and result in different massing and setbacks in comparison to the existing buildings onsite. The project requests a conditional use permit to allow a building over 35 feet in height to a maximum of height of 55 feet, which is allowed in the R-3 zone district. The project also requires a Condominium Permit, which includes design review of the location and size of the proposed building, parking layout, location, and use of the common areas and trash enclosures, and landscaping.

The proposed redevelopment would be in keeping with the more urban context along El Camino Real, and is consistent with the building height, bulk, mass, and scale allowed by the R-3 zone district. As shown in the visual simulations, the mature landscaping along Mills Creek and along the rear of the building effectively shield the mass of the structure from surrounding residential

neighborhoods. As such, the project would not substantially degrade the visual character of the site and its surroundings; this impact is considered less than significant.

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

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

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

Low-level lighting would be installed throughout the project site for safety and security purposes, as well as operation and maintenance. However, the lighting would be shielded and directed downward to minimize the potential for spillover (light trespass) onto adjacent land uses. Although it is quite possible that the proposed 15-unit condominium complex will generate minutely more light than the existing 11-unit apartment complex, the new source of lighting would not create a substantial difference in day or nighttime views in the project area relative to the urban environment and surrounding land uses around the project site. In addition, to further assure that additional sources of nighttime lighting from exterior lighting are minimized, the project would incorporate Mitigation Measure AES-1, which would render potential impacts from light or glare less than significant.

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

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



Existing View



Simulated View

Source: City of Burlingame, 2012.

Exhibit 7 Visual Simulation of the Project from Balboa Avenue



Existing View



Simulated View

Source: City of Burlingame, 2012.

Exhibit 8 Visual Simulation of the Project from Ray Park



Existing View



Simulated View

Source: City of Burlingame, 2012.

Exhibit 9 Visual Simulation of the Project from Albemarle Way



Source: City of Burlingame, 2012.

Exhibit 10 Visual Simulation of the Project from El Camino Real



Source: City of Burlingame, 2012.

Exhibit 11 Visual Simulation of the Project, Approaching Southeast on El Camino Real

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

Environmental Evaluation

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies can 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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California

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

Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

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

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

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

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

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

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

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

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

No Impact. As stated in Impact Discussion 2.a) above, there are no existing agricultural operations adjacent to or in the immediate vicinity of the project site. For this reason, no impact would occur.

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

Environmental Setting

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

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

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

vehicles and trucks. Some short-term (acute) effects of diesel particulate matter exposure include eye, nose, throat, and lung irritation, coughs, headaches, light-headedness, and nausea. Studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Human studies on the carcinogenicity of diesel particulate matter demonstrate an increased risk of lung cancer, although the increased risk cannot be clearly attributed to diesel exhaust exposure.

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

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

Environmental Evaluation

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?

Less Than Significant Impact. The 2010 Clean Air Plan, the regional air quality management plan for the Air Basin, accounts for projections of population growth provided by the Association of Bay Area Governments and vehicle miles traveled provided by the Metropolitan Transportation

Commission, and it identifies strategies to bring regional emissions into compliance with federal and state air quality standards.

The BAAQMD’s 2011 Guidelines provides guidance and screening criteria for determining if a project could potentially result in significant air quality impacts. The project consists of a new condominium complex with 15 residential units which replaces an existing 11-unit apartment complex. According to Table 3-1, Criteria Air Pollutants and Precursors and GHG Screening Level Sizes, of the BAAQMD’s 2011 Guidelines (excerpted below in Table 1), the project would not result in operational-related air pollutants or precursors that would exceed the BAAQMD’s thresholds of significance. For example, the operational criteria pollutant (reactive organic gases), operational greenhouse gas, and construction criteria pollutant (reactive organic gases) screening sizes are 451 dwelling units, 78 dwelling units, and 240 dwelling units, respectively, for a “Condo/apartment, general” land use type.

Table 1: Criteria Air Pollutants and Precursors and GHG Screening Level Sizes for Residential Developments

Land Use Type	Operational Criteria Pollutant Screening Size	Operational GHG Screening Size	Construction-Related Screening Size
Single-family	325 du (NO _x)	56 du	114 du (ROG)
Apartment, low-rise	451 du (ROG)	78 du	240 du (ROG)
Apartment, mid-rise	494 du (ROG)	87 du	240 du (ROG)
Apartment, high-rise	510 du (ROG)	91 du	249 du (ROG)
Condo/townhouse, general	451 du (ROG)	78 du	240 du (ROG)
Condo/townhouse, high-rise	511 du (ROG)	92 du	252 du (ROG)
Notes: du = dwelling unit NO _x = Nitrous Oxide ROG = reactive organic compounds Source: BAAQMD 2011 Guidelines.			

The project would have 15 dwelling units, and is therefore substantially lower than all three screening level sizes. The project would not generate emissions beyond what has already been assumed in the development of the 2010 Clean Air Plan; therefore, impacts would be less than significant.

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

Less Than Significant Impact with Mitigation Incorporated. This section includes discussion of key criteria pollutants: CO; PM₁₀ and PM_{2.5}, ROG and NO_x in both the construction and operational

periods. The project would not result in a significant impact during construction or operation, assuming that best practices for the control of construction dust are implemented.

Project Operations

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

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

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

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

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

Project Construction

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

A preliminary screening method is provided in the BAAQMD's 2011 Guidelines for construction-related impacts associated with criteria air pollutants and precursors. The preliminary screening is used to indicate whether a project's construction-related air pollutants or precursors could potentially exceed the BAAQMD's thresholds of significance. The construction of the project would result in a less than significant impact to air quality if the following screening criteria are met because:

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

The following mitigation measures shall be implemented to ensure that the construction of the project would result in a less than significant impact to air quality. As discussed in the response to question a), the project is far below the BAAQMD's screening level sizes as indicated in Table 3-1.

Implementation of Mitigation Measure HAZ-2 (see Section 2.8, Hazards and Hazardous Materials) will ensure that the project is consistent with District Regulation 11, Rule 2. The project does not currently include any dust control measures, resulting in the potential for a significant impact.

Incorporation of Mitigation Measure AIR-1 which includes all of the BAAQMD best management practices would reduce this impact to less than significant.

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

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

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

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

d) Expose sensitive receptors to substantial pollutant concentrations?

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

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

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

The project is located on El Camino Real, which currently has approximately 28,000 vehicles per day on the segment adjacent to the project (California Environmental Health Tracking Program 2011). According to the BAAQMD’s 2012 Guidelines, if the new receptor is near a high volume roadway (more than 10,000 vehicles or 1,000 trucks per day), then the highway screening analysis tool should be used. According to the BAAQMD’s highway screening analysis tool, the segment of El Camino Real has the risk values as shown in Table 2 below. The BAAQMD’s 2012 Guidelines do not contain thresholds; therefore, the thresholds are from the BAAQMD’s 2011 Guidelines. As shown in Table 2, at 6 feet in elevation at 10 feet from El Camino Real, the cancer risk of 10.46 in one million would exceed the threshold of 10 in one million. Because the project would be set back twenty-one and a half (21.5) feet from El Camino Real, impacts to residents by mobile sources would not be considered significant and no mitigation is required.

Table 2: Operational Screening Analysis - El Camino Real

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

MM AIR-2 Residential structures, open windows, and air intake areas shall be located at least 15 feet from El Camino Real.

Construction activities could result in localized emissions of dust and diesel exhaust that could result in temporary impacts to the surrounding residential developments. Construction and grading activities produce combustion emissions from various sources, including heavy equipment engines, asphalt paving, and motor vehicles used by the construction workers. Dust would be generated during site clearing, grading, and construction activities, with most dust occurring during grading and excavation activities. The amount of dust generated would be highly variable and is dependent on the size of the area disturbed, amount of activity, soil conditions, and meteorological conditions. Nearby sensitive land uses, particularly the single and multi-family residential development located adjacent to the project site could be adversely affected by dust generated during construction activities.

Construction equipment would emit diesel particulate matter, which is a carcinogen. However, the impacts of diesel particulate matter are assessed over 70 years.

Construction would be short-term in nature, lasting a few months to a year; therefore, impacts are less than significant.

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

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

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

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

Two circumstances have the potential to cause odor impacts:

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

The project is residential in nature and not a typical source of objectionable odors. The project site is not located within the vicinity of any typical sources of objectionable odors, which typically include agricultural operations (e.g., dairies, feedlots, etc.), landfills, wastewater treatment plants, refineries, and other types of industrial land uses. The operation of the 15-unit condominium complex is not expected to produce any offensive odors that would result in odor complaints. During construction and grading, diesel powered vehicles and equipment used on the site could create localized odors, but these would be temporary in nature and would dissipate in the prevailing westerly winds. As such, construction-period and operation-period odor impacts would be considered less than significant.

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

Environmental Setting

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

In addition, the following information sources were reviewed:

- The Montara Mountain, San Mateo, and San Francisco South, California USGS 7.5-minute topographic quadrangles (Hayward).
- Aerial photography of the project site (Google Earth undated).
- Natural Resource Conservation Service (NRCS) soils map of the project site (Soil Survey Staff undated).
- California Department of Fish and Game (CDFG) California Natural Diversity Data Base (CNDDDB) records for the Montara Mountain, San Mateo, and San Francisco South, California 7.5-minute topographic quadrangles and the surrounding eight quadrangles (CNDDDB 2012).
- CDFG California Wildlife Habitat Relationship System (CWHR) (CDFG 2012).
- U.S. Fish and Wildlife Service (USFWS) list of endangered and threatened species that may occur, or be affected by the project, in the Hayward, California quadrangle (USFWS 2012).
- The California native Plant Society (CNPS) online Inventory of Rare and Endangered Vascular Plants of California (CNPS 2012).
- Pertinent literature including the Jepson Manual, Higher Plants of California (Hickman 1993); Amphibian and Reptile Species of Special Concern in California (Jennings and Hayes 1994); California Birds: Their Status and Distribution (Small 1994); California Bird Species of Special Concern (Shuford and Gardali 2008); and Mammalian Species of Special Concern in California (Williams 1986).

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

Environmental Evaluation

Would the project:

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Less Than Significant Impact. The project is an infill site, located in an area already subjected to an extensive history of development. Historically, vegetative cover in the region most likely consisted of a mosaic of coastal scrub and coastal prairie with scattered oak trees. However, the vast majority

of the natural vegetation in the project vicinity was converted to either rangeland or urban uses by the early 1900s. Currently, open space in the vicinity consists of urban parks, where vegetation is landscaped and dominated by turf grasses and non-native trees. Mills Creek forms the western boundary of the site and includes native and non-native riparian vegetation such as Himalayan blackberry (*Rubus discolor*), English ivy (*Hedera helix*), nightshade (*Solanum umbelliform*), willow (*Salix* spp.), elm (*Ulmus* spp.) and black acacia (*Acacia melanoxydon*).

The CNDDDB documents occurrences of special-status species within the vicinity of the project site (Appendix A, Biological Resources). Many of these are historical, dating from the late 1800s through the 1970s (CDFG 2012). More recent sightings are confined to specific habitat types such as tidal marsh that is not present on or within the immediate vicinity of the project site. Many native species have been extirpated from the immediate project vicinity and habitat either no longer exists or never existed onsite or nearby for most of the sensitive species and native communities listed by CNDDDB and the California Native Plant Society (CNPS 2012).

The only species with remaining potential to occur on the project site is California red legged frog (*Rana draytonii*) and several species of bats and birds. As noted in the Appendix A, Special Species Table, there is a low potential for pallid bat (*Antrozous pallidus*), hoary bat (*Lasiurus cinereus*), and big free-tailed bat (*Nyctinomops macrotis*) to occur within the project vicinity. While individual bats may use transient roosts in large trees or in buildings in the vicinity along El Camino Real or Mills Creek, none of these species is expected to form maternity colonies, winter hibernacula, or otherwise be present in large numbers in the area due to lack of suitable nearby foraging habitat consisting of clearings or open ground that provide for easy detection of prey. Potential impacts to individual special species bats are generally considered less than significant.

There is a low potential for California red legged frog (*Rana draytonii*) within Mills Creek. As designed, the building footprint and construction disturbance area would remain outside of the bed and banks of Mills Creek. Implementation of the construction best management practices (BMPs) discussed in Section 2.9, Hydrology and Water Quality, (specifically Mitigation Measures HYD-1 and HYD-2) would provide further protection by ensuring that construction and post-construction stormwater runoff is directed appropriately into Mills Creek. Impacts to California red legged frog are considered less than significant.

No other special-status species, with the possible exception of nesting birds (discussed below under item 2.4.d), are expected to have greater than a low potential to occur on or in the vicinity of the project site. Therefore the project will have a less than significant effect on special status species.

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

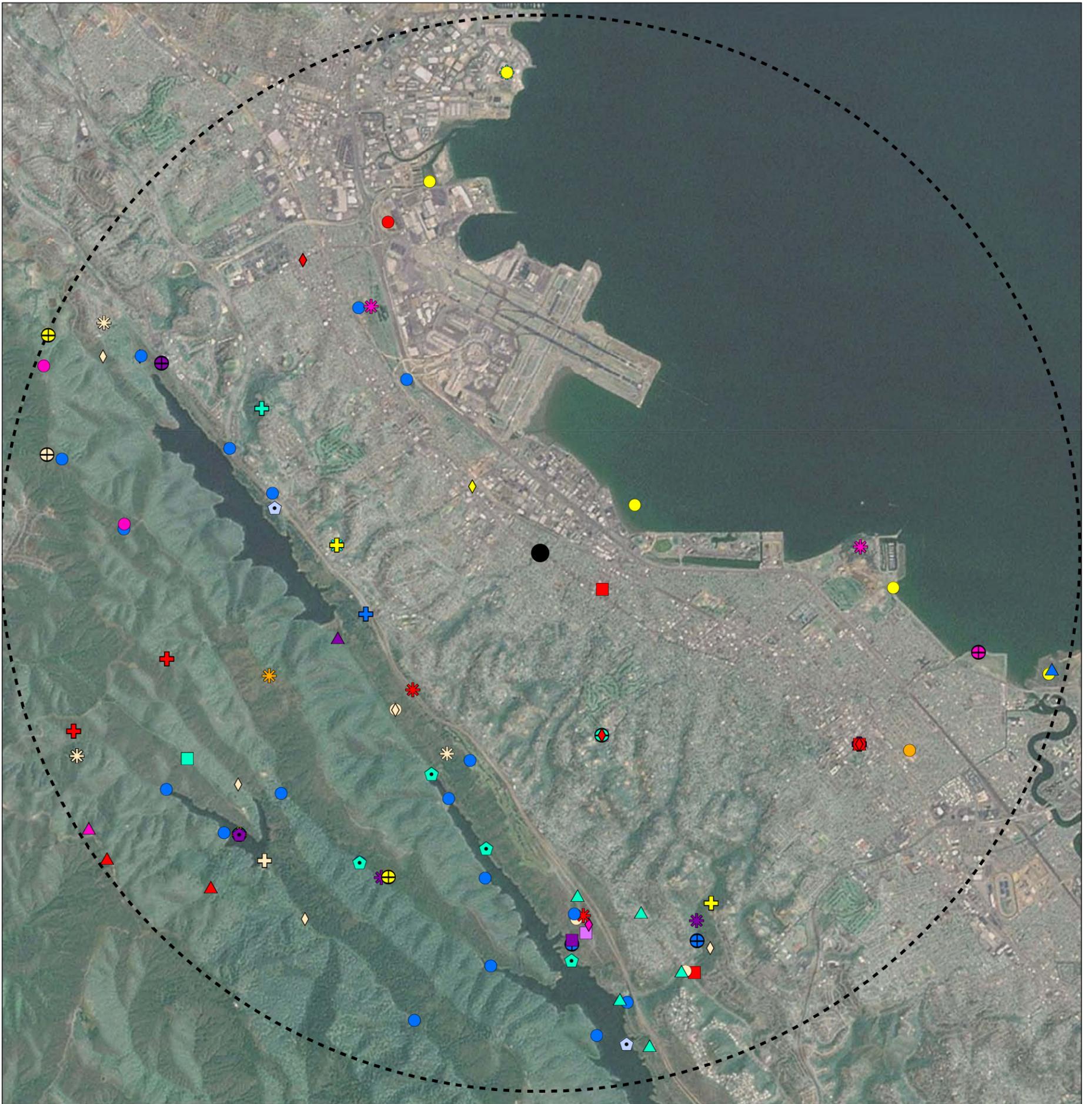
Less Than Significant Impact with Mitigation Incorporated. Mills Creek is a blue line watercourse that forms the western project boundary. The Creek includes a partially degraded riparian habitat where invasive and non-native plants are common, likely from adjacent properties.

Any encroachment into the creek would be subject to the requirements of the CDFG Lake and Streambed Alteration Program (Sections 1600-1607). However, the project footprint and associated construction disturbance area is designed to remain at least 6 feet from the top-of-bank, thereby avoiding any impact to Mills Creek, and associated seasonal wetlands and other waters of the U.S.

Project construction activities have the potential to degrade water quality through the exposure of surface runoff (primarily through rainfall) to exposed soils, dust, and other debris, as well as runoff from construction equipment. The implementation of stormwater BMPs pursuant to Mitigation Measures HYD-1 and HYD-2 would mitigate the potential of surface runoff from impacting the adjacent Mills Creek habitat. Sediment control measures such as hay coils and natural buffers would be in place in any area where construction activities approach Mills Creek. Further details regarding the assessment of water quality impacts as a result of the project is addressed in this IS/MND's Section 2.9, Water Quality and Hydrology. Therefore, potential impacts to the riparian area associated with Mills Creek on the eastern border of project activities would be considered less than significant.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

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



Source: ESRI Aerial Imagery. CNDDDB Data, October 2012.

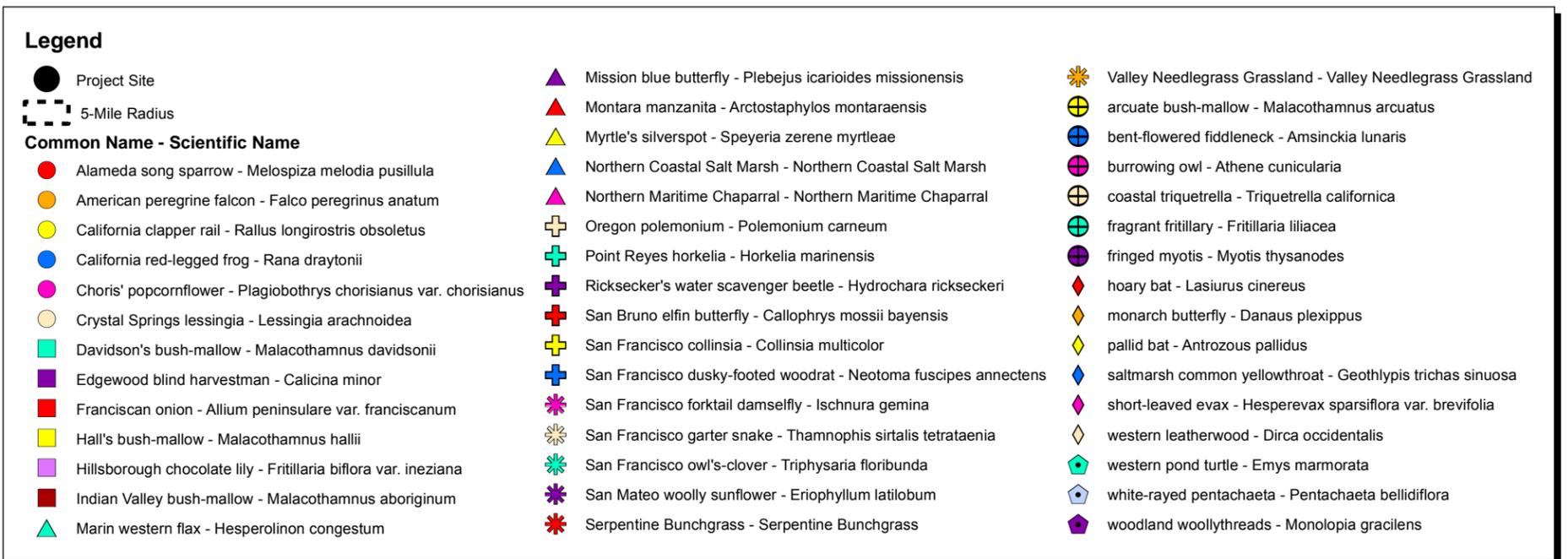


Exhibit 12
 CNDDDB-Recorded Occurrences
 of Special-Status Species
 within Five Miles of the Project Site



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

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

Although Mills Creek forms the western boundary of the site, it is culverted intermittently through the City of Burlingame which likely interferes with the movement of aquatic species. Although no birds were observed during the surveys, bird species common in urban areas are expected to occur and may nest in the project area. These include species such as Anna’s hummingbird (*Calypte anna*), house finch (*Carpodacus mexicanus*), English sparrow (*Passer domesticus*), and common raven (*Corvus brachyrhynchos*). These are all locally resident species and, with the exception of English sparrow, their nesting activity is protected under California Fish and Game Code Section 3503. Section 3503.5 specifically affords protection to nesting raptors. In addition, Section 3513 of the Code and the Federal Migratory Bird Treaty Act (16 USC, Sec. 703, Supp. I, 1989) prohibit the killing, possession, or trading of migratory birds. Finally, Section 3800 of the Code prohibits the taking of non-game birds, which are defined as birds occurring naturally in California that are not game birds or fully protected species.

While the bird species listed above and in Appendix A.1, Special-Status Species Tables, may occur in the project vicinity, their presence is unlikely due to the high ambient noise levels from traffic along El Camino Real. No nests from previous years were observed in trees onsite, along El Camino Real, or within the Mills Creek corridor.

There is potential for raptors adapted to urban areas, such as red-tailed hawk (*Buteo jamaicensis*) and Cooper’s hawk (*Accipter cooperi*) to use large eucalyptus and conifers located within the project vicinity for nesting purposes. In addition, there are dense shrubs and vines along the Mills Creek that may provide nesting habitat for songbirds. These shrubs and vines overhang the existing fence along Mills Creek and would likely need to be trimmed prior to the installation of the new vinyl fence. Therefore, project activities associated with building demolition or construction, were they to exceed ambient noise levels, could cause nest abandonment and death of young or loss of reproductive potential at active nests located within the project footprint or within 500 feet and in line of sight. In addition, demolition, construction, and pruning of vegetation could result in direct losses of nests, eggs, or nestlings. Such impacts to special-status birds would be considered significant but could be mitigated to less than significant levels through implementation of Mitigation Measure BIO-1.

MM BIO-1 The applicant shall take the following steps to avoid direct losses of nests, eggs, and nestlings and indirect impacts to avian breeding success:

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

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

Less Than Significant Impact. The City of Burlingame's Municipal Code (Title 11, Chapter 11.04 Street Trees and 11.06 Urban Reforestation and Tree Protection) requires a permit for removal, pruning, or damage to any street tree or protected tree. Street trees are defined as any woody plant with a single stem and commonly achieving ten feet or more in height. Protected trees are defined as a) any tree with a circumference of 48 inches or more when measured at a height 54 inches above natural grade; b) a tree or stand of trees so designated by the city council; or c) a stand of trees in which the Parks and Recreation director has determined each tree is dependent on the others for survival. Requirements for redevelopment, when such would result in an increase in habitable space on a property, includes the installation of one landscape tree for every 2,000 sq ft of lot coverage for condominiums (City Code 11.06.090 (a)(2)).

The site includes 12 trees, most of which are located within the Mills Creek riparian corridor. Seven trees are located within the project footprint and would be removed: 5 deodar cedar (*Cedrus deodara*), 1 bunya-bunya (*Araucaria bidwillii*), and 1 Spanish fir (*Abies pinsapo*). The 1 Spanish fir slated for removal is not protected under the City ordinance. Pursuant to the City Municipal Code, a tree removal permit was obtained in May 2011 from the Department of Parks and Recreation to enable work involving protected trees. The permit application identified the number and location of each tree to be removed, pruned, or otherwise affected as well as the reasons for pruning and removal for each tree. In addition, a site plan with the location of the buildings, structures, or proposed disturbances and the location of all the trees that could potentially be impacted were submitted with the permit for tree removal. The May 2011 tree removal permit has been conditionally granted, contingent upon approval of the project by the City (Appendix B, Tree Report).

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

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

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
5. Cultural Resources <i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an 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"/>

Environmental Evaluation

Record Searches

Northwest Information Center

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

Eleven previous investigations have been conducted within the 0.25-mile radius of the project area and two were directly adjacent to the project area, along SR-82 (Table 3).

Table 3: Cultural Resource Reports within 0.25-mile Radius of the Project

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

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

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

Native American Heritage Commission

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

Pedestrian Survey

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

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

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

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

Would the project:

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

Less Than Significant Impact with Mitigation Incorporated. The existing residence was constructed in 1916 but is not listed on any local, state or federal historic property listings and is not located within a historic district. The City's 1982 historic inventory does not include reference to any historic resources on this site, and the City has not received any information indicating that the residence is potentially historic or is connected to a person or event that has made a significant contribution to California history. Based on the lack of evidence, the residence is not considered to

be historically significant and the project would not therefore result in a significant impact to a historic resource.

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

Since the residence was built in 1916, there is a probability that ground-disturbing activities during construction may uncover previously unknown, buried historic resources. Implementation of Mitigation Measure CUL-1 would ensure that any potential impacts to previously unknown historic resources are reduced to a less than significant level.

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

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

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

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

MM CUL-2 In the event that prehistoric archaeological resources are discovered during any construction activities related to project development, operations shall stop within 100 feet of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further evaluation. The Applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The archaeologist shall make recommendations concerning appropriate measures that will be implemented to protect the resources, including but not limited to, excavation and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Prehistoric resources could consist of, but are not limited to, stone, bone, shell artifacts or features, including hearths. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated for significance in terms of CEQA criteria.

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

Less Than Significant Impact with Mitigation Incorporated. The project area is not located in an area that is considered likely to have paleontological resources present. Fossils of plants, animals, or other organisms of paleontological significance have not been discovered at the project site, nor has the site been identified to be within an area where such discoveries are likely. The type of depositional environment at the project area typically does not present favorable conditions for the discovery of paleontological resources. In this context, the project would not result in impacts to paleontological resources or unique geologic features. However, if significant paleontological resources are discovered, implementation of Mitigation Measure CUL-3 will reduce this potential impact to a less than significant level.

MM CUL-3 In the event a fossil is discovered during construction for the project, excavations within 50 feet of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The Applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If the find is determined to be significant and if avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards.

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

Less Than Significant Impact with Mitigation Incorporated. No human remains are known to exist within the project area. However, there is always the possibility that subsurface construction activities associated with the project, such as trenching and grading, could potentially damage or

destroy previously undiscovered human remains. Accordingly, this is a potentially significant impact. However, if human remains are discovered, implementation of Mitigation Measure CUL-4 would reduce this potential impact to a less than significant level.

MM CUL-4 In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines § 15064.5; Health and Safety Code § 7050.5; Public Resources Code § 5097.94 and § 5097.98 must be followed. If during the course of project development there is accidental discovery or recognition of any human remains, the following steps shall be taken:

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

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

Environmental Setting

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

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

Environmental Evaluation

Would the project:

- a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:**
 - i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

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

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

Less Than Significant Impact. All of California, including the project site, is subject to earthquake risks. Accordingly, the project site area is situated within a region traditionally characterized by a number of active faults and fault zones, and moderate to high seismic activity. The San Andreas and Hayward fault zones could likely cause very strong to violent seismic ground shaking at the project site and, as such, the new building would probably experience "very strong" shaking. Ground shaking of this magnitude could result in moderate damages, such as collapsing chimneys and falling

plaster, and can also trigger ground failures caused by liquefaction, potentially resulting in foundation damage, disruption of utility service and roadway damage. Studies by the United States Geological Survey (USGS) indicate there is a 62 percent likelihood of a Richter magnitude 6.7 or higher earthquake occurring in the Bay Area in the next 30 years (USGS, 2003).

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

iii) Seismic-related ground failure, including liquefaction?

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

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

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

The bases of the piers' holes should be clean and firm prior to setting steel and pouring concrete. If more than 6 inches of slough exists at the base of the pier holes after drilling, then the slough should be removed. If less than 6 inches of slough exists, the slough may be tamped to a stiff condition. Piers should not remain open for more than a few days prior to casting concrete. In the event of rain, shallow groundwater, or caving conditions, it may be necessary to pour piers immediately.

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

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

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

All improvements connected directly to any pier supported structure, also need to be supported by piers. This includes, but is not limited to: porches, decks, entry stoops and columns, etc. If the designer does not wish to pier support these items, then care

must be taken to structurally isolate them (with expansion joints, etc.) from the pier supported structure.

iv) Landslides?

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

A portion of the stacked concrete walls along Mills Creek have moved out of place, thereby exposing the creek banks. The geotechnical investigation found that these deteriorating walls present a minimal concern for the long term stability of the channel, due to the underlying hard native clay soils. Further, based on a September 4, 2012 update to the Geotechnical Evaluation (Appendix C), the use of a pier supported structure of a mat slab ground level garage floor to be set back at least 20 feet from the top of creek bank/retaining wall would ensure that no load would be imparted to either the creek bank or the retaining wall. Because all loads will be taken to substantially greater depths below the base of the creek channel, the project would not affect the creek channel or its flows, and would not therefore result in any impact associated with landslides or mudslides or other forms of natural slope instability.

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

Less Than Significant Impact with Mitigation Incorporated. Site grading, excavation, and construction have the potential to result in soil erosion or the loss of topsoil. As detailed below in Impact Discussion 2.9.a), runoff from the project site during grading would be evaluated for its potential to cause erosion (Municipal Code Section 18.20.060). Additionally, the city engineer or building official would inspect the project site after rough grading to ensure compliance with the grading permit (Municipal Code Section 18.20.080). Further, because development of the proposed project would remove or replace more than 10,000 sq ft of impervious surfaces, the project is 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. Adherence to these standard requirements detailed in Mitigation Measures HYD-1 and HYD-2 minimize the potential for erosion and sedimentation during construction activities.

Wind-blown soil erosion would be prevented through the implementation of Mitigation Measure AIR-1, which requires the use of water trucks to stabilize soils during project construction per BAAQMD requirements. Further, as aforementioned above in Impact Discussion 2.3.a.iv), while a portion of the stacked concrete walls aligning the creek have moved out of place exposing creek banks, the deteriorating walls present a minimal concern for the long term stability of the channel due to the underlying hard native clay soils. With the implementation of the Mitigation Measures AIR-1,

HYD-1, and HYD-2, potential impacts on soil erosion or the loss of topsoil would be considered less than significant.

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

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

- d) **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

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

- e) **Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
7. Greenhouse Gas Emissions <i>Would the project:</i>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

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

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

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

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

2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors.

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

Environmental Evaluation

Would the project:

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

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

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

As with criteria pollutants, the BAAQMD developed screening levels in its prior 2011 Guidelines to help determine when additional analysis is necessary to determine significance for greenhouse gas emissions. According to the Criteria Air Pollutants and Precursors and GHG Screening Level Sizes Table 3-1 of the BAAQMD’s 2011 Guidelines (excerpted in Table 1 of this document), the operational GHG screening size is 78 dwelling units. Because the project will consist of only 15 dwelling units, and will be replacing 11 existing units, it is far below the BAAQMD’s screening size and potential impacts are considered less than significant.

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

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

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

Another recommendation is to "ensure new developments provide safe/convenient travel by walking, bicycling, or public transportation." The project does not contain bicycle parking, which means that the residents would be required to store bicycles inside of their units. This could be considered inconvenient and may discourage residents from owning bicycles. There are several regional bus lines which travel along El Camino Real and provide service to this site and access to several BART stations and, therefore, the site is adequately served by public transportation.

The project is consistent with the City's Climate Action Plan and would not conflict with the provisions of AB 32, the applicable air quality plan, or any other State or regional plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. Implementation of Mitigation Measure GHG-1 below, consistent with the City's Climate Action Plan, would render any impacts associated with the project conflicting with greenhouse gas plans, policies, or regulations (i.e. discouraging bicycle use) less than significant.

MM GHG-1 Enclosed, secure bicycle storage shall be provided for the residents. This could be accomplished by including locked space in the garage or on the site which shall be in a convenient, accessible location. The space shall have storage to fit a minimum of 8 bicycles, which averages 0.5 bicycles for each dwelling unit.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
8. Hazards and Hazardous Materials <i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

This section contains a description of the setting regarding hazardous materials handled by the project. Hazardous materials are defined by the California Code of Regulations as substances with certain physical properties that could pose a substantial present or future hazard to human health or

the environment when improperly handled, disposed, or otherwise managed. Hazardous materials are grouped into the following four categories, based on their properties:

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

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

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

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

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

Environmental Evaluation

Would the project:

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

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

- b) **Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

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

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

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

Less Than Significant Impact with Mitigation Incorporated. Lincoln Elementary School is located within 0.25 mile of the project site. As previously discussed in Impact Discussions 2.8.a) and 2.8.b) above, the project is residential in nature and would not involve the transport, use, storage, or

disposal of reportable quantities of hazardous materials. Further, implementation of Mitigation Measure HAZ-1 would assure that existing building materials are properly disposed of during demolition. Consequently, the project would have a less than significant impact on schools within one-quarter mile of the project site through the emission of hazardous materials or acutely hazardous materials.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

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

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

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

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

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

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

No Impact. The project’s access routes would remain consistent with those already in existence for the project site and meet all emergency access requirements of the City of Burlingame. Construction

of the project would not create an obstruction to surrounding roadways or other access routes used by emergency response units and would not impair the implementation of an adopted emergency response plan. As such, there would be no impact with regards to the impairment or interference with an adopted emergency response plan or emergency evacuation plan.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. Hydrology and Water Quality <i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

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

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

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

There are currently two onsite storm drains. One is an 8-inch Vinyl Coated Plastic (VCP) from the existing apartment building to a small drain inlet box that is released through a 4-inch pipe to Mills Creek, while the other is a 3-inch pipe inlet into the Creek. The project calls for three storm drains that would direct flow from the southern portion of the property towards El Camino Real to the northeast. One storm drain would be located in the center of the garage. All three storm drain facilities would connect to an existing Caltrans box culvert at the creek, across El Camino Real.

Environmental Evaluation

Would the project:

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

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

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

Because development of the proposed project would remove or replace more than 10,000 sq ft of impervious surfaces, the project has been identified as being required to meet Provisions C.3 and C.6 of the Municipal Regional Stormwater Permit (MRP), Order No. R2-2009-0074 and Order No. R2-2011-0083, NPDES No. CAS612008. Current construction practices commonly employ 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. These BMPs are included in Mitigation Measure HYD-1, below. Implementation of Mitigation Measure HYD-1 would render potential construction-related impacts less-than-significant.

Because the site is already developed, redevelopment as proposed would not substantially change the amount of impervious surfaces. Non-point source (NPS) pollutants are washed by rainwater from roofs, streets, parking areas, and landscape areas into the local drainage network. Pollutant concentrations in site runoff are dependent on a number of factors, including land use conditions; site drainage conditions; intensity and duration of rainfall; the climatic conditions preceding the rainfall event; rooftop materials and implementation of water quality BMPs. 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. Despite the fact that the project site is already developed, the disturbance of more than 10,000 sq ft of impervious surfaces will require the project to adhere to the Provision C.3 requirements of the countywide NPDES permit for post-construction stormwater runoff management. Fulfilling the requirements of Provision C.3 would address the post-construction stormwater controls for water quality. Implementation of Mitigation Measure HYD-2 would render post construction-related water quality impacts less-than-significant.

MM HYD-1 The project applicant shall prepare and implement a stormwater pollution prevention plan (SWPPP) for all construction activities at the project site. At a minimum, the SWPPP shall include the following:

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

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

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

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

such, the project would not deplete groundwater supplies or interfere with groundwater recharge And no impact would occur.

- c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

Less Than Significant Impact with Mitigation Incorporated. Implementation of the project would not alter the existing course of Mills Creek. The project would remain outside of the Mills Creek channel, with building footprints being setback 6 feet away from the top-of-bank. Furthermore, the project includes the construction of an onsite stormwater system that would connect to an existing Caltrans box culvert in compliance with Provision C.3 of the countywide NPDES permit as required by Mitigation Measure HYD-2, and the City of Burlingame Stormwater Management and Discharge Control Ordinance. In addition, a SWPPP and associated BMPs would be implemented during construction as required by Mitigation Measure HYD-1. These regulatory factors would assure that onsite drainage would not result in substantial erosion or siltation on- or offsite.

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

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

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

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

Less Than Significant Impact with Mitigation Incorporated. Implementation of the project would not alter the existing course of Mills Creek or significantly alter the area of impervious surfaces

onsite. The implementation of Mitigation Measures HYD-1 and HYD-2 would ensure that surface runoff would not exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff.

f) Otherwise substantially degrade water quality?

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

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The Federal Emergency Management Agency (FEMA) flood maps identify areas that are prone to flooding (Special Flood Hazard Areas). The corridor along Mills Creek is identified by FEMA as Zone A, defined as a special flood hazard area subject to inundation by the 1 percent annual chance of flood (100-year flood hazard area). This flood zone is contained within the channel of Mills Creek. Because the proposed condominium building would be setback six (6) feet from the top-of-bank of Mills Creek, no housing would be located within the 100-year flood hazard area.

According to FEMA Flood Insurance Rate Map FIRM Number 06081C0134E (FEMA 2012), the majority of the project site is located in Zone X, "Other Flood Areas", which are defined as areas with a moderate to low risk of flooding, with a 0.2 percent annual chance of flood (500-year flood hazard area) or areas of 1 percent annual chance of floods with acreage depths of less than 1 foot. The project includes a parking garage on the ground level, with all housing starting on the second floor; therefore residential units would not be affected by 500-year floodwaters.

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

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

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

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

j) Inundation by seiche, tsunami, or mudflow?

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
10. Land Use and Planning <i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Table 4 provides the existing land use, and existing and proposed General Plan Designations and zoning of the project site’s parcels.

Table 4: Land Uses and Zoning Designations of the Project Site

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

Source: City of Burlingame, 2011.

Environmental Evaluation

Would the project:

a) Physically divide an established community?

No Impact. The physical division of an established community typically refers to the construction of a physical feature, such as an interstate highway or railroad tracks, or removal of a means of access, such as a local road or bridge that would impair mobility within an existing community or between a community and outlying area. With the exception of Mills Creek, the project site is surrounded by an established urban area and has an extensive history of development. The project would incorporate a driveway for ingress-egress onto El Camino Real, and the sidewalk along the project frontage would be retained for pedestrian access.

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

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact.

General Plan Consistency

The City of Burlingame General Plan indicates that areas designated as Medium High Density Residential typically contain 21 to 50 units per acre. The General Plan also indicates that Medium High Density land use designations along El Camino Real provide a transition between higher intensity uses and adjoining lower intensity use. The project's proposed density of 34 units per acre would be consistent with the Medium High Density land use designation. The project includes a change in land use designation for the portion of the property containing the creek from the Medium Density Residential to the Medium-High Density Residential land use designation. This will bring the entire site into one designation, and will not significantly alter the land use patterns in the area.

Zoning Code

The site is now zoned R-3 and R-2. The City of Burlingame Zoning code indicates that multi-family residential uses are a permitted use within the Multi-family Residential (R-3) zone. The portion of the site containing the creek (Assessor's Parcel 025-228-130) is proposed to be rezoned from the R-2 to the R-3 zone district as a part of the project. The proposed building would be 55 feet in height

which meets the maximum allowable height of the R-3 zone district. In accordance with the requirements of the zoning code, the applicant is requesting a conditional use permit to allow for the increase in height beyond 35 feet.

The R-3 zone district allows for maximum lot coverage of 50 percent. The site is 19,432 sq ft in size, allowing maximum lot coverage of 9,716 sq ft. The proposed building's footprint is 9,712 sq ft, which is within the maximum allowable lot coverage. The project also conforms to all design review, setback, and landscaping regulations for the Multi-family Residential (R-3) zone.

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

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

No Impact. The Burlingame General Plan Conservation Element identifies a conservation program under which remaining natural sections of creeks are to be retained. An open and unchanneled portion of Mills Creek runs along the western portion of the project site and could be considered a remaining natural section of Mills Creek.

The building footprint and associated construction disturbance would be setback 6 feet from the top-of-bank and would not alter the existing conditions of the creek. Therefore, the project would be consistent with the conservation program's goal of retaining natural sections of existing creek systems and would thus result in no impact.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. Mineral Resources <i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

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

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

Environmental Evaluation

Would the project:

- a) **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

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

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

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

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

Environmental Evaluation

Several noise measurements were taken at the project site to characterize the existing conditions. The noise monitoring locations were selected in order to obtain noise measurements of the current noise sources impacting the project site and the project vicinity, and to provide a baseline for any potential noise impacts that may be created by development of the project. The sites are shown in Exhibit 12. Appendix D includes a photographic index of the study area and noise level measurement locations.

Noise monitoring was performed using an Extech Model 407780 Type 2 integrating sound level meter. The Extech meter was programmed in “slow” mode to record the sound pressure level at 1-second intervals in A-weighted form. The sound level meter and microphone were mounted approximately 5 feet above the ground and equipped with a windscreen during all measurements. The sound level meter was calibrated before monitoring using an Extech calibrator, Model 407766.

The noise level measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA).

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

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

The results of the noise level measurements are provided below in Table 5.

Table 5: Existing Noise Level Measurements

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

Would the project result in:

- a) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

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

The project design includes sound rated walls and windows to ensure that interior sound levels will meet the 45 dBA CNEL requirements. Exterior open space areas such as private balconies facing El Camino Real and some of the side facing units may be subject to intermittent maximum noise levels in excess of 60 dBA; however, as shown by the noise reading at Site 1 (Table 5), the traffic noise from El Camino Real is at an average level of 68.6 dBA L_{eq} at a distance of approximately 5 feet from the source. Due to the front setback, the façade of the building is located approximately 21.5 feet from the sidewalk (a few feet from the road), and would be exposed to a noise level of approximately 57 dBA, which meets the 60 dBA CNEL exterior standard. The rooftop common open space area that is open to all residents would be located more than 55 feet above El Camino Real and would also be protected by the parapet wall. The estimated sound level at the rooftop common area would be 55.9 dBA CNEL, which also would be consistent with the City's Outdoor Noise Level Planning Criteria.

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

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

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

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

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

According to the FTA, the acceptable maximum vibration level for a residential use is 78 VdB. The human threshold of perception is around 65 VdB. Typically, developed areas experience background vibration velocities (L_v) of 50 vibration decibels (VdB) which is not noticeable to humans. Sources that may produce perceptible vibrations include construction equipment, steel-wheeled trains, and traffic on rough roads, as shown in Table 6.

Table 6: Vibration Levels Generated by Construction Equipment

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

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

The primary source of vibration during project construction and/or demolition would likely be from a small bulldozer (tractor), which would generate an approximate vibration level of 58 VdB at a distance of 28 feet, which is below the 65 Vdb threshold that is perceptible to humans.

The bulldozer would temporarily operate at the property line, i.e., 10 feet from the adjacent commercial building, and vibrations could be felt intermittently, but on average during the construction phase, the bulldozer would be approximately 60 feet from the commercial receptor, generating an average vibration level of approximately 54 VdB which is below the level perceptible to humans.

Demolition of the existing onsite buildings would not require the use of blasting, wrecking ball, or other groundborne vibration-generating equipment. Further, the project does not include any permanent operational activity that would result in excessive or perceptible vibration, and the operational impact of the project on increased vibration levels would also not result in excessive or

perceptible vibration. Therefore, impacts associated with the vibration from construction equipment are considered to be less than significant.

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

Less Than Significant Impact. Residential development does not typically result in significant levels of ambient noise. Given that the project site is already developed with 11 apartment units, the project would result in a net increase of four units, which would not generate a perceptible difference in ambient noise from current conditions.

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

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

Regarding noise generated by the proposed rooftop common area and HVAC equipment, noise at a rooftop common area located at 1226 El Camino Real was measured, a similar condominium development. The rooftop HVAC bank at this location consists of 9 units (4 running at the time), and the sound level produced by this equipment was 55.9 dBA at a distance of approximately 25 feet from the source. Readings taken outside of the parapet indicate that this sound level is well below the 60 dBA CNEL that is considered acceptable for residential uses. Furthermore, the project's HVAC systems would be shielded by a parapet, further reducing noise levels by approximately 5 dBA.

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

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

Less Than Significant With Mitigation Incorporated. The nearest existing residential uses to the project site are located on the opposite side of the creek, approximately 28 feet or more away from the northwestern portion of the project boundary. These adjacent residential uses are separated from the project site by 5-foot tall fences on each side of the creek.

Short-term noise impacts could occur during construction, either from the transport of workers and movement of construction materials to and from the project site, or from the noise generated onsite

during demolition, ground clearing/excavation, grading, and building activities. Table 7 depicts the typical sound level generated by construction equipment:

Table 7: Typical Construction Equipment Noise Levels

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

Construction noise levels will vary significantly based upon the size and topographical features of the active construction zone, duration of the work day, and types of equipment employed, as indicated in

Appendix D). A typical construction day with an eight-hour duration will generate 84 dBA CNEL at a distance of 50 feet from the noise source, on average. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Although there would be a relatively high single event noise exposure potential, resulting in potential short-term intermittent annoyances, the effect in long-term ambient noise levels would be small when averaged over longer time (24 hours for CNEL). As shown by the ambient noise level measurements in existing noise Table 3, the maximum noise level typically experienced by properties along El Camino Real is 85.7 dBA.

As the project site is only approximately 100 feet wide, work would occur in close proximity to adjacent uses. However, the use of mufflers on construction equipment reduces noise impacts by approximately 5 dBA and the attenuation afforded by the 5-foot fences that line the creek would reduce construction noise to sensitive receptors by approximately 5 dBA per fence; maximum noise impacts from construction would be reduced to approximately 69 dBA.

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

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

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

Less Than Significant Impact. The project site is located approximately 1 mile southwest of the San Francisco International Airport. The Aircraft Noise Abatement Office of the San Francisco International Airport shows that the site occurs well outside of the 65 dBA, noise contour.² Therefore, impacts associated with excessive noise levels associated with airport noise would be less than significant.

- f) **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

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

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
13. Population and Housing <i>Would the project:</i>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

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

According to the U.S. Census Bureau, the City of Burlingame’s current population is approximately 29,157. According to the Association of Bay Area Governments, the population is expected to grow to 33,600 by the year 2025. Burlingame’s 2009-2014 Housing Element explains that the average household size is 2.2 persons per household in the City.

Environmental Evaluation

Would the project:

- a) **Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

Less Than Significant Impact. The project site currently consists of an 11-unit apartment complex that, based on the City’s average person per household of 2.2, houses 24 persons. The project would replace this use with a 15-unit condominium building that would be expected to house 33 persons. As such, the project would have the ability to house approximately nine additional residents. The addition of 4 residential units would not be considered substantial population growth and the project would be consistent with the project site’s residential land use designations and zoning. As such, the project would not induce substantial population growth in the area, and potential impacts would be less than significant.

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

Less Than Significant Impact. While the project would remove 11 apartment units, it would construct a total of 15 units, thereby increasing the number of housing units in the City. As such, the project would result in an overall increase in housing and would not necessitate the construction of replacement housing elsewhere. Impacts are determined to be less than significant.

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

Less Than Significant Impact. Two affordable units are required to be included in the project in compliance with the City's Inclusionary Zoning regulations. Residents of the existing apartment complex would be required to relocate. According to the Department of Finance, as of January 1, 2012 the City of Burlingame had a total of 13,025 housing units of which, only 12,359 units are occupied (California Department of Finance 2012). As such, alternative housing for the existing residents is readily available and the project would not displace a substantial number of people necessitating the construction of replacement housing elsewhere. Impacts would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
14. Public Services <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Fire Services

The project site is located within the incorporated City of Burlingame in San Mateo County. The Central County Fire Department (CCFD) provides fire protection and emergency medical services to the City of Burlingame and town of Hillsborough. The Fire Department operates 5 fire stations, three of which are located in the City of Burlingame: CCFD Fire Station 34 located at 799 California Drive (1.5 miles from the project site), CCFD Fire Station 35 located at 2832 Hillside Drive (1.2 miles from the project site), and CCFD Fire Station 36 located at 1399 Rollins Road (1.3 miles from the project site). The EMS Division of Central County Fire also provides ambulance services to the City of Burlingame and surrounding communities. The Department responds to approximately 4,500 calls annually.

Police Services

Police services in Burlingame are provided by the Burlingame Police Department (Police Department). The Police Department is headquartered at 1111 Trousdale Drive in Burlingame. All law enforcement operations and support services for Burlingame originate from the Police Department’s headquarters. Currently, the Police Department employs 37 officers, including 24 Patrol Officers, 3 Inspectors, 7 Sergeants, 2 Captains, and the Chief of Police. The Department has four patrol teams that rotate through the City’s three patrol beats on a weekly basis.

Schools

There are 2 school districts within the City of Burlingame: the Burlingame School District, and the San Mateo Union High School District. The Burlingame School District serves students in grades K-8, and consists 7 different schools: Franklin Elementary School, Hoover Elementary School, Lincoln Elementary School, McKinley Elementary School, Roosevelt Elementary School, Washington

Elementary School, and Burlingame Intermediate School. The San Mateo Union High School District serves students in grades 9-12, and consists 9 different schools: Aragon High School, Burlingame High School, Capuchino High School, Hillsdale High School, Mills High School, Peninsula High School, San Mateo High School, San Mateo Middle College High School, and the Adult School/Smart Center. According to the Department of Education, the Burlingame School District served approximately 2,770 students during the academic year of 2010-11. In contrast, the San Mateo Union High School District served approximately 8,400 students during the academic year of 2010-11. Lincoln Elementary School is the closest school to the project site.

Park Facilities

The City of Burlingame's Parks and Recreation Department manages 18 facilities, including: Alpine Playground, Bayside Park, Cuernavaca Park, Dog Exercise Park, Heritage Park, "J" Lot Playground, Laguna Park, Mills Canyon, Murray Field, Paloma Playground, Pershing Park, Ray Park, Trenton Playground, Victoria Park, Village Park, Washington Park, Burlingame Golf Center, and the Burlingame Aquatic Center. Of the aforementioned facilities, Ray Park, which is located at 1525 Balboa Avenue, is closest to the project site. Ray Park is a neighborhood park equipped with a shaded playground, 2 acres of turf, tennis courts, a multi-use court, and picnic tables.

Environmental Evaluation

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

Less Than Significant Impact. The project is located approximately 1.2 miles from the Central County Fire Department's Station 35. Station 35 is fully staffed 24 hours a day and 7 days a week, with at least 1 captain and 2 firefighters. In accordance with standard City practices the Central County Fire Department would review project plans prior to the issuance of permits to ensure compliance with all applicable fire and building code standards and to ensure that adequate fire and life safety measures are incorporated into the project in compliance with all applicable state and city fire safety regulations. Increasing the number of households within the City is anticipated to result in an increase in the population size of approximately nine residents. However, an additional or nine residents in a multi-family residential complex will not result in a substantial increase in demand for fire protection services or require the expansion of current fire protection facilities. Therefore, less than significant impacts to fire protection services would result.

b) Police protection?

Less Than Significant Impact. Police services in the City of Burlingame are provided by the Burlingame Police Department. According to the U.S. Census Bureau, the City of Burlingame's current population is approximately 29,157. Given that the Burlingame Police Department currently employs 37 officers, it is estimated that there are 1.27 officers per 1,000 of Burlingame's residents. As it was discussed in the preceding impact analysis for fire protection services, the project would result in an increase of approximately nine additional residents. Assuming the nine additional residents would have relocated from outside the City, the City's population would be 29,166 and the ratio of police per 1,000 residents would be maintained at 1.27. Therefore, the project would not result in a substantial increase in demand for police services, nor would it require the expansion or construction of police facilities. The project's potential impact on police services would be less than significant.

c) Schools?

Less Than Significant Impact. The project site is served by the Burlingame School District and the San Mateo Union High School District. The project would add approximately nine residents to the property. Consequently, it is anticipated that a number of the additional residents would be school-age children. Based on telephone interviews with both the Burlingame School District and the San Mateo Union High School District, the additional four residential units could be served by the districts. Any demand generated would be accommodated by the school districts' existing facilities and impacts would be considered less than significant impact.

d) Parks?

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

e) Other public facilities?

Less Than Significant Impact. Other public facilities include public libraries, public hospitals and medical centers, and community centers. The project would increase the number of onsite housing

units by four and potentially increase the number of residents by nine. These increases are considered minor and would not be expected to necessitate the need for additional or new public facilities. Furthermore, a considerable workforce is available within the project region and local residents are expected to serve the labor requirements of the project, negating the need for a significant percentage of outside labor. As a result, the project is not anticipated to induce substantial population growth in the area either directly or indirectly, and the existing number of other public facilities would continue to adequately serve the regional population. Therefore, potential impacts associated with other public facilities would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
15. Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The City of Burlingame’s Parks and Recreation Department manages 18 facilities, including: Alpine Playground, Bayside Park, Cuernavaca Park, Dog Exercise Park, Heritage Park, “J” Lot Playground, Laguna Park, Mills Canyon, Murray Field, Paloma Playground, Pershing Park, Ray Park, Trenton Playground, Victoria Park, Village Park, Washington Park, Burlingame Golf Center, and the Burlingame Aquatic Center. Of the aforementioned facilities, Ray Park, which is located at 1525 Balboa Avenue, is closest to the project site. Ray Park is a neighborhood park equipped with a shaded playground, 2 acres of turf, tennis courts, and multi-use court, and picnic tables.

Environmental Evaluation

- a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

Less Than Significant Impact. The project would increase the number of occupied units at the project site from eleven to fifteen. By increasing the number of occupied residential units, it is anticipated to result in an increase of nine residents based on the City’s average person per household of 2.2. However, the increase of nine persons represents an increase of three tenths of a percent of the City’s current population of 29,243. As such, this increase in population would be unsubstantial when compared to the City’s current population size. Potential increased use of existing recreational facilities would not be substantial and would result in physical deterioration of the facility to occur or be accelerated. Impacts would be less than significant.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

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

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

Environmental Setting

Potential traffic impacts were analyzed in the Burlingame Condominiums Circulation Assessment prepared by Whitlock & Weinberger Transportation, Inc. (W-Trans) on October 5, 2012 (Appendix E). The Assessment was prepared in accordance with the criteria established by the City of Burlingame, San Mateo City/County Association of Governments (C/CAGE) and Caltrans.

The project site is located on El Camino Real between Ray Drive and Adeline Drive. Within the study area, El Camino Real (SR-82) is an undivided four-lane State Highway and Congestion Management Program (CAMP) facility as per C/CAG, which is the Congestion Management Agency in San Mateo County.

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

Alternative Modes of Transportation

Pedestrian

Sidewalks are provided along the project frontage of the project site and continue in both directions within the project vicinity. At the signalized intersection of El Camino Real/Adeline Drive, which is located approximately 220 feet south of the project site, marked crosswalks and pedestrian signal phasing are provided.

Bicycle

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

Transit

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

- SamTrans Route 390 provides weekday service along El Camino Real between the Palo Alto Transit Center and the Daly City BART Station, with headways of approximately 30 minutes.
- SamTrans Route 391 provides weekday service along El Camino Real between the Redwood City CalTrain Station and the Transbay Terminal at approximately 30 minute headways.
- SamTrans Route 397 provides late night service on both weekdays and weekends along El Camino Real between the Palo Alto CalTrain Station and the Transbay Terminal; headways are approximately 60 minutes.
- SamTrans Route ECR is a consolidation of transit lines 390 and 391 to provide weekend service along El Camino Real between the Palo Alto Transit Center and the Daly City BART Station, with approximately 30-minute headway.

Trip Generation

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

The expected trip generation potential for the project is indicated in Table 8. As shown in the table, a credit is given based on the number of trips currently being generated at the site, resulting in a net increase attributable to the project.

As shown in Table 8, the project is expected to generate an average of 11 trips during the a.m. peak hour and 13 trips during the p.m. peak hour. After deductions are taken into account, the project would be expected to result in a net increase of two trips during the morning peak hour and a net decrease of 11 trips during the evening peak hour. This is consistent with the change of building type under the ITE Trip Generation model, which identifies “Apartment” building types as generating more trips than “Residential Condominium/Townhouse” building types.

Table 8: Trip Generation

Land Use	Units	AM Peak Hour				PM Peak Hour			
		Rate	Trips	In	Out	Rate	Trips	In	Out
Existing Apartments (ITE LU 220)	-11	0.82	-9	-2	-7	2.18	-24	-16	-8
Proposed Residential Condominium/Townhouse (ITE LU 230)	15	0.73	11	2	9	0.87	13	9	4
Net-New Trips	—	—	2	0	2	—	-11	-7	-4

Source: W-Trans, 2012.

Environmental Evaluation

Would the project:

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

No Impact. El Camino Real (SR-82) currently operates at LOS B, which is an acceptable level of service that is well above the minimum standard of LOS E. The project addition of two trips during

the morning peak hour would have no effect upon the existing traffic load and capacity of the adjacent street system.

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

No Impact. The project's increase of two trips during the morning peak hour would have no effect upon the level of service along El Camino Real.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

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

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

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

There were four reported collisions on El Camino Real between Ray Drive and Adeline Drive (excluding intersection related collisions) during the five-year period. Of these collisions, none appeared to be related to turning into or out of the existing driveway at the project site and the study segment was found to have a collision rate lower than the statewide average for similar facilities. Furthermore, no fatalities were reported during the five-year period studied. Site distance at the project site's entrance would be adequate in both directions for vehicles exiting the project site. In light of this analysis and project's influx of only 2 trips during the AM hour, the project's access point on El Camino Real and associated turning movements would not be expected to result in a substantial increase in roadway hazards, thus no impact would occur.

e) Result in inadequate emergency access?

No Impact. The project would not change the existing access to or from the project site. The site would continue to be accessed from El Camino Real via a private circular driveway with separated ingress and egress. In accordance with standard City practices, the Central County Fire Department would review project plans prior to the issuance of permits to ensure compliance with all applicable fire and building code standards and to ensure that adequate fire and life safety measures are incorporated into the project. As such, adequate emergency access would be provided and no impact would occur.

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

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. Utilities and Service Systems <i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Wastewater

Within the City of Burlingame, wastewater is gravity fed to lift stations, and then transported to the Wastewater Treatment Plant (WWTP). Since the WWTP's \$10 million improvement project in 2006, the plant has a designed capacity to treat 5.5 million gallons per day (mgd) during average dry weather flow. According to the City, the plant has a capacity of 16 mgd during wet weather. In 2009, the WWTP's average dry weather was 2.9 mgd, and is projected to grow to 4.4 mgd by the year 2020.

Potable Water

The San Francisco Public Utilities Commission (SFPUC) provides potable water to the entire City of Burlingame, and the water system is administered by the City's Public Works Department. Currently,

the SFPUC provides water that is primarily supplied through the Hetch Hetchy Reservoir. Water is conveyed into the City through various SFPUC pipelines that are connected to six metered connections throughout the City. The Bay Area Water Users Association holds a water supply contract with the SFPUC, which contractually limits the SFPUC with a provision of 184 million gallons per day (mgd). Of the SFPUC's 184 mgd, an allocation of 5.23 mgd is given to Burlingame.

Solid Waste

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

Environmental Evaluation

Would the project:

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

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

- b) **Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Less Than Significant Impact. The San Francisco Public Utilities Commission (SFPUC) provides potable water to the entire City of Burlingame, and the Bay Area Water Users Association (BAWUA) holds a water supply contract with the SFPUC. The BAWUA contractually limits the SFPUC with a provision of 184 mgd, 5.23 mgd of which is allocated to the City of Burlingame. In 2005, the City's

water demand averaged 5.01 mgd, and isn't anticipated to reach an average of 5.28 mgd until the year 2020. The applicant estimates that the proposed project will generate a 2,000 gpd water demand. As previously indicated, the City of Burlingame is allocated 5.23 mgd but uses only 5.01 mgd. As such, sufficient water supplies are available to serve the project and no expanded or new potable water facilities would be required. As previously mentioned, the WWTP has sufficient capacity to serve the project. As such, no expanded or new wastewater treatment facilities would be required. Impacts would be less than significant.

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

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

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

Less Than Significant Impact. As previously indicated, the applicant estimates that the project will generate a 2,000 gpd water demand. Because the project would increase onsite dwelling units from 11 to 15, it would be expected that water demand would be higher than that of the current land use. The City of Burlingame is allocated 5.23 mgd of potable water but uses only 5.01 mgd. As such, sufficient water supplies are available to serve the project and no new or expanded entitlements would be needed. Impacts to water supply availability would be less than significant.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. As previously discussed, the applicant has estimated that the project will produce 2,000 gallons per day (gpd) of wastewater. Currently, the WWTP has a permitted average dry weather flow capacity of 5.5 million gallons per day (mgd). On average, the WWTP treated 2.9 mgd of wastewater in the year 2009 (at 53 percent capacity). As such, sufficient

wastewater treatment capacity is available and the project would not exceed wastewater treatment requirements. Impacts would be less than significant.

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

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

Construction Waste

Short-term construction waste generation is summarized in Table 9. The estimate of 975.8 cubic yards was calculated using standard demolition and residential construction waste generation rates provide by the U.S. Environmental Protection Agency.

Table 9: Demolition and Construction Solid Waste Generation

Category	Waste Generation Rate	Square Feet (sq ft)	Construction Waste Generation
Residential Demolition	115 pounds/square foot	10,952	630 tons
Residential Construction	4.38 pounds/square foot	30,632	67 tons
Total			697 tons 975.8 cubic yards
Notes: Each residential dwelling unit assumed to average 2,000 sq ft. 1 ton = 2,000 pounds 1 cubic yard = 1.4 tons Source: U.S. Environmental Protection Agency, 1998; City of Burlingame, 2012.			

The 975.8 cubic yards of construction waste would be well within the remaining 37.9 million cubic yards of available capacity at the Ox Mountain Sanitary Landfill. The project will involve a construction value of \$50,000 or more, therefore activities associated with the project's implementation will be required to comply with the City's Municipal Code Chapters 8.17 and 18.30. In accordance, a project sponsor will submit a Construction Demolition and Recycling Plan, which will demonstrate how a minimum of 60 percent of the total waste generated from the project's demolition and construction will be recycled.

Operational Waste

Operational solid waste generation estimates were calculated using a standard residential waste generation rate provided by Cal Recycle. As shown in Table 10, the project is estimated to generate 0.075 cubic yards of solid waste daily and 38.3 cubic yards annually.

Table 10: Operational Waste Generation

Units	Waste Generation Rate	Waste Generation	
		Daily	Annually
15	10 pounds/unit/day	0.075 tons 0.105 cubic yards	27.32 tons 38.3 cubic yards
Notes: 1 ton = 2,000 pounds 1 cubic yard = 1.4 tons Source: Cal Recycle, 2012; City of Burlingame, 2012.			

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

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

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

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

Environmental Evaluation

- a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

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

- b) **Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

Less Than Significant with Mitigation Incorporated. As discussed in the previous Impact Discussion sections, impacts resulting from construction or implementation of the project would be reduced to a less than significant level by project design characteristics or by implementing mitigation measures included in this IS/MND.

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

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

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

APPENDICES



City of Burlingame
Planning Division
Community Development Department
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January 23, 2012

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Appendix E: Transportation

Appendix A: Biological Resources

A.1 - CNDDDB Species List



Selected Elements by Scientific Name

California Department of Fish and Game

California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFG SSC or FP
<i>Acanthomintha duttonii</i> San Mateo thorn-mint	PDLAM01040	Endangered	Endangered	G1	S1	1B.1
<i>Allium peninsulare</i> var. <i>franciscanum</i> Franciscan onion	PMLIL021R1	None	None	G5T2	S2.2	1B.2
<i>Amsinckia lunaris</i> bent-flowered fiddleneck	PDBOR01070	None	None	G2?	S2?	1B.2
<i>Antrozous pallidus</i> pallid bat	AMACC10010	None	None	G5	S3	SSC
<i>Arctostaphylos montaraensis</i> Montara manzanita	PDERI042W0	None	None	G2	S2.2	1B.2
<i>Arctostaphylos regismontana</i> Kings Mountain manzanita	PDERI041C0	None	None	G2	S2.2	1B.2
<i>Astragalus pycnostachyus</i> var. <i>pycnostachyus</i> coastal marsh milk-vetch	PDFAB0F7B2	None	None	G2T2	S2.2	1B.2
<i>Athene cunicularia</i> burrowing owl	ABNSB10010	None	None	G4	S2	SSC
<i>Calicina minor</i> Edgewood blind harvestman	ILARA13020	None	None	G1	S1	
<i>Callophrys mossii bayensis</i> San Bruno elfin butterfly	IILEPE2202	Endangered	None	G4T1	S1	
<i>Centromadia parryi</i> ssp. <i>parryi</i> pappose tarplant	PDAST4R0P2	None	None	G4T1	S1	1B.2
<i>Charadrius alexandrinus nivosus</i> western snowy plover	ABNNB03031	Threatened	None	G4T3	S2	SSC
<i>Chloropyron maritimum</i> ssp. <i>palustre</i> Point Reyes bird's-beak	PDSCR0J0C3	None	None	G4?T2	S2.2	1B.2
<i>Chorizanthe cuspidata</i> var. <i>cuspidata</i> San Francisco Bay spineflower	PDPGN04081	None	None	G2T2	S2.2	1B.2
<i>Cirsium andrewsii</i> Franciscan thistle	PDAST2E050	None	None	G2	S2.2	1B.2
<i>Cirsium fontinale</i> var. <i>fontinale</i> fountain thistle	PDAST2E161	Endangered	Endangered	G2T2	S1	1B.1
<i>Collinsia multicolor</i> San Francisco collinsia	PDSCR0H0B0	None	None	G2	S2.2	1B.2
<i>Danaus plexippus</i> monarch butterfly	IILEPP2010	None	None	G5	S3	
<i>Dipodomys venustus venustus</i> Santa Cruz kangaroo rat	AMAFD03042	None	None	G4T1	S1	
<i>Dirca occidentalis</i> western leatherwood	PDTHY03010	None	None	G2G3	S2S3	1B.2
<i>Emys marmorata</i> western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC



Selected Elements by Scientific Name

California Department of Fish and Game

California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFG SSC or FP
<i>Eriophyllum latilobum</i> San Mateo woolly sunflower	PDAST3N060	Endangered	Endangered	G1	S1	1B.1
<i>Euphydryas editha bayensis</i> Bay checkerspot butterfly	IILEPK4055	Threatened	None	G5T1	S1	
<i>Falco columbarius</i> merlin	ABNKD06030	None	None	G5	S3	WL
<i>Falco peregrinus anatum</i> American peregrine falcon	ABNKD06071	Delisted	Delisted	G4T3	S2	FP
<i>Fritillaria biflora var. ineziana</i> Hillsborough chocolate lily	PMLIL0V031	None	None	G1QT1Q	S1.1	1B.1
<i>Fritillaria liliacea</i> fragrant fritillary	PMLIL0V0C0	None	None	G2	S2	1B.2
<i>Geothlypis trichas sinuosa</i> saltmarsh common yellowthroat	ABPBX1201A	None	None	G5T2	S2	SSC
<i>Grindelia hirsutula var. maritima</i> San Francisco gumplant	PDAST470D3	None	None	G5T1Q	S1	3.2
<i>Hesperevax sparsiflora var. brevifolia</i> short-leaved evax	PDASTE5011	None	None	G4T2T3	S2S3	1B.2
<i>Hesperolinon congestum</i> Marin western flax	PDLIN01060	Threatened	Threatened	G2	S2	1B.1
<i>Horkelia marinensis</i> Point Reyes horkelia	PDROS0W0B0	None	None	G2	S2.2	1B.2
<i>Hydrochara rickseckeri</i> Ricksecker's water scavenger beetle	IICOL5V010	None	None	G1G2	S1S2	
<i>Ischnura gemina</i> San Francisco forktail damselfly	IIODO72010	None	None	G2	S2	
<i>Lasiurus cinereus</i> hoary bat	AMACC05030	None	None	G5	S4?	
<i>Laterallus jamaicensis coturniculus</i> California black rail	ABNME03041	None	Threatened	G4T1	S1	FP
<i>Leptosiphon croceus</i> coast yellow leptosiphon	PDPLM09170	None	None	G1	S1.1	1B.1
<i>Leptosiphon rosaceus</i> rose leptosiphon	PDPLM09180	None	None	G1	S1.1	1B.1
<i>Lessingia arachnoidea</i> Crystal Springs lessingia	PDAST5S0C0	None	None	G1	S1.2	1B.2
<i>Lichnanthe ursina</i> bumblebee scarab beetle	IICOL67020	None	None	G2	S2	
<i>Malacothamnus aboriginum</i> Indian Valley bush-mallow	PDMAL0Q020	None	None	G2	S2	1B.2
<i>Malacothamnus arcuatus</i> arcuate bush-mallow	PDMAL0Q0E0	None	None	G2Q	S2.2	1B.2



Selected Elements by Scientific Name
California Department of Fish and Game
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFG SSC or FP
<i>Malacothamnus davidsonii</i> Davidson's bush-mallow	PDMAL0Q040	None	None	G1	S1.1	1B.2
<i>Malacothamnus hallii</i> Hall's bush-mallow	PDMAL0Q0F0	None	None	G2Q	S2	1B.2
<i>Melospiza melodia pusillula</i> Alameda song sparrow	ABPBXA301S	None	None	G5T2?	S2?	SSC
<i>Monolopia gracilens</i> woodland woollythreads	PDAST6G010	None	None	G2G3	S2S3	1B.2
<i>Myotis thysanodes</i> fringed myotis	AMACC01090	None	None	G4G5	S4	
<i>Neotoma fuscipes annectens</i> San Francisco dusky-footed woodrat	AMAFF08082	None	None	G5T2T3	S2S3	SSC
<i>Northern Coastal Salt Marsh</i> Northern Coastal Salt Marsh	CTT52110CA	None	None	G3	S3.2	
<i>Northern Maritime Chaparral</i> Northern Maritime Chaparral	CTT37C10CA	None	None	G1	S1.2	
<i>Nyctinomops macrotis</i> big free-tailed bat	AMACD04020	None	None	G5	S2	SSC
<i>Oncorhynchus mykiss irideus</i> steelhead - central California coast DPS	AFCHA0209G	Threatened	None	G5T2Q	S2	
<i>Pentachaeta bellidiflora</i> white-rayed pentachaeta	PDAST6X030	Endangered	Endangered	G1	S1	1B.1
<i>Phalacrocorax auritus</i> double-crested cormorant	ABNFD01020	None	None	G5	S3	WL
<i>Plagiobothrys chorisianus var. chorisianus</i> Choris' popcorn-flower	PDBOR0V061	None	None	G3T2Q	S2.2	1B.2
<i>Plebejus icarioides missionensis</i> Mission blue butterfly	IILEPG801A	Endangered	None	G5T1	S1	
<i>Polemonium carneum</i> Oregon polemonium	PDPLM0E050	None	None	G4	S1	2.2
<i>Potentilla hickmanii</i> Hickman's cinquefoil	PDROS1B0U0	Endangered	Endangered	G1	S1	1B.1
<i>Rallus longirostris obsoletus</i> California clapper rail	ABNME05016	Endangered	Endangered	G5T1	S1	FP
<i>Rana draytonii</i> California red-legged frog	AAABH01022	Threatened	None	G4T2T3	S2S3	SSC
<i>Reithrodontomys raviventris</i> salt-marsh harvest mouse	AMAFF02040	Endangered	Endangered	G1G2	S1S2	FP
<i>Serpentine Bunchgrass</i> Serpentine Bunchgrass	CTT42130CA	None	None	G2	S2.2	
<i>Silene verecunda ssp. verecunda</i> San Francisco campion	PDCAR0U213	None	None	G5T2	S2.2	1B.2



Selected Elements by Scientific Name

California Department of Fish and Game

California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFG SSC or FP
<i>Speyeria zerene myrtleae</i> Myrtle's silverspot	IILEPJ6089	Endangered	None	G5T1	S1	
<i>Taxidea taxus</i> American badger	AMAJF04010	None	None	G5	S4	SSC
<i>Thamnophis sirtalis tetrataenia</i> San Francisco garter snake	ARADB3613B	Endangered	Endangered	G5T2	S2	FP
<i>Trifolium hydrophilum</i> saline clover	PDFAB400R5	None	None	G2	S2	1B.2
<i>Triphysaria floribunda</i> San Francisco owl's-clover	PDSCR2T010	None	None	G2	S2.2	1B.2
<i>Triquetrella californica</i> coastal triquetrella	NBMUS7S010	None	None	G1	S1	1B.2
Valley Needlegrass Grassland Valley Needlegrass Grassland	CTT42110CA	None	None	G3	S3.1	

Record Count: 70

A.2 - U.S. Fish and Wildlife Species List

U.S. Fish & Wildlife Service

Sacramento Fish & Wildlife Office

Federal Endangered and Threatened Species that Occur in
or may be Affected by Projects in the Counties and/or
U.S.G.S. 7 1/2 Minute Quads you requested

Document Number: 121107091516

Database Last Updated: September 18, 2011

Quad Lists

Listed Species

Invertebrates

- Euphydryas editha bayensis
bay checkerspot butterfly (T)
Critical habitat, bay checkerspot butterfly (X)
- Haliotes cracherodii
black abalone (E) (NMFS)
- Haliotes sorenseni
white abalone (E) (NMFS)
- Icaricia icarioides missionensis
mission blue butterfly (E)
- Speyeria zerene myrtleae
Myrtle's silverspot butterfly (E)

Fish

- Acipenser medirostris
green sturgeon (T) (NMFS)
- Eucyclogobius newberryi
tidewater goby (E)
- Hypomesus transpacificus
delta smelt (T)
- Oncorhynchus kisutch
coho salmon - central CA coast (E) (NMFS)
- Oncorhynchus mykiss
Central California Coastal steelhead (T) (NMFS)
Central Valley steelhead (T) (NMFS)
Critical habitat, Central California coastal steelhead (X) (NMFS)
- Oncorhynchus tshawytscha
Central Valley spring-run chinook salmon (T) (NMFS)
winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

- Rana draytonii
California red-legged frog (T)
Critical habitat, California red-legged frog (X)

Reptiles

- Caretta caretta
loggerhead turtle (T) (NMFS)
- Chelonia mydas (incl. agassizi)
green turtle (T) (NMFS)
- Dermochelys coriacea
leatherback turtle (E) (NMFS)

Lepidochelys olivacea
olive (=Pacific) ridley sea turtle (T) (NMFS)

Thamnophis sirtalis tetrataenia
San Francisco garter snake (E)

Birds

Brachyramphus marmoratus
Critical habitat, marbled murrelet (X)
marbled murrelet (T)

Charadrius alexandrinus nivosus
western snowy plover (T)

Diomedea albatrus
short-tailed albatross (E)

Pelecanus occidentalis californicus
California brown pelican (E)

Rallus longirostris obsoletus
California clapper rail (E)

Sternula antillarum (=Sterna, =albifrons) browni
California least tern (E)

Mammals

Arctocephalus townsendi
Guadalupe fur seal (T) (NMFS)

Balaenoptera borealis
sei whale (E) (NMFS)

Balaenoptera musculus
blue whale (E) (NMFS)

Balaenoptera physalus
finback (=fin) whale (E) (NMFS)

Enhydra lutris nereis
southern sea otter (T)

Eubalaena (=Balaena) glacialis
right whale (E) (NMFS)

Eumetopias jubatus
Steller (=northern) sea-lion (T) (NMFS)

Physeter catodon (=macrocephalus)
sperm whale (E) (NMFS)

Reithrodontomys raviventris
salt marsh harvest mouse (E)

Plants

Acanthomintha duttonii
San Mateo thornmint (E)

Cirsium fontinale var. fontinale
fountain thistle (E)

Eriophyllum latilobum
San Mateo woolly sunflower (E)

Hesperolinon congestum
Marin dwarf-flax (=western flax) (T)

Pentachaeta bellidiflora
white-rayed pentachaeta (E)

Potentilla hickmanii
Hickman's potentilla (=cinquefoil) (E)

Quads Containing Listed, Proposed or Candidate Species:

MONTARA MOUNTAIN (448C)

SAN MATEO (448D)

County Lists

No county species lists requested.

Key:

- (E) Endangered - Listed as being in danger of extinction.
- (T) Threatened - Listed as likely to become endangered within the foreseeable future.
- (P) Proposed - Officially proposed in the Federal Register for listing as endangered or threatened.
- (NMFS) Species under the Jurisdiction of the [National Oceanic & Atmospheric Administration Fisheries Service](#). Consult with them directly about these species.
- Critical Habitat - Area essential to the conservation of a species.
- (PX) Proposed Critical Habitat - The species is already listed. Critical habitat is being proposed for it.
- (C) Candidate - Candidate to become a proposed species.
- (V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.
- (X) Critical Habitat designated for this species

Important Information About Your Species List

How We Make Species Lists

We store information about endangered and threatened species lists by U.S. Geological Survey 7½ minute quads. The United States is divided into these quads, which are about the size of San Francisco.

The animals on your species list are ones that occur within, or may be affected by projects within, the quads covered by the list.

- Fish and other aquatic species appear on your list if they are in the same watershed as your quad or if water use in your quad might affect them.
- Amphibians will be on the list for a quad or county if pesticides applied in that area may be carried to their habitat by air currents.
- Birds are shown regardless of whether they are resident or migratory. Relevant birds on the county list should be considered regardless of whether they appear on a quad list.

Plants

Any plants on your list are ones that have actually been observed in the area covered by the list. Plants may exist in an area without ever having been detected there. You can find out what's in the surrounding quads through the California Native Plant Society's online [Inventory of Rare and Endangered Plants](#).

Surveying

Some of the species on your list may not be affected by your project. A trained biologist and/or botanist, familiar with the habitat requirements of the species on your list, should determine whether they or habitats suitable for them may be affected by your project. We recommend that your surveys include any proposed and candidate species on your list. See our [Protocol](#) and [Recovery Permits](#) pages.

For plant surveys, we recommend using the [Guidelines for Conducting and Reporting Botanical Inventories](#). The results of your surveys should be published in any environmental documents prepared for your project.

Your Responsibilities Under the Endangered Species Act

All animals identified as listed above are fully protected under the Endangered Species Act of 1973, as amended. Section 9 of the Act and its implementing regulations prohibit the take of a federally listed wildlife species. Take is defined by the Act as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" any such animal.

Take may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or shelter (50 CFR §17.3).

Take incidental to an otherwise lawful activity may be authorized by one of two procedures:

- If a Federal agency is involved with the permitting, funding, or carrying out of a project that may result in take, then that agency must engage in a formal [consultation](#) with the Service.

During formal consultation, the Federal agency, the applicant and the Service work together to avoid or minimize the impact on listed species and their habitat. Such consultation would result in a biological opinion by the Service addressing the anticipated effect of the project on listed and proposed species. The opinion may authorize a limited level of incidental take.

- If no Federal agency is involved with the project, and federally listed species may be taken as part of the project, then you, the applicant, should apply for an incidental take permit. The Service may issue such a permit if you submit a satisfactory conservation plan for the species that would be affected by your project.

Should your survey determine that federally listed or proposed species occur in the area and are likely to be affected by the project, we recommend that you work with this office and the California Department of Fish and Game to develop a plan that minimizes the project's direct and indirect impacts to listed species and compensates for project-related loss of habitat. You should include the plan in any environmental documents you file.

Critical Habitat

When a species is listed as endangered or threatened, areas of habitat considered essential to its conservation may be designated as critical habitat. These areas may require special management considerations or protection. They provide needed space for growth and normal behavior; food, water, air, light, other nutritional or physiological requirements; cover or shelter; and sites for breeding, reproduction, rearing of offspring, germination or seed dispersal.

Although critical habitat may be designated on private or State lands, activities on these lands are not restricted unless there is Federal involvement in the activities or direct harm to listed wildlife.

If any species has proposed or designated critical habitat within a quad, there will be a separate line for this on the species list. Boundary descriptions of the critical habitat may be found in the Federal Register. The information is also reprinted in the Code of Federal Regulations (50 CFR 17.95). See our [Map Room](#) page.

Candidate Species

We recommend that you address impacts to candidate species. We put plants and animals on our candidate list when we have enough scientific information to eventually propose them for listing as threatened or endangered. By considering these species early in your planning process you may be able to avoid the problems that could develop if one of these candidates was listed before the end of your project.

Species of Concern

The Sacramento Fish & Wildlife Office no longer maintains a list of species of concern.

However, various other agencies and organizations maintain lists of at-risk species. These lists provide essential information for land management planning and conservation efforts.

[More info](#)

Wetlands

If your project will impact wetlands, riparian habitat, or other jurisdictional waters as defined by section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act, you will need to obtain a permit from the U.S. Army Corps of Engineers. Impacts to wetland habitats require site specific mitigation and monitoring. For questions regarding wetlands, please contact Mark Littlefield of this office at (916) 414-6520.

Updates

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be February 05, 2013.

A.3 - CNPS Inventory Results

Plant List

92 matches found. Click on scientific name for details

Search Criteria

Found in San Mateo County

Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank
<u><i>Acanthomintha duttonii</i></u>	San Mateo thorn-mint	Lamiaceae	annual herb	1B.1	S1	G1
<u><i>Agrostis blasdalei</i></u>	Blasdale's bent grass	Poaceae	perennial rhizomatous herb	1B.2	S2.2	G2
<u><i>Allium peninsulare</i> var. <i>franciscanum</i></u>	Franciscan onion	Alliaceae	perennial bulbiferous herb	1B.2	S2.2	G5T2
<u><i>Amsinckia lunaris</i></u>	bent-flowered fiddleneck	Boraginaceae	annual herb	1B.2	S2?	G2?
<u><i>Androsace elongata</i> ssp. <i>acuta</i></u>	California androsace	Primulaceae	annual herb	4.2	S3.2?	G5? T3T4
<u><i>Arabis blepharophylla</i></u>	coast rockcress	Brassicaceae	perennial herb	4.3	S3.3?	G3
<u><i>Arctostaphylos andersonii</i></u>	Anderson's manzanita	Ericaceae	perennial evergreen shrub	1B.2	S2?	G2
<u><i>Arctostaphylos imbricata</i></u>	San Bruno Mountain manzanita	Ericaceae	perennial evergreen shrub	1B.1	S1	G1
<u><i>Arctostaphylos montaraensis</i></u>	Montara manzanita	Ericaceae	perennial evergreen shrub	1B.2	S2.2	G2
<u><i>Arctostaphylos pacifica</i></u>	Pacific manzanita	Ericaceae	evergreen shrub	1B.2	S1	G1
<u><i>Arctostaphylos regismontana</i></u>	Kings Mountain manzanita	Ericaceae	perennial evergreen shrub	1B.2	S2.2	G2
<u><i>Astragalus nuttallii</i> var. <i>nuttallii</i></u>	ocean bluff milk-vetch	Fabaceae	perennial herb	4.2	S3.2	G3T3
<u><i>Astragalus pycnostachyus</i> var. <i>pycnostachyus</i></u>	coastal marsh milk-vetch	Fabaceae	perennial herb	1B.2	S2.2	G2T2
<u><i>Calandrinia breweri</i></u>	Brewer's calandrinia	Montiaceae	annual herb	4.2	S3.2?	G4
<u><i>California macrophylla</i></u>	round-leaved filaree	Geraniaceae	annual herb	1B.1	S2	G2
<u><i>Calochortus umbellatus</i></u>	Oakland star-tulip	Liliaceae	perennial bulbiferous herb	4.2	S3.2	G3
<u><i>Calochortus uniflorus</i></u>	large-flowered mariposa lily	Liliaceae	perennial bulbiferous herb	4.2	S3	G4
<u><i>Castilleja ambigua</i> ssp. <i>ambigua</i></u>	johnny-nip	Orobanchaceae	annual herb (hemiparasitic)	4.2	S3	G4T3T4
<u><i>Centromadia parryi</i> ssp. <i>congdonii</i></u>	Congdon's tarplant	Asteraceae	annual herb	1B.2	S2	G4T2

<u>Centromadia parryi ssp. parryi</u>	pappose tarplant	Asteraceae	annual herb	1B.2	S1	G4T1
<u>Chloropyron maritimum ssp. palustre</u>	Point Reyes bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	1B.2	S2.2	G4?T2
<u>Chorizanthe cuspidata var. cuspidata</u>	San Francisco Bay spineflower	Polygonaceae	annual herb	1B.2	S2.2	G2T2
<u>Chorizanthe robusta var. robusta</u>	robust spineflower	Polygonaceae	annual herb	1B.1	S1	G2T1
<u>Cirsium andrewsii</u>	Franciscan thistle	Asteraceae	perennial herb	1B.2	S2.2	G2
<u>Cirsium fontinale var. fontinale</u>	Crystal Springs fountain thistle	Asteraceae	perennial herb	1B.1	S1	G2T2
<u>Collinsia multicolor</u>	San Francisco collinsia	Plantaginaceae	annual herb	1B.2	S2.2	G2
<u>Corethrogyne leucophylla</u>	branching beach aster	Asteraceae	perennial herb	3.2	S3.2	G3Q
<u>Cypripedium fasciculatum</u>	clustered lady's-slipper	Orchidaceae	perennial rhizomatous herb	4.2	S3.2	G4
<u>Cypripedium montanum</u>	mountain lady's-slipper	Orchidaceae	perennial rhizomatous herb	4.2	S4.2	G4
<u>Dirca occidentalis</u>	western leatherwood	Thymelaeaceae	perennial deciduous shrub	1B.2	S2S3	G2G3
<u>Elymus californicus</u>	California bottle-brush grass	Poaceae	perennial herb	4.3	S3.3	G3
<u>Equisetum palustre</u>	marsh horsetail	Equisetaceae	perennial rhizomatous herb	3	S1S2	G5
<u>Eriophyllum latilobum</u>	San Mateo woolly sunflower	Asteraceae	perennial herb	1B.1	S1	G1
<u>Erysimum ammophilum</u>	sand-loving wallflower	Brassicaceae	perennial herb	1B.2	S2.2	G2
<u>Erysimum franciscanum</u>	San Francisco wallflower	Brassicaceae	perennial herb	4.2	S3.2	G3
<u>Fritillaria agrestis</u>	stinkbells	Liliaceae	perennial bulbiferous herb	4.2	S3.2	G3
<u>Fritillaria biflora var. ineziana</u>	Hillsborough chocolate lily	Liliaceae	perennial bulbiferous herb	1B.1	S1.1	G1QT1Q
<u>Fritillaria lanceolata var. tristulis</u>	Marin checker lily	Liliaceae	perennial bulbiferous herb	1B.1	S1.1	G5T1
<u>Fritillaria liliacea</u>	fragrant fritillary	Liliaceae	perennial bulbiferous herb	1B.2	S2	G2
<u>Grindelia hirsutula var. maritima</u>	San Francisco gumplant	Asteraceae	perennial herb	3.2	S1	G5T1Q
<u>Helianthella castanea</u>	Diablo helianthella	Asteraceae	perennial herb	1B.2	S2	G2
<u>Hemizonia congesta ssp. congesta</u>	white seaside tarplant	Asteraceae	annual herb	1B.2	S2S3	G5T2T3
<u>Hesperevax sparsiflora var. brevifolia</u>	short-leaved evax	Asteraceae	annual herb	1B.2	S2S3	G4T2T3
<u>Hesperocypris abramsiana var. butanoensis</u>	Butano Ridge cypress	Cupressaceae	perennial evergreen tree	1B.2	S1	G1T1
<u>Hesperolinon congestum</u>	Marin western flax	Linaceae	annual herb	1B.1	S2	G2

<u>Hordeum intercedens</u>	vernal barley	Poaceae	annual herb	3.2	S3S4	G3G4
<u>Horkelia cuneata var. sericea</u>	Kellogg's horkelia	Rosaceae	perennial herb	1B.1	S1.1	G4T1
<u>Horkelia marinensis</u>	Point Reyes horkelia	Rosaceae	perennial herb	1B.2	S2.2	G2
<u>Iris longipetala</u>	coast iris	Iridaceae	perennial rhizomatous herb	4.2	S3.2	G3
<u>Lasthenia californica ssp. macrantha</u>	perennial goldfields	Asteraceae	perennial herb	1B.2	S2.2	G3T2
<u>Legenere limosa</u>	legenere	Campanulaceae	annual herb	1B.1	S2.2	G2
<u>Leptosiphon acicularis</u>	bristly leptosiphon	Polemoniaceae	annual herb	4.2	S3.2	G3
<u>Leptosiphon ambiguus</u>	serpentine leptosiphon	Polemoniaceae	annual herb	4.2	S3.2	G3
<u>Leptosiphon croceus</u>	coast yellow leptosiphon	Polemoniaceae	annual herb	1B.1	S1.1	G1
<u>Leptosiphon grandiflorus</u>	large-flowered leptosiphon	Polemoniaceae	annual herb	4.2	S3.2	G3
<u>Leptosiphon rosaceus</u>	rose leptosiphon	Polemoniaceae	annual herb	1B.1	S1.1	G1
<u>Lessingia arachnoidea</u>	Crystal Springs lessingia	Asteraceae	annual herb	1B.2	S1.2	G1
<u>Lessingia germanorum</u>	San Francisco lessingia	Asteraceae	annual herb	1B.1	S1	G1
<u>Lessingia hololeuca</u>	woolly-headed lessingia	Asteraceae	annual herb	3	S3	G3
<u>Lilium maritimum</u>	coast lily	Liliaceae	perennial bulbiferous herb	1B.1	S2	G2
<u>Limnanthes douglasii ssp. sulphurea</u>	Point Reyes meadowfoam	Limnanthaceae	annual herb	1B.2	S2	G4T2
<u>Lotus formosissimus</u>	harlequin lotus	Fabaceae	perennial rhizomatous herb	4.2	S3.2	G4
<u>Lupinus arboreus var. eximius</u>	San Mateo tree lupine	Fabaceae	perennial evergreen shrub	3.2	S2.2	G2Q
<u>Malacothamnus aboriginum</u>	Indian Valley bush- mallow	Malvaceae	perennial deciduous shrub	1B.2	S2	G2
<u>Malacothamnus arcuatus</u>	arcuate bush-mallow	Malvaceae	perennial evergreen shrub	1B.2	S2.2	G2Q
<u>Malacothamnus davidsonii</u>	Davidson's bush- mallow	Malvaceae	perennial deciduous shrub	1B.2	S1.1	G1
<u>Malacothamnus hallii</u>	Hall's bush-mallow	Malvaceae	perennial evergreen shrub	1B.2	S2	G2Q
<u>Microseris paludosa</u>	marsh microseris	Asteraceae	perennial herb	1B.2	S2.2	G2
<u>Monardella undulata</u>	curly-leaved monardella	Lamiaceae	annual herb	4.2	S3.2	G3
<u>Monolopia gracilens</u>	woodland woolythreads	Asteraceae	annual herb	1B.2	S2S3	G2G3
<u>Orthotrichum kellmanii</u>	Kellman's bristle moss	Orthotrichaceae	moss	1B.2	S2	G2
<u>Pedicularis dudleyi</u>	Dudley's lousewort	Orobanchaceae	perennial herb	1B.2	S2.2	G2

A.4 - Special-Status Species Tables

Table A.4-1: Sensitive Plant Species

Species		Status			Preferred Habitat	Blooming Period	Potential to Occur/ Known Occurrence/ Suitable Habitat
Scientific Name	Common Name	ESA	CESA	CNPS			
<i>Amsinckia lunaris</i>	Bent-flowered fiddleneck	—	—	1B.2	Coastal bluff scrub, valley and foothill grassland.	March - June	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Allium peninsulare</i> var. <i>franciscanum</i>	Franciscan onion	—	—	1B.2	Found in clay soils derived from volcanic or serpentine bedrock in valley and foothill grassland or cismontane woodland.	May - June	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Arctostaphylos andersonii</i>	Santa Cruz Manzanita	—	—	1B.2	Occurs as a component of chaparral or at edges or in openings of broadleafed upland forest or coniferous forest.	November - April	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Arctostaphylos montarensis</i>	Montara Manzanita	—	—	1B.2	Maritime chaparral and coastal scrub.	January - March	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Arctostaphylos regismontana</i>	King's Mountain Manzanita	—	—	1B.2	Found on soils derived from granite or sandstone in chaparral or openings in broadleafed upland forest or coniferous forest.	January - April	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Centromadia parryi</i> ssp. <i>parryi</i>	Pappose tarplant	—	—	1B.2	Vernally mesic, often alkaline microhabitats in valley and foothill grassland, coastal salt marsh, meadows and seeps, coastal prairie.	May - November	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Chorizanthe cuspidata</i> var. <i>cuspidata</i>	San Francisco Bay spineflower	—	—	1B.2	Sandy soils in coastal bluff scrub, coastal dunes, coastal prairie, or coastal scrub.	April - July	Not Present. Suitable habitat not present and previously developed, urban project site.

Table A.4-1 (cont.): Sensitive Plant Species

Species		Status			Preferred Habitat	Blooming Period	Potential to Occur/ Known Occurrence/ Suitable Habitat
Scientific Name	Common Name	ESA	CESA	CNPS			
<i>Cirsium andrewsii</i>	Franciscan thistle	—	—	1B.2	Mesic and sometimes serpentine derived soils in coastal bluff scrub, coastal scrub, and coastal prairie.	March - July	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Collinsia multicolor</i>	San Francisco collinsia	—	—	1B.2	Sometimes on serpentine soils in coastal scrub.	March - May	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Cordylanthus maritimus</i> ssp. <i>palustris</i>	Point Reyes bird's beak	—	—	1B.2	Coastal salt marsh.	June - October	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Dirca occidentalis</i>	Western leatherwood	—	—	1B.2	Occurs in mesic situations in a variety of habitats, including riparian woodland and forest, chaparral, broadleafed upland forest, and cismontane woodland.	January - March	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Eriogonum luteolum</i> var. <i>caninum</i>	Tiburon buckwheat	—	—	1B.2	Serpentinite, sandy or gravelly soils in valley and foothill grasslands, coastal prairie, cismontane woodlands or chaparral.	June - September	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Fritillaria biflora</i> var. <i>ineziana</i>	Hillsborough chocolate lily	—	—	1B.1	Serpentine derived soils in valley and foothill grassland and cismontane woodland	March - April	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Fritillaria liliacea</i>	Fragrant fritillary	FSC	—	1B.2	Coastal prairie and scrub, grasslands, often on serpentine soils.	February - April	Not Present. Suitable habitat not present and previously developed, urban project site.

Table A.4-1 (cont.): Sensitive Plant Species

Species		Status			Preferred Habitat	Blooming Period	Potential to Occur/ Known Occurrence/ Suitable Habitat
Scientific Name	Common Name	ESA	CESA	CNPS			
<i>Gilia capitata ssp. chamissonis</i>	Dune gilia	—	—	1B.1	Coastal dunes and coastal scrub.	April - June	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Grindelia hirsutula var. maritime</i>	San Francisco gumplant	—	—	1B.2	Sandy or serpentine soils in coastal bluff scrub, coastal scrub, valley and foothill grassland.	June - September	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Hesperevax sparsiflora var. brevifolia</i>	Short-leaved evax	—	—	2.2	Sandy soils in coastal bluff scrub.	March - June	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Leptosiphon croceus</i>	Coast yellow leptosiphon	—	—	1B.1	Coastal prairie and coastal bluff scrub.	April - May	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Leptosiphon rosaceus</i>	Rose leptosiphon	—	—	1B.1	Coastal bluff scrub.	April - May	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Lessingia arachnoidea</i>	Crystal Springs lessingia	—	—	1B.2	Grows in serpentine soils in valley and foothill grassland, coastal scrub, and cismontane woodland. Often on roadsides.	July - October	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Lilium maritimum</i>	Coast lily	—	—	1B.1	Freshwater marshes and swamps, coastal scrub, coastal prairie, closed-cone coniferous forest, and broadleaved upland forest, always within a few miles of the coast.	May - August	Not Present. Suitable habitat not present and previously developed, urban project site.

Table A.4-1 (cont.): Sensitive Plant Species

Species		Status			Preferred Habitat	Blooming Period	Potential to Occur/ Known Occurrence/ Suitable Habitat
Scientific Name	Common Name	ESA	CESA	CNPS			
<i>Malacothamnus aboriginum</i>	Indian Valley bush mallow	—	—	1B.2	Rocky, often burned areas in chaparral or cismontane woodland.	April - October	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Malacothamnus arcuatus</i>	Arcuate bush mallow	—	—	1B.2	Chaparral, cismontane woodland.	April - September	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Malacothamnus davidsonii</i>	Davidson's bush mallow	—	—	1B.2	Coastal scrub, chaparral, cismontane woodland, riparian woodland.	June - January	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Malacothamnus hallii</i>	Hall's bush mallow	—	—	1B.2	Coastal scrub and chaparral.	May - September	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Plagiobothrys chlorisianus</i> var. <i>chorisianus</i>	Choris' popcorn-flower	—	—	1B.2	Mesic areas in coastal prairie, coastal scrub, and chaparral.	March - June	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Silene verecunda</i> ssp. <i>verecunda</i>	San Francisco campion	—	—	1B.2	Sandy soils in valley and foothill grassland, coastal scrub, and chaparral.	March - June	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Trifolium depauperatum</i> var. <i>hydrophilum</i>	Saline clover	—	—	1B.2	Marshes and swamps, vernal pools, valley and foothill grassland.	April - June	Not Present. Suitable habitat not present and previously developed, urban project site.

Table A.4-1 (cont.): Sensitive Plant Species

Species		Status			Preferred Habitat	Blooming Period	Potential to Occur/ Known Occurrence/ Suitable Habitat
Scientific Name	Common Name	ESA	CESA	CNPS			
<i>Triphysaria floribunda</i>	San Francisco owl's clover	—	—	1B.2	Usually on serpentine-derived soils in coastal prairie, coastal scrub, or valley and foothill grassland.	April - June	Not Present. Suitable habitat not present and previously developed, urban project site.
<i>Triquetrella californica</i>	California triquetrella	—	—	1B.2	Coastal bluff scrub and coastal scrub.	December - March	Not Present. Suitable habitat not present and previously developed, urban project site.
ESA FE Federally listed endangered FT Federally listed threatened FPE Federally proposed endangered FPT Federally proposed threatened FC Federal candidate		CESA SE State listed endangered ST State listed threatened SR State listed rare			CNPS 1A Presumed extinct in California. 1B Rare, threatened, or endangered in California and elsewhere. 2 Rare, threatened, or endangered in California, but more common elsewhere.		
<p>Species Present - The species was observed on the project site at the time of the survey or during a previous biological survey.</p> <p>High Potential to Occur - There is both suitable habitat associated with the species and a historical record of the species on or in the immediate vicinity of the project site, within 3 miles.</p> <p>Moderate Potential to Occur - The diagnostic habitats associated with the species occur on or in the immediate vicinity of the project site, but there is not a recorded occurrence of the species within the immediate vicinity, within 3 miles. Some species that contain extremely limited distributions may be considered moderate, even if there is a recorded occurrence in the immediate vicinity.</p> <p>Low Potential to Occur - There is a historical record of the species in the vicinity of the project site and potentially suitable habitat onsite, but existing conditions, such as density of cover, prevalence of non-native species, evidence of disturbance, limited habitat area, isolation, substantially reduce the possibility that the species may occur. The site is above or below the recognized elevation limits for this species.</p>							

Table A.4-2: Sensitive Wildlife Species

Species		Status			Preferred Habitat	Potential to Occur/ Known Occurrence/ Suitable Habitat
Scientific Name	Common Name	ESA	CESA	Other		
Invertebrates						
<i>Calicina minor</i>	Edgewood blind harvestman	FSC	—	—	Harvestmen are generally restricted to microhabitats exhibiting high humidity, total darkness, and warmth in a variety of mesic habitat types. This species is restricted to serpentine soils.	Not present. Suitable habitat not present at previously developed, urban project site. This species has been recorded within 5-miles of the project site.
<i>Callophrys mosii bayensis</i>	San Bruno elfin butterfly	FE	—	—	San Bruno Elfin Butterfly inhabits rocky outcrops and cliffs in coastal scrub on the San Francisco peninsula.	Not present. Suitable habitat not present at previously developed, urban project site. This species has been recorded within 5-miles of the project site.
<i>Hydrochara rickseckeri</i>	Ricksecker's water scavenger beetle	FSC	—	—	Found in areas capable of ponding water, including freshwater seeps, springs, farm ponds, and slow-moving streams.	Not present. Suitable habitat not present at previously developed, urban project site. This species has not been recorded within 5-miles of the project site.
<i>Plebejus icarioides missionensis</i>	Mission blue butterfly	FE	—	—	The butterfly depends solely on three species of perennial lupine for its reproduction, the varied lupine, silver lupine and the Summer lupine. The Mission Blue requires the lupine to lay their eggs and nourish the larvae. Without these species, the Mission Blue cannot reproduce and thus cannot survive.	Not present. Suitable habitat not present at previously developed, urban project site. This species has been recorded within 5-miles of the project site.
Amphibians						
<i>Rana draytonii</i>	California Red-Legged Frog	FT	—	CDFG: CSC	Foothill ponds and streams with none to dense shrubby or emergent riparian vegetation, minimum 11-20 weeks of water for larval development, and upland refugia for aestivation. Occurs primarily in the foothills of the central Coast Ranges, with isolated populations in the Sierra Nevada.	Low. There is minimal aestivation habitat along Mills Creek available for the species. Occurrences of this species within 5-miles of the project site are typically found in the San Francisco State Fish and Game Refuge to the west of the project.

Table A.4-2 (cont.): Sensitive Wildlife Species

Species		Status			Preferred Habitat	Potential to Occur/ Known Occurrence/ Suitable Habitat
Scientific Name	Common Name	ESA	CESA	Other		
Reptiles						
<i>Actinemys marmorata</i>	western pond turtle	None	None	CDFG: CSC	The western pond turtle inhabits permanent or nearly permanent bodies of water in many habitat types below 6,000 feet. Requires basking sites such as partially submerged logs, vegetation mats, or open mud banks. Needs suitable nesting sites.	Low. This species was not observed onsite and there are minimal basking sites available for this species. There are known occurrences of this species within 5 miles of the site within the vicinity of the Lower Crystal Springs Reservoir.
<i>Thamnophis sirtalis tetrataenia</i>	San Francisco garter snake	FE	CE	—	The snake's preferred habitat is a densely vegetated pond near an open hillside where it can sun, feed, and find cover in rodent burrows; however, markedly less suitable habitat can be successfully used. Temporary ponds and other seasonal freshwater bodies are also appropriate. This subspecies avoids brackish marsh areas because its preferred prey, the California red-legged frog (<i>Rana draytonii</i>), cannot survive in saline water. Emergent and bankside vegetation such as cattails (<i>Typha</i> spp.), bulrushes (<i>Scirpus</i> spp.), and spike rushes (<i>Juncus</i> spp. and <i>Eleocharis</i> spp.) apparently are preferred and used for cover.	Low. This species was not observed onsite and there is minimal open hillsides for sunning, feeding, or rodent burrows for cover. There are known occurrences of this species within 5 miles of the site within the vicinity of the Lower Crystal Springs Reservoir.
Birds						
<i>Accipiter cooperi</i>	Cooper's hawk	—	—	CDFG: CSC	Nests in conifers or deciduous stands near riparian areas; also nests in urban areas near riparian corridors.	Low to Moderate. Suitable nesting habitat occurs in mature eucalyptus and conifers in the project vicinity. While high ambient noise and activity levels along El Camino Real likely preclude nesting for most raptors, they may nest in large trees in

Table A.4-2 (cont.): Sensitive Wildlife Species

Species		Status			Preferred Habitat	Potential to Occur/ Known Occurrence/ Suitable Habitat
Scientific Name	Common Name	ESA	CESA	Other		
						quieter residential areas within 500 feet of the project area. Not recorded within 5-miles of the project site.
<i>Accipiter striatus</i>	Sharp-shinned hawk	—	—	CDFG: CSC	Nests forest canopy.	Low. Do not generally breed in the region. May winter in the area, using large trees in the project vicinity. Not recorded within 5-miles of the project site.
<i>Athene cunicularia</i>	Burrowing owl	FSC	—	CDFG: CSC	Nests and forages in grasslands, agricultural fields, and low scrub habitats, especially where ground squirrel burrows are present; occasionally inhabits artificial structures and small patches of Disturbed habitat. Year-round range includes the Central Valley and Delta and portions of the central coast, eastern California, and southern California	Low. While it may occur within 5-miles of the project site, there are no suitable burrows for nesting within the previously developed, already urbanized project area. One recorded observation within 5-miles of the project site.
<i>Bubo virginianus</i>	Great horned owl	—	—	—	Often uses abandoned nests of corvids or squirrels; nests in large oaks, conifers, eucalyptus.	Low to Moderate. Suitable nesting habitat occurs in mature eucalyptus and conifers in the project vicinity. While high ambient noise and activity levels along El Camino Real likely preclude nesting for most raptors, they may nest in large trees in quieter residential areas within 500 feet of the project area.
<i>Buteo lineatus</i>	Red-shouldered hawk	—	—	—	Usually nests in large trees, often in woodland or riparian deciduous habitats. Forages over open grasslands and woodlands.	Low to Moderate. Suitable nesting habitat occurs in mature eucalyptus and conifers in project vicinity. While high ambient noise and activity levels along El Camino Real likely preclude nesting for most raptors, they may nest in large trees in quieter residential areas within 500 feet of the project area.

Table A.4-2 (cont.): Sensitive Wildlife Species

Species		Status			Preferred Habitat	Potential to Occur/ Known Occurrence/ Suitable Habitat
Scientific Name	Common Name	ESA	CESA	Other		
<i>Buteo jamaicensis</i>	Red-tailed hawk	—	—	—	Usually nests in large trees, often in woodland or riparian deciduous habitats.	Low to Moderate. Suitable nesting habitat occurs in mature eucalyptus and conifers in project vicinity. While high ambient noise and activity levels along El Camino Real likely preclude nesting for most raptors, they may nest in large trees in quieter residential areas within 500 feet or line of sight of the project area.
<i>Falco sparverius</i>	American kestrel	—	—	—	Nests in cavities in large trees near open areas.	Low. Suitable nesting habitat occurs in mature eucalyptus and conifers in project vicinity. However, this species is unlikely to be found in the project vicinity due to the lack of open grasslands.
<i>Geothlypis trichas sinuosa</i>	Salt-marsh common yellowthroat	FSC	—	CDFG: CSC	Emergent wetlands.	Not present. Suitable habitat not present within the project vicinity. Not recorded within 5-miles of the project site.
<i>Melospiza melodia pusillula</i>	Alameda song sparrow	—	—	CDFG: CSC	Salt Marshes of central San Francisco Bay.	Not Present. Suitable habitat not available at previously developed urban project site. Records within 5-miles of the project site.
<i>Phalacrocorax auritus</i>	Double-crested cormorant	—	—	CDFG: CSC	Nests colonially on coastal cliffs, offshore islands, and along lake margins.	Not Present. Suitable habitat not available at previously developed urban project site. Not recorded within 5-miles of the project site.
<i>Rallus longirostris obseletus</i>	California Clapper Rail	FE	CE	—	Nests and forages in dense cordgrass and cattail marshes with vegetated refugia during the highest tides. Year-round near Coastal range, surrounds San Francisco and San Pablo bays, and documented at several locations in Suisun Bay.	Not Present. Suitable habitat not available at previously developed urban project site. Observed within 5-miles of the project site.

Table A.4-2 (cont.): Sensitive Wildlife Species

Species		Status			Preferred Habitat	Potential to Occur/ Known Occurrence/ Suitable Habitat
Scientific Name	Common Name	ESA	CESA	Other		
Mammals						
<i>Antrozous pallidus</i>	Pallid bat	FSC	—	CDFG: CSC	Pallid bat occurs in various habitats including grasslands, scrubs, woodlands, mixed conifer forests, but is most common in open, dry habitats with rocky areas for roosting. Day roosts include hollow trees, buildings, caves, crevices, and mines.	Low. Potential roosting habitat may be available in trees or within the vicinity of the project site. However, there is a general lack of foraging in the area. Observed within 5-miles of the project site.
<i>Lasiurus cinereus</i>	Hoary Bat	—	—	CDFG: CSC	A relatively common, solitary species that occurs throughout California, wintering along the coast and in southern California, and breeding in areas inland and north of the winter range. Prefers open habitats or habitat mosaics, with trees or cover and open areas or habitat edges for feeding. Prefers to roost in dense foliage of medium to large trees.	Low. Potential roosting habitat is available in eucalyptus and other large trees in the vicinity of the project site but there is an overall lack of foraging habitat. May migrate through the area and may potentially winter in the area as well. Observed within 5-miles of the project site.
<i>Myotis thysanodes</i>	Fringed myotis	FSC	—	—	Inhabits a variety of woodland habitats, roosts in crevices or caves, and forages over water and open habitats.	Low. Potential roosting habitat is available in eucalyptus and other large trees in the vicinity of the site, but there is an overall lack of foraging habitat. Observed within 5-miles of the project site.
<i>Neotoma fuscipes</i>	Dusky-footed woodrat	FSC	—	CDFG: CSC	Woodlands with well developed shrubby understory, chaparral, and coastal scrub. Build houses from plant materials and man-made debris.	Not Present. Suitable habitat not present at previously developed urban project site. No records within 5-miles of the project site.
<i>Nyctinomops macrotis</i>	Big free-tailed bat	—	—	CDFG: CSC	Known from isolated populations throughout southwestern U.S., into Mexico. Lives in rocky areas of desert scrub or coniferous forests. Roosts by day in crevices on cliff faces. Feeds on	Low. Rare and not known to breed in California. Suitable maternity colony habitat not present at previously developed, urban project site. May migrate through the area and be present on a transient basis.

Table A.4-2 (cont.): Sensitive Wildlife Species

Species		Status			Preferred Habitat	Potential to Occur/ Known Occurrence/ Suitable Habitat
Scientific Name	Common Name	ESA	CESA	Other		
					insects. Forms colonies and bear one young each year, in the early summer.	No records within 5-miles of the project site.
<i>Taxidea taxus</i>	American Badger	None	None	CDFG: CSC	Badgers occupy a variety of habitats, including grasslands, savannas, and mountain meadows near timberline. Principal requirements are sufficient food, friable soils, and relatively open uncultivated ground. Badgers prey primarily on burrowing rodents such as gophers and ground squirrels but will eat a variety of other animals, including reptiles, birds and their eggs, bees, and other insects.	Not Present. Suitable habitat not present at previously developed, urban project site. No records within 5-miles of the project site.
ESA FE Federally listed endangered FT Federally listed threatened FPE Federally proposed endangered FPT Federally proposed threatened FC Federal candidate FSC Federal species of concern		CESA SE State listed endangered ST State listed threatened			Other CDFG:CSC California Species of Concern CDFG:FP Fully Protected Species CDFG:P Protected Species	
<p>Species Present - The species was observed on the project site at the time of the survey or during a previous biological survey.</p> <p>High Potential to Occur - There is both suitable habitat associated with the species and a historical record of the species on or in the immediate vicinity of the project site, within 3 miles.</p> <p>Moderate Potential to Occur - The diagnostic habitats associated with the species occur on or in the immediate vicinity of the project site, but there is not a recorded occurrence of the species within the immediate vicinity, within 3 miles. Some species that contain extremely limited distributions may be considered moderate, even if there is a recorded occurrence in the immediate vicinity.</p> <p>Low Potential to Occur - There is a historical record of the species in the vicinity of the project site and potentially suitable habitat onsite, but existing conditions, such as density of cover, prevalence of non-native species, evidence of disturbance, limited habitat area, isolation, substantially reduce the possibility that the species may occur. The site is above or below the recognized elevation limits for this species.</p>						

Appendix B: Tree Report



CITY OF BURLINGAME
PARKS & RECREATION DEPARTMENT

850 Burlingame Avenue Burlingame, California 94010
Telephone: (650) 558-7300 • Parks/Trees (650) 558-7330
Fax: (650) 696-7216 • Email: recreation@burlingame.org



May 26, 2011

Mr. Pat Fellowes
1008 Laurel Street
San Carlos, CA 94070

Dear Mr. Fellowes:

We are in receipt of the signed "Protected Tree Removal Permit" application. You also submitted and a copy a letter from Michael A. Stephan of Adeline Market regarding damage to his property from the tree located near the south-east corner of his property. As indicated in my letter to you dated May 11, 2011, approval to remove the six trees was contingent upon: 1) once the building and landscape plans had been approved, 2) that the trees would fall within the footprint of the proposed project, and 3) that the permit would be held in our office until the condition as stated (in #1) are met.

Since the development for this property is still in the planning stages, you may wish to trim or maintain the tree(s) per your arborist's recommendations to relieve the concerns of the neighboring property owner. As a reminder, the crown of the tree(s) can be trimmed up 1/3 without obtaining a permit from our department.

Sincerely,

A handwritten signature in cursive script that reads "Bob Disco".

Bob Disco
Parks Supervisor/Arborist

PROTECTED TREE REMOVAL
PERMIT APPLICATION

PARKS & RECREATION DEPARTMENT
850 BURLINGAME AVENUE
BURLINGAME, CA 94010
(650) 558-7330

The undersigned owner of the property at:

ADDRESS: 1509 El Camino Real, Burlingame
(print or type)

hereby applies for a permit to remove or prune more than 1/3 of the crown or roots of the following protected tree(s):

deodar cedar,
SPECIES bunya-bunya, Spanish fir, CIRCUMFERENCE All except Spanish fir are protected.
LOCATION ON PROPERTY Please see attached tree location map. See report.
WORK TO BE PERFORMED Remove trees 120 - 126. See report
REASON WORK IS NECESSARY See supplemental information.

(Please use back of form for additional comments.)

NOTE: A PHOTOGRAPH OF THE TREE(S)
MUST BE SUBMITTED ALONG WITH A

OWNER (Print) Mr. Pat Fellowes

\$75.00 CHECK TO: CITY OF BURLINGAME

ADDRESS 1008 Laurel St San Carlos,

Attach any supporting documentation you may have
(Example: Report from an Independent Arborist).

PHONE 415 987 2954

*# 836/475/5.2.2011

PERMIT

This permit allows the applicant to remove or prune the above listed tree(s) in accordance with the provisions of the Urban Reforestation and Tree Protection Ordinance (Municipal Code Chapter 11.06). By signing this permit, the applicant acknowledges receipt of a copy of Chapter 11.06, and agrees to comply with its provisions and all conditions listed below; and that all appeals have expired or been resolved.

OWNER Patrick Fellowes (for 1509 El Camino Real LLC)

CITY ARBORIST _____

PARKS & RECREATION DIRECTOR _____

CONDITIONS: _____ 24 - inch box size landscape tree(s)
planted anywhere on the property.
the allotted time as specified in Sect
for each tree into the tree replaceme

_____ NO replacement(s) required. Cont
(650) 558-7330 when removal(s) con

DATE PERMIT EFFECTIVE _____ PERMIT EX _____

*This work should be done by qualified tree professionals a
available at the job site at all times when work*

* Signed Permit
Returned 5.25.

* Appeal mailed
5.25.2011

* Permit on hold
until proposed
project approved
by Planning



**CITY OF BURLINGAME
PARKS & RECREATION DEPARTMENT**

850 Burlingame Avenue Burlingame, California 94010
Telephone: (650) 558-7300 • Parks/Trees (650) 558-7330
Fax: (650) 696-7216 • Email: recreation@burlingame.org



May 24, 2011

Nina Weil
1520 Balboa Avenue
Burlingame, CA 94010

RE: APPEAL OF REQUEST FOR REMOVAL OF SIX PROTECTED SIZED TREES (5 DEODAR CEDAR TREES AND 1 BUNYA-BUNYA TREE) @ 1509 EL CAMINO REAL - BURLINGAME

Our office is in receipt of your letter appealing the removal of six (s) protected sized trees at 1509 El Camino Real. As stated in the notification letter to the applicant Mr. Pat Fellowes, and copied to nearby property owners:

- 1) I intend to issue a permit to remove the 6 protected sized trees, once the building and landscape plans have been approved and permit for construction have been issued.
- 2) The six protected sized trees (as proposed) will fall within the footprint of the proposed project.
- 3) The permit will be held in our office until the conditions as stated (in #1) are met.

To clarify, the proposed project will be scheduled for review by the Planning Commission after the plans for the proposed project have been submitted by the applicant. You and neighboring properties will be notified when this proposed project comes before the Planning Commission.

The applicant and adjacent property owner(s) at the addresses listed below are also receiving notification of this information. Our office may be contacted at (650) 558-7330 if you should have any questions.

Sincerely,


Bob Disco
Parks Supervisor

bd/kh

Mr. Pat Fellowes
1009 Laurel Street
San Carlos, CA 94070

Property Owner
1516 Balboa Avenue
Burlingame, CA 94010

Property Owner
1520 Balboa Avenue
Burlingame, CA 94010

Property Owner
1518 Albemarle Way
Burlingame, CA 94010

Nina Weil
1520 Balboa Avenue
Burlingame, CA 94010
650-348-6971; nina@ninaweil.com

May 20, 2011

To: Mr. Bob Disco, Parks Supervisor
From: Nina Weil

Subj: Request for Removal of 6 protected trees @1509 El Camino Real-Burlingame

Dear Mr. Disco,

I would like to state my objection to the removal of the protected trees.

Several years ago, Mr. Fellowes submitted plans for a condo project to the planning commission and he was asked to revise the plans to be more in fitting with the neighborhood.

One of the provisions for resubmitting plans was NOT to remove the trees and to scale back the plan to be more in keeping with the area.

I respectfully ask that these trees not be removed as they do not propose any immediate hazard, and that the developer respects the request of the planning commission. Even if the project changes from condos to apartments, I believe the request to design around the trees needs to be honored.

Thank you for your consideration.

Sincerely,


Nina Weil, Property Owner 1520 Balboa Avenue, Burlingame

City of Burlingame
Parks & Recreation Department

850 Burlingame Avenue, Burlingame, California 94010-2899
Parks Division Telephone (650) 558-7330
Fax: (650) 696-7216 * Email: parks@burlingame.org

May 11, 2011

Mr. Pat Fellowes
1008 Laurel Street
San Carlos, CA 94070

**RE: REQUEST FOR REMOVAL OF SIX PROTECTED SIZED TREES (5 DEODAR CEDAR TREES
AND 1 BUNYA-BUNYA TREE @ 1509 EL CAMINO REAL - BURLINGAME**

I reviewed your request for the removal of the above mentioned trees on the property at the above address. Subject to the provisions and in accordance with Burlingame Municipal Code chapter 11.06, I intend to issue a permit to remove the 6 protected sized trees, once the building and landscape plans have been approved and permits for construction have been issued:

- 1) The six protected sized trees will fall within the footprint of the proposed project.
- 2) Though the trees were listed in the independent arborist report to be in "poor or very poor" condition, none of these trees pose an immediate hazard.
- 3) *Six 24-inch box size landscape trees* (no fruit or nut trees) will be required as replacement trees as defined in Section 11.06.090 and should be included on the landscape plan submitted for the project.

If you are in agreement with these conditions, please sign the enclosed permit and return in the self addressed envelope by May 25, 2011. The permit will be held in our office until the conditions as stated are met.

Adjacent property owner(s) as the addresses listed below are also receiving notification of this decision. Appeals to this decision or any of its conditions or findings, must be filed in writing to our office by *May 25, 2011* provided in Section 11.06.080 of the *Urban Reforestation and Tree Protection Ordinance (Burlingame Municipal Code Chapter 11.06)*.

Our office may be contacted at (650) 558-7330 if you should have any questions.

Sincerely,



Bob Disco
Parks Supervisor

bd/kh

CC: Property Owner
1516 Balboa Avenue
Burlingame, CA 94010

Property Owner
1520 Balboa Avenue
Burlingame, CA 94010

Property Owner
1518 Albemarle Way
Burlingame, CA 94010

PROTECTED TREE REMOVAL
PERMIT APPLICATION

PARKS & RECREATION DEPARTMENT
850 BURLINGAME AVENUE
BURLINGAME, CA 94010
(650) 558-7330

The undersigned owner of the property at:

ADDRESS: 1509 El Camino Real, Burlingame
(print or type)

hereby applies for a permit to remove or prune more than 1/3 of the crown or roots of the following protected tree(s):

SPECIES deodar cedar, bunya-bunya, Spanish fir CIRCUMFERENCE All except Spanish fir are protected.
LOCATION ON PROPERTY Please see attached tree location map. See report.
WORK TO BE PERFORMED Remove trees 120-126. See report
REASON WORK IS NECESSARY See supplemental information.

(Please use back of form for additional comments.)

NOTE: A PHOTOGRAPH OF THE TREE(S)
MUST BE SUBMITTED ALONG WITH A
\$75.00 CHECK TO: CITY OF BURLINGAME
Attach any supporting documentation you may have
(Example: Report from an Independent Arborist).

OWNER (Print) Mr. Pat Fellowes
ADDRESS 1008 Laurel St San Carlos,
PHONE 415 987 2954

#836/\$75/5.2.2011

PERMIT

This permit allows the applicant to remove or prune the above listed tree(s) in accordance with the provisions of the Urban Reforestation and Tree Protection Ordinance (Municipal Code) the applicant acknowledges receipt of a copy of Chapter 11.06, and agree conditions listed below; and that all appeals have expired or been resolve

OWNER _____
CITY ARBORIST _____
PARKS & RECREATION DIRECTOR _____

CONDITIONS: _____ 24 - inch box size landscape tree(s) w
planted anywhere on the property. If c
the allotted time as specified in Section
for each tree into the tree replacement
_____ NO replacement(s) required. Contact
(650) 558-7330 when removal(s) compl

DATE PERMIT EFFECTIVE _____ PERMIT EXPIRE _____

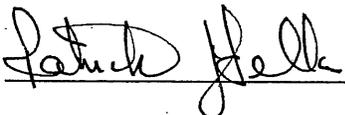
This work should be done by qualified tree professionals and available at the job site at all times when work is being performed.

BO CK'g w/ [unclear]
Hold onto
permit
until Plan'g
Commission
approval of
project 5/22

Supplemental Information
1509 El Camino Real
Protected Tree Removal
Permit Application

New building construction, lot configuration, and adjacencies limit location for new building construction. Also, the bunya-bunya tree is leaning 15 to 20 feet off of vertical. This species typically has a weak and small root structure. It randomly drops 10 to 15 pound cones which presents a safety hazard. The neighbors strongly prefer that the bunya-bunya tree be removed.

Ralph Osterling Consultants recommends removal of the bunya-bunya tree in order to preserve public health and safety, and to prevent property damage. See arborist report, photographs, supporting information, and email dated 4/28/11.

Pat Fellowes  Date 4-29-11

Permit approved
with conditions

① Permit to remove seven protected size trees # 120, 122, 123, 124, ~~125~~, 121, ~~126~~ will be issued once the building ^{landscape} plans have been approved and permits for construction have been issued.

In accordance with the municipal code any protected trees within the ~~project~~ footprint of a proposed ~~to~~ construction improvement shall be approved. The ~~seven trees listed for removal~~ ^{independent} report indicates the trees are in "poor to very poor" condition, but, it is my opinion that none of the trees pose an immediate hazard. Therefore the permit for removal ^{for five trees is issued} will be issued prior to demolition of the existing building.

1516 } Balboa
1520 }

1518 } Albemarle
~~1520~~ }

② Landscape Plan should include ^{24" box size} along with 6 new landscape trees.

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- CEEC (2)
- BHS
- ETSA (1)
- campaign '09
- Douglas Avenue drive less.
- edd
- finances
- Healing Journeys
- high speed rail
- Itzi
- LDH (1)
- lincoln school
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- myriad
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- refinance 10/09
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- Schoolloop
- SLM
- susnow
- Travel (1)
- ucsf
- Work
- work opportunities
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- 4 more >

photo id Inbox X

Ralph Osterling

hide details 3:19 PM (21 hours ago)

Reply

Lisa and Stan *Vistica*

<hapvist@gmail.com>

Thu, Apr 28, 2011 at 3:19

PM

photo id

Stan

Image 95 dog leg multi trunk unsafe #125

Image 96 Heavy buna buna crown, leaning

Image 97 off balance crowns and leaning buna

Image 98 from El Camino dense crowns heavy competition

Image 99 long buna branches with armed (sharp pointed) leaves

Image 1600 tree 125 unsafe crotch

Image 01 heavy buna crown, unsafe leaves

Image 02 sharp spines on ends of leaflet very unsafe

Image 03 from Adeline one sided multi trunk crown on front tree, heavy buna branches and unsafe leaves

This is for conversation.

Ralph

Ralph Osterling

President

ralph@ralphosterling.com

Ralph Osterling Consultants, Inc.

1650 Borel Place, #204

San Mateo, California

94402

(650) 573-8733

(415) 860-1557 cell

(650) 345-7890 fax

Reply

Forward

Lisa and Stan to Ralph

show details 4:48 PM (20 hours ago)

Reply

Ralph,

This reads clearly. Only point of clarification would be Image 97, are the crowns referred to cedar?

Stan

- Show quoted text -

Reply

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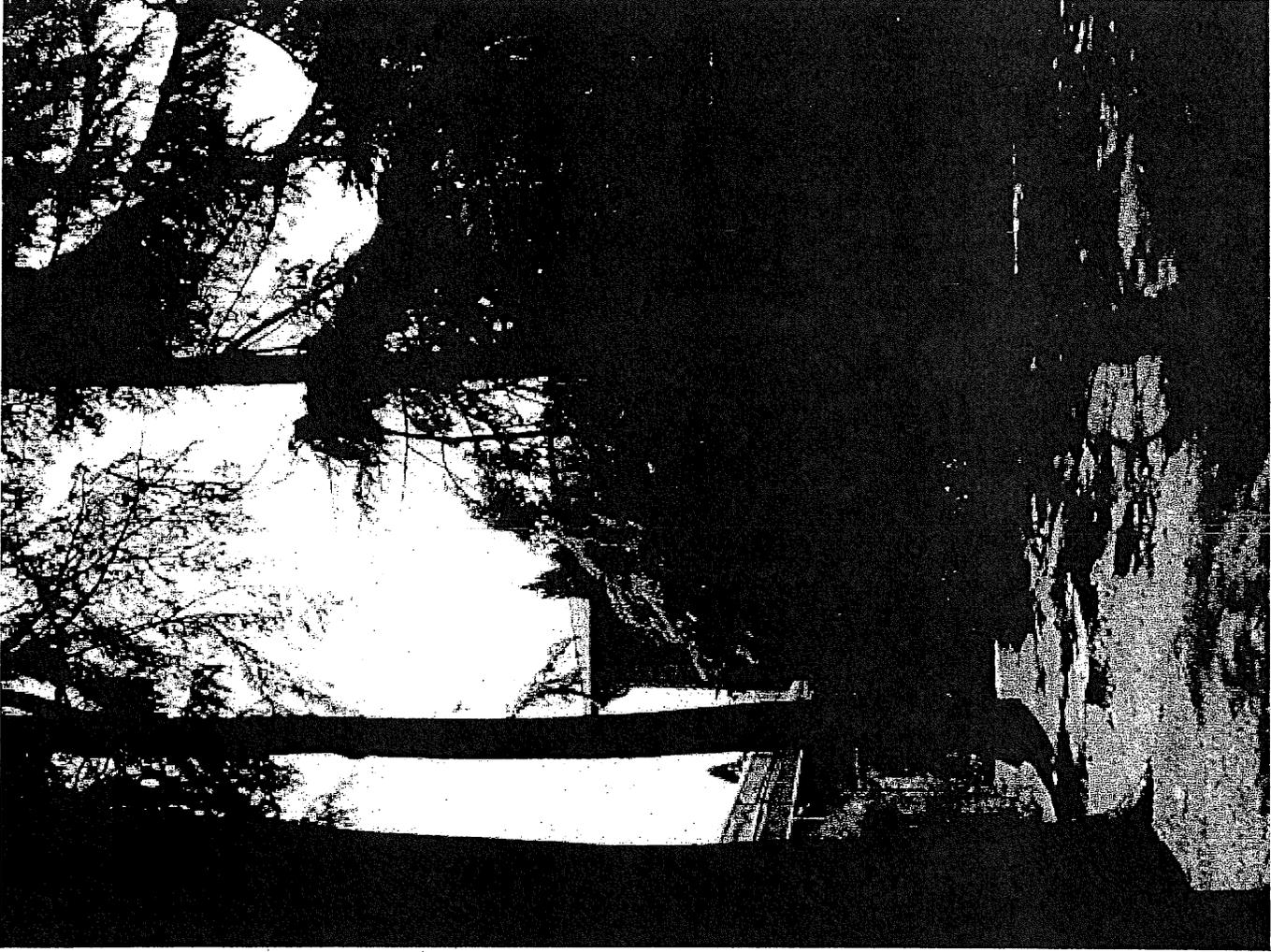
[Elm Tree »](#)

[Tree Work »](#)

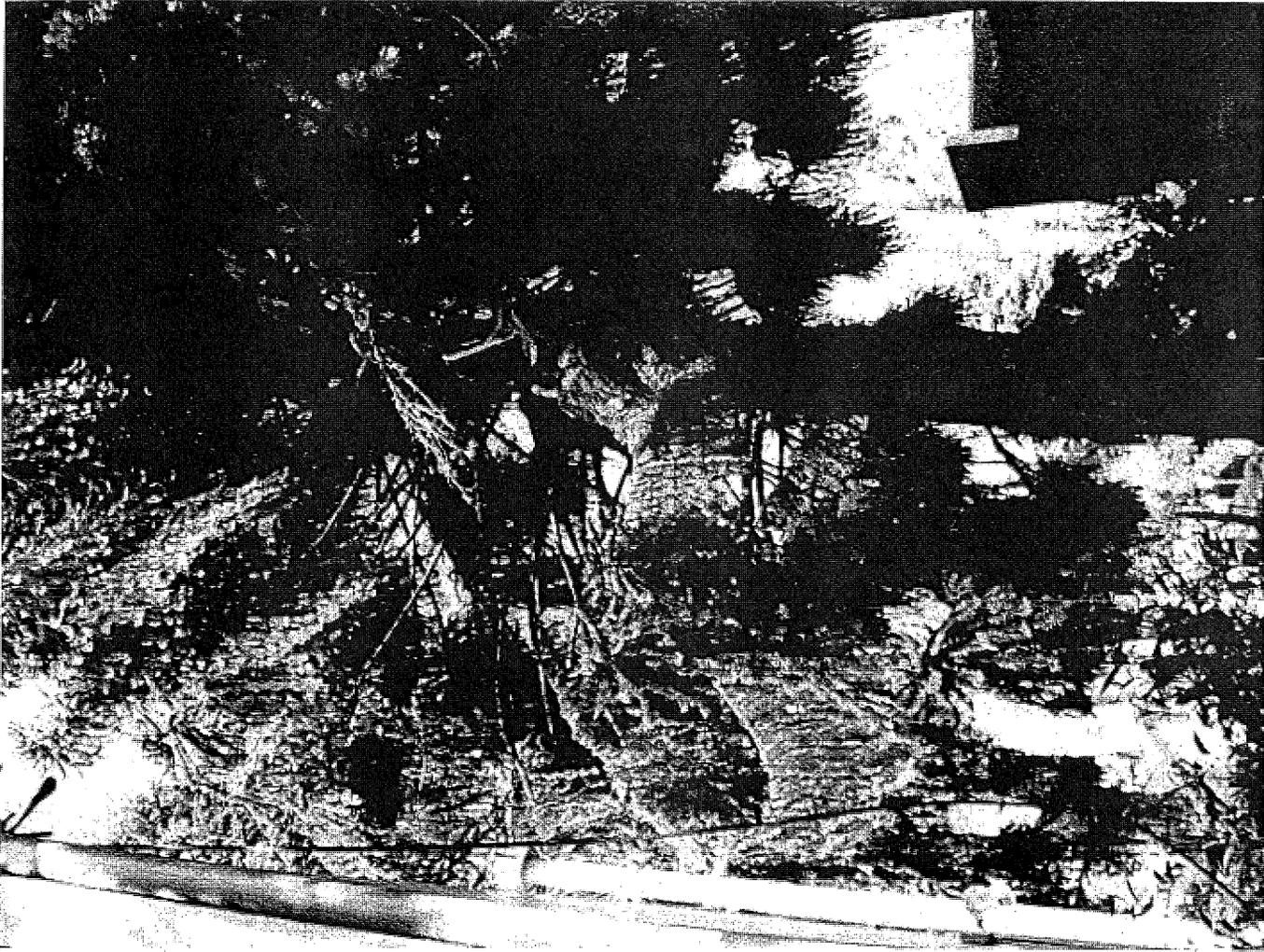
[About these links](#)

Chat

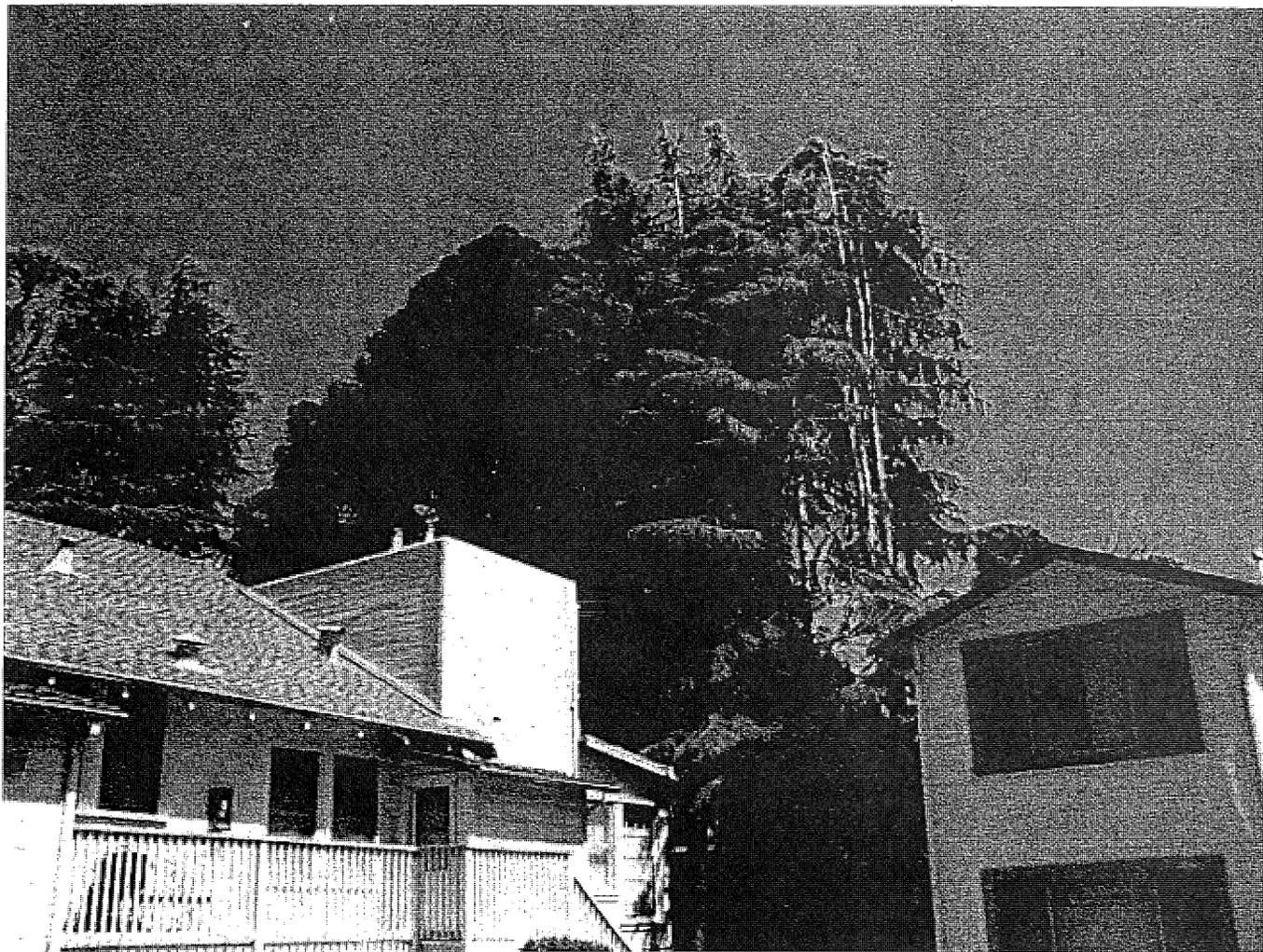
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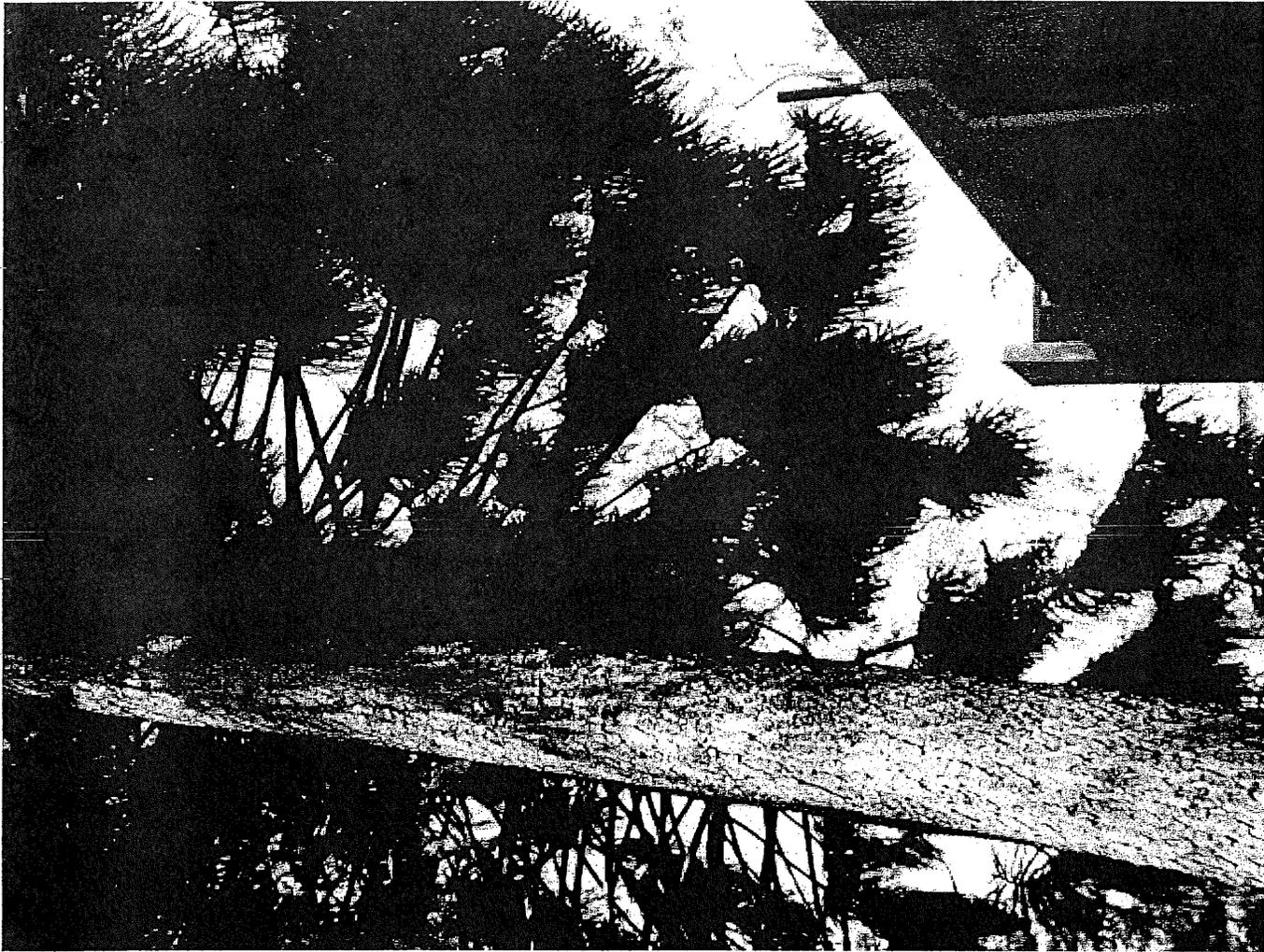
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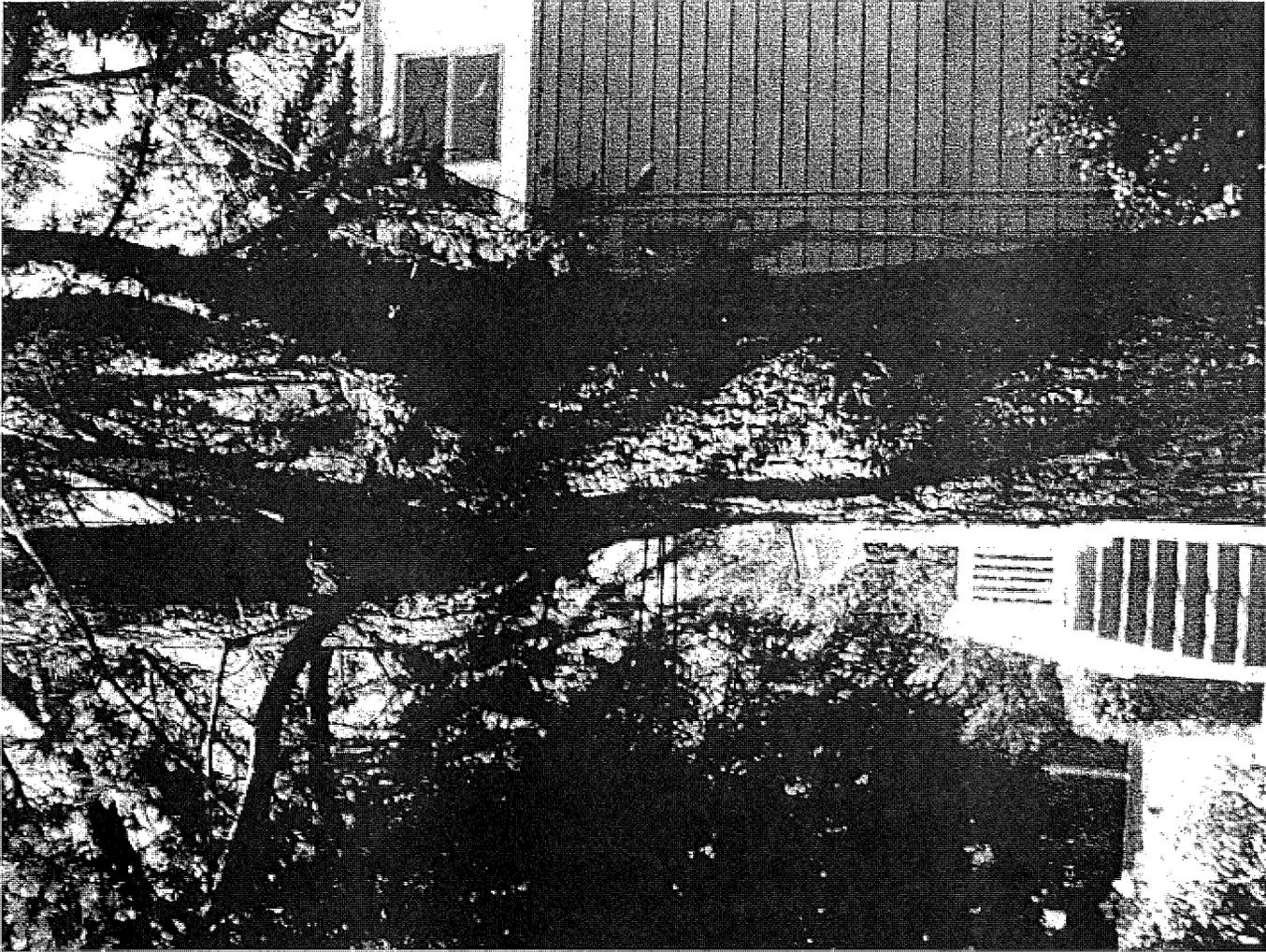
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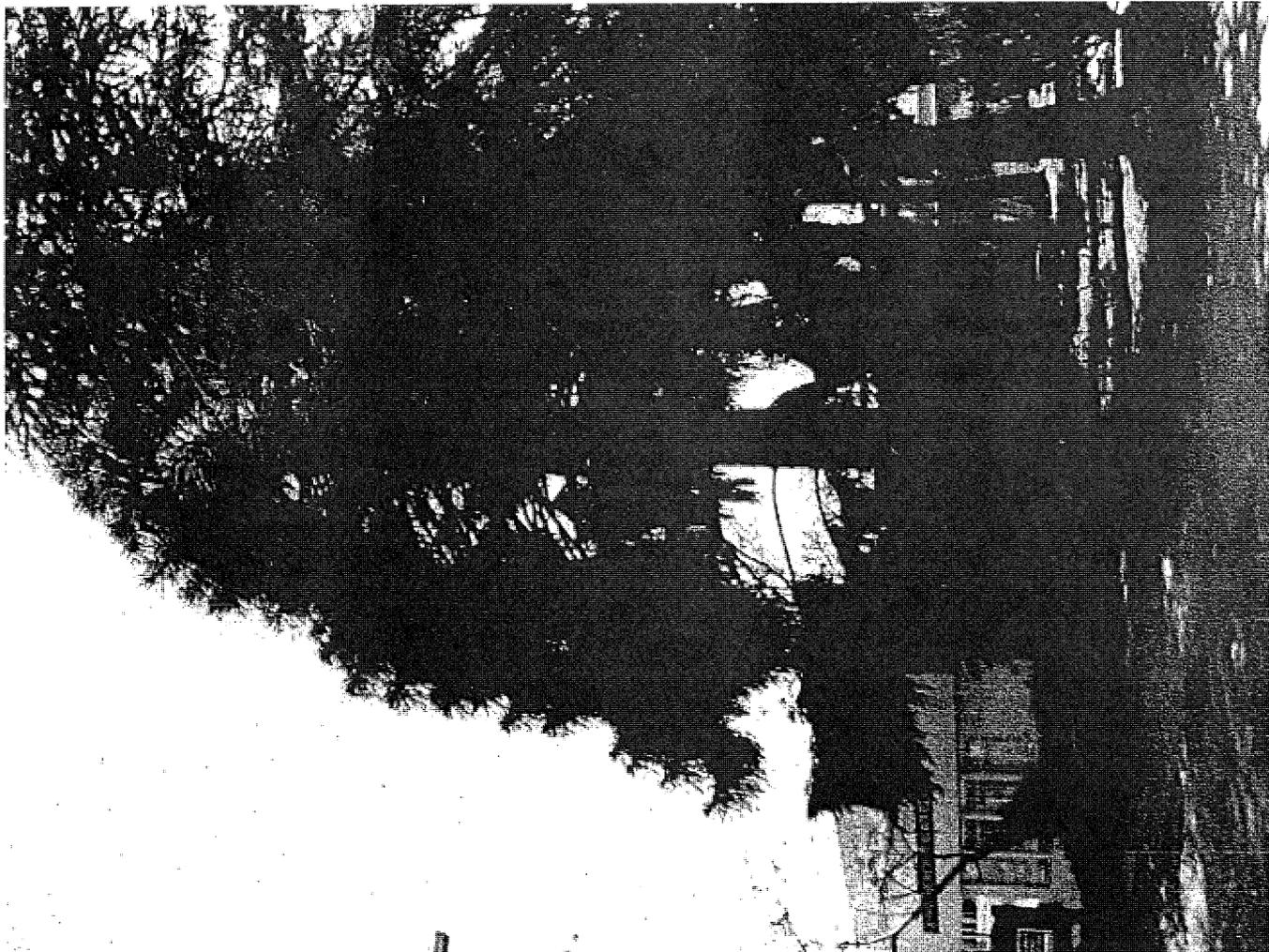


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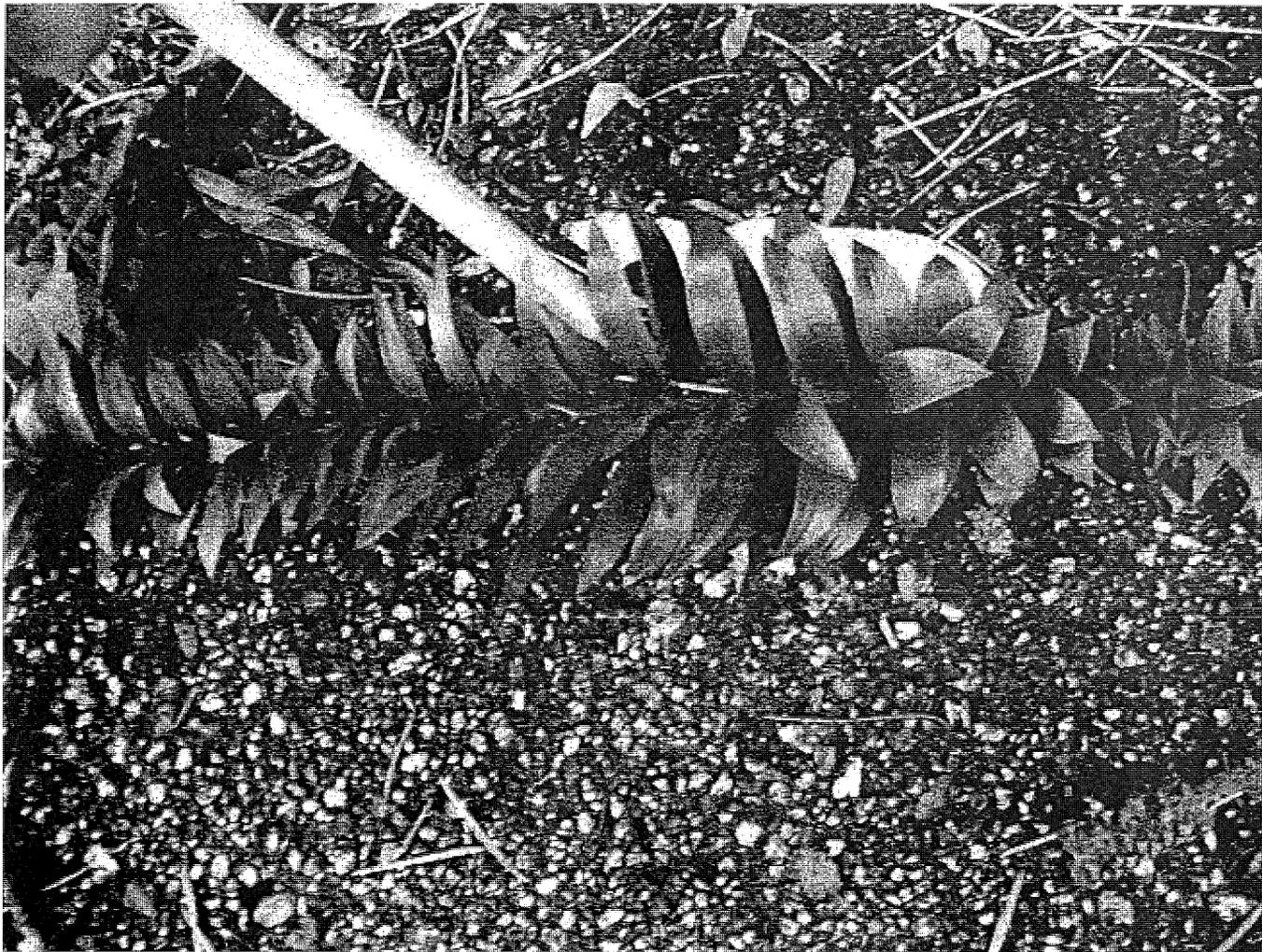


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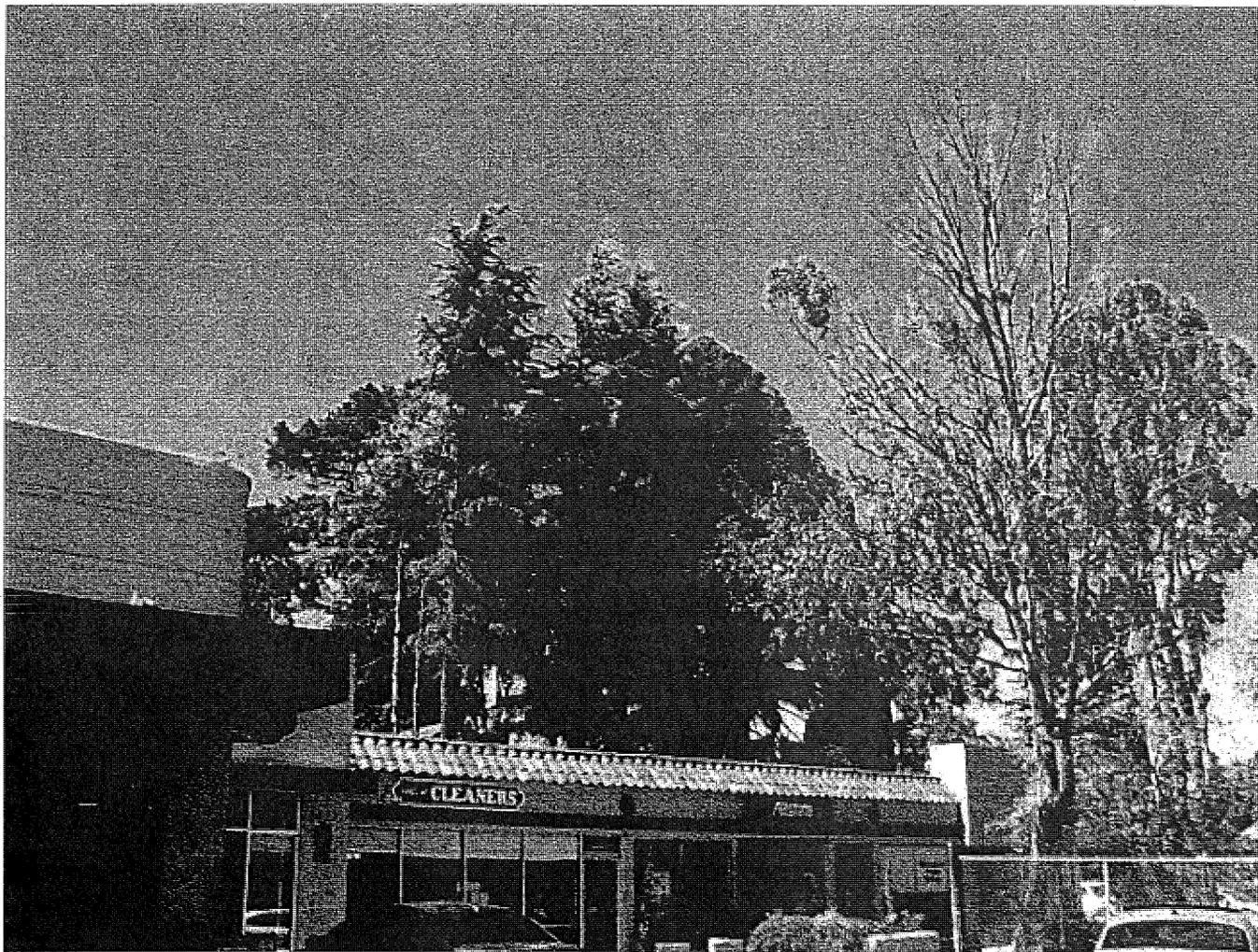
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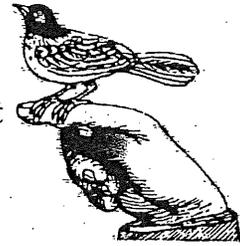


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Ralph Osterling Consultants

Natural & Urban Resources Management



22 February 2011

Mr. Patrick Fellowes
1008 Laurel Avenue
San Carlos, CA 94070

Re: 1509 El Camino Real, LLC
Tree Assessment Report

Dear Mr. Fellowes:

At your request, Ralph Osterling Consultants, Inc. (ROC) has completed the following tree assessment report for the subject property, 1509 El Camino Real located in the City of Burlingame, California. The purpose of this Tree Assessment Report was to determine whether the assessed trees located within or adjacent to the footprint of the proposed structure would be possible to preserve. In addition, those trees with trunk circumferences of 48 inches (15.3 inches diameter) or greater are protected by the tree ordinance for the City of Burlingame (CITY) and are so indicated in Table 2 of this report.

Observations and Discussion

On 17 February 2011, ROC visited the subject property and affixed blue numerical tags to 12 trees that were assessed. (Refer to Table 2.) Of the 12 assessed trees seven were located within or adjacent to the footprint of the proposed structure and five were located outside of the existing fence. ROC was informed that these five trees, two elms (127 & 128) and three acacias (129, 130 & 131) will not be disturbed during construction. (Refer to the Tree Location Map.)

For the purposes of this report, the seven trees located within the footprint of the proposed structure will be the subjects of discussion. The seven trees are: deodar cedar (120, 122, 123, 124 & 125); bunya-bunya (121) and Spanish fir (126). Only the Spanish fir (126) with a trunk diameter of 6.9 inches is not protected by the City's tree ordinance. (Refer to the Tree Location Map.)

The deodar cedars were observed to be in poor to very poor overall condition. The bunya-bunya was observed to be in overall good condition. Refer to Table 1, Evaluation Factors for Determining Overall Tree Condition and Table 2, Tree Assessment Chart, for the individual assessments of these trees.

Conclusions

The close plantings (within 10 feet) of the deodar cedars have resulted in suppressed foliar growth and trunk contortion. The dense broad canopy of the bunya-bunya has contributed to the suppressed growth displayed by the trees.

1650 Borel Place, Suite 204 • San Mateo, CA 94402
(650) 573-8733 • Fax (650) 345-7890 • email: walt@ralphosterling.com

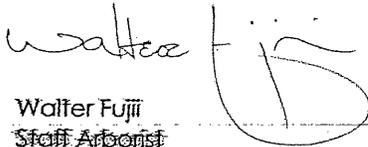
1509 El Camino Real, LLC
22 February 2011

Based on the site plan provided to ROC by the client, the location of the protected trees 120 through 125 within or adjacent to the proposed structure prevents their preservation. Performing the necessary excavation, grading and related construction activities in the presence of these trees presents a hazardous situation.

ROC therefore recommends that the trees be removed prior to the commencement of construction activities for reasons of safety.

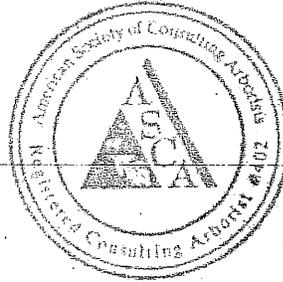
Should you require additional information kindly contact our office at your earliest convenience.

Respectfully,



Walter Fujii
Staff Arborist

ASCA Registered Consulting Arborist® No. 402
ISA Certified Arborist No. WF2257 A



Attachments: Table 1 Evaluation Factors for Determining Overall Tree Condition
Table 2 Tree Assessment Chart
Tree Location Map
Certification of Performance
Terms and Conditions

Table 1
 Evaluation Factors for Determining
 Overall Tree Condition

Structure

- 1-Very Poor. Trunk has large pockets of decay, is weakly bifurcated or has a severe lean. Limbs or branches are poorly attached or dead. Possible hazard.
- 2-Poor Limbs or branches are poorly attached or developed. Canopy is not symmetrical. Trunk has a lean.
- 3-Fair Trunk, limb and branch development though flawed is typical of this species
- 4-Good. Trunk is well developed with well attached limbs and branches have some flaws but hardly visible.
- 5-Very Good In addition to attributes of a good rating, the tree exhibits a well-developed root flare and a balanced canopy.

Health

- 1-Very Poor Tree displays severe dieback of branches, canopy is extremely sparse. May exhibit extensive pathogen infestation. Or tree is dead.
- 2-Poor Tree displays some dieback of branches, foliar canopy is sparse, little to no signs of new growth or vigor. Possible pathogen infestation.
- 3-Fair Tree is developing in a manner typical to others in the area. Canopy is full.
- 4-Good New growth is vigorous as evidenced by stem elongation and color. Canopy is dense.
- 5-Very Good In addition to attributes of a good rating, tree is displaying extremely vigorous growth and trunk displays a pattern of vigor cracks or lines.

Overall

- 0-DEAD Tree has no green foliage and no green in sampled twigs.
- 1-Very Poor Tree is in severe decline or dead.
- 2-Poor Tree is in decline or lacks vigor.
- 3-Fair Tree is typical of species in the area.
- 4-Good. Tree is vigorous with few visible flaws.
- 5-Very Good Tree is extremely vigorous.

Table 2
 Tree Assessment Chart
 1509 El Camino Real, LLC
 Burlingame, California

Line No.	Tag No.	Common Name	Botanical	Trunk Diameter ¹	Adjusted Trunk Diameter ²	Structure	Health	Overall Condition ³	Protected Tree ⁴	Comment
1	120	deodar cedar	<i>Cedrus deodara</i>	20	20	2	3	Poor	Yes	Bifurcated trunk, one sided canopy, suppressed growth
2	121	bunya-bunya	<i>Araucaria bidwillii</i>	42	42	3	5	Good	Yes	Vigorous growth, good form, trunk lean
3	122	deodar cedar	<i>Cedrus deodara</i>	18.5	19	2	2	Poor	Yes	Suppressed growth, sparse canopy, stunted growth
4	123	deodar cedar	<i>Cedrus deodara</i>	17.5	18	2	2	Poor	Yes	Suppressed growth, sparse canopy, stunted growth
5	124	deodar cedar	<i>Cedrus deodara</i>	17.6	18	1	1	Very Poor	Yes	Sparse canopy, bifurcated trunk, one sided canopy
6	125	deodar cedar	<i>Cedrus deodara</i>	17.3	17	1	1	Very Poor	Yes	Sparse canopy, bifurcated trunk, stunted growth
7	126	Spanish fir	<i>Abies pinsapo</i>	6.9	7	2	3	Poor	No	Trunk lean, suppressed growth, trunk wounds
8	127	elm	<i>Ulmus spp.</i>	12 €	12	1	3	Fair	No	Tree is covered by dense growth of ivy preventing accurate measurement by a diameter tape. Assessment of this deciduous tree's health was speculative
9	128	elm	<i>Ulmus spp.</i>	22 €	22	1	3	Fair	Yes	Tree is covered by dense growth of ivy preventing accurate measurement by a diameter tape. Assessment of this deciduous tree's health was speculative
10	129	black acacia	<i>Acacia melanoxylon</i>	23.6, 27.5	52	1	4	Very Poor	Yes	Multitern trunk, dense growth, trunk lean

Table 2
 Tree Assessment Chart
 1509 El Camino Real, LLC
 Burlingame, California

Line No.	Tag No.	Common Name	Botanical	Trunk Diameter ¹	Adjusted Trunk Diameter ²	Structure	Health	Overall Condition ³	Protected Tree [*]	Comment
11	130	black acacia	<i>Acacia melanoxylon</i>	15.1	15	2	4	Poor	Yes	Bifurcated trunk, dense growth, imbedded bark indicative of a poor stem attachment
12	131	black acacia	<i>Acacia melanoxylon</i>	6.1	6	2	3	Poor	No	Tree was topped, growth suppressed, root collar covered

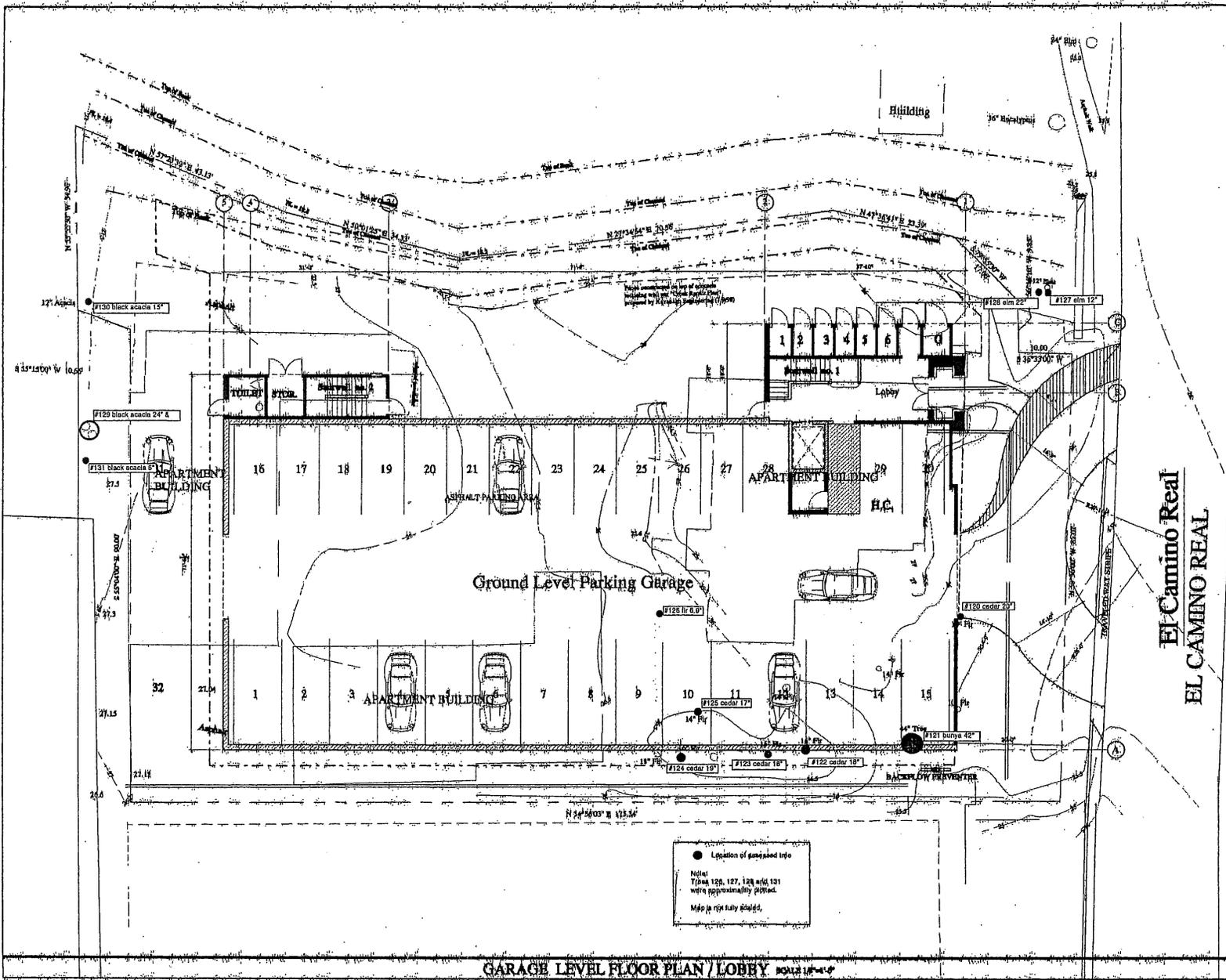
1/ Trunk Diameter: Measured at 54 inches above the existing grade with a diameter tape.

2/ Adjusted Trunk Diameter: Diameters were rounded to whole numbers. Multi-stem trunk diameters were added together.

3/ Overall Condition: Please refer to Table 2a for an explanation of terms.

4/ Protected Tree is defined by the City of Burlingame as "Any tree with a circumference of 48 inches or more when measured 54 inches above the natural grade," (54 inches in circumference is equal to 15.3 inches in diameter)

* Symbol indicates that where an obstruction prevented an accurate trunk measurement; e.g. ivy, poison oak, hardscape, etc. Estimated measurement was used.



● Location of sampled tree

Note:
 Trees 126, 127, 128 and 131
 were approximately plotted.
 Map is not to scale.

GARAGE LEVEL FLOOR PLAN / LOBBY SCALE 1/8"=1'-0"

Moore / Vistica Architects

1204 Holliston Ave. #7
 Burlingame, CA 94010

Tree Location Map

Proposed Residences

at
1509 El Camino Real
 Burlingame, Ca. 94010

Owners:

1509 El Camino Real LLC
 Burlingame, Ca. 94010

1008 Laurel Avenue
 San Carlos, Ca. 94070

El Camino Real
EL CAMINO REAL



1509 EL CAMINO REAL

BURLINGAME, CALIFORNIA 94010

GARAGE LEVEL FLOOR PLAN / LOBBY

DATE	1/10/10	BY	MM
REV. NO.	001	DATE	1/10/10
BY	MM	DATE	1/10/10
REV. NO.	001	DATE	1/10/10
BY	MM	DATE	1/10/10

A1.1

Certification of Performance

That I have personally inspected the tree(s) and /or property referred to in this report and have stated my findings accurately. The extent of the evaluation and appraisal is stated in the attached report and the Terms and Conditions;

That I have no current or prospective interest in the vegetation or the property that is the subject of this report and I have no personal interest or bias with respect to the parties involved;

That the analysis opinions and conclusions stated herein are my own and are based on current scientific procedures and facts;

That my compensation is not contingent upon the reporting of a predetermined conclusion that favors the cause of the client or any other party nor upon the results of the assessment the attainment of stipulated results or the occurrence of any subsequent events;

That my analysis opinions and conclusion were developed and this report has been prepared according to commonly accepted Arboricultural practices;

I further certify that I am a Registered Consulting Arborist® by the American Society of Consulting Arborists (ASCA) and a Certified Arborist by the International Society of Arboriculture (ISA).

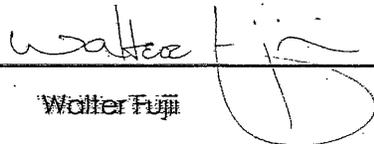
Disclosure Statement

Arborists are tree specialists who use their education, knowledge, training and experience to examine trees and recommend measures to enhance the beauty and health of trees and attempt to reduce the risk of living near trees. Clients may choose to accept or disregard the recommendations of the arborist or to seek additional advice.

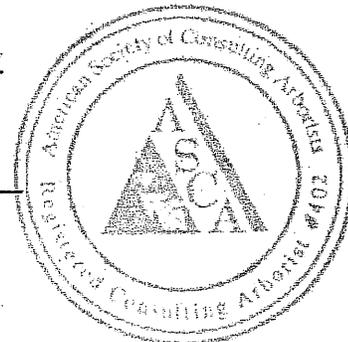
Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Certain conditions are often hidden within trees or below the ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances or for a specific period of time. Likewise remedial treatments cannot be guaranteed.

Trees can be managed but they cannot be controlled.
To live near trees is to accept some degree of risk.

Signed:


Walter Fujii

Date: 2/22/11



Ralph Osterling Consultants, Inc.
TERMS AND CONDITIONS

The following terms and conditions apply to all oral and written reports and correspondence pertaining to the consultations, inspections and activities of Ralph Osterling Consultants, Inc. hereinafter referred to as "ROC".

1. Any legal description provided to the consultant is assumed to be correct. No responsibility is assumed for matters legal in character nor is any opinion rendered as to the quality of any title.
2. It is assumed that any property referred to in any report or in conjunction with any services performed by ROC, is not in violation of any applicable codes, ordinances, statutes, or other governmental regulations, and that any titles and ownership to any property are assumed to be good and marketable. Any existing liens and encumbrances have been disregarded.
3. Possession of this report or a copy thereof does not imply any right of publication or use for any purpose, without the express permission of the consultant and the client to whom the report was issued. Loss, removal or alteration of any part of a report invalidates the entire appraisal/evaluation.
4. The scope of any report or other correspondence is limited to the trees and conditions specifically mentioned in those reports and correspondence. ROC and the consultant assume no liability for the failure of trees or parts of trees, either inspected or otherwise. The consultant assumes no responsibility to report on the condition of any tree or landscape feature not specifically requested by the named client.
5. No tree described in this report was climbed, unless otherwise stated. We cannot take responsibility for any defects, which could only have been discovered by climbing. A full roots collar inspection, consisting of excavating the soil around the tree to uncover the root collar and major buttress roots was not performed unless otherwise stated. We cannot take responsibility for any root defects, which could only have been discovered by such an inspection.
6. The consultant shall not be required to provide further documentation, give testimony, be deposed, or attend court by reason of this appraisal/report unless subsequent contractual arrangements are made, including payment of additional fees for such services as described by the consultant or in the fee schedules or contract.
7. ROC offers no guarantees or warranties, either expressed or implied, as to the suitability of the information contained in the reports for any purpose. It remains the responsibility of the client to determine applicability to his/her particular case.
8. Any report and the values, observations, and recommendations expressed therein represent the professional opinion of the consultants, and the fee for services is in no manner contingent upon the reporting of a specified value nor upon any particular finding to be reported.
9. Any photographs, diagrams, graphs, sketches, or other graphic material included in any report, being intended solely as visual aids, are not necessarily to scale and should not be construed as engineering reports or surveys, unless otherwise noted in the report. Any reproductions of graphs material or the work produce of any other persons is intended solely for the purpose of clarification and ease of reference. Inclusion of said information does not constitute a representation by ROC or the consultant as to the sufficiency or accuracy of that information.
10. Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees.
11. Payment terms are net payable upon receipt of invoice. All balances due beyond 30 days of invoice date will be charged a service fee of 1.5 percent per month (18.0% APR). All checks returned for insufficient funds or any other reason will be subject to a \$25.00 service fee. Advance payment of fees may be required in some cases.

Appendix C: Geological Resources

C.1 - April 2007 Geotechnical Investigation

**GEOTECHNICAL INVESTIGATION
FOR PROPOSED
NEW CONDOMINIUM COMPLEX**

at the

1509 El Camino Real Property
1509 El Camino Real
Burlingame, California

Report Prepared for:

1509 El Camino Real, LLC

Report Prepared by:

GeoForensics, Inc.

April 2007

File: 207034

April 2, 2007

1509 El Camino Real, LLC
1008 Laurel Street
San Carlos, CA 94070

Attention: Pat Fellowes

Subject: **1509 El Camino Real Property**
1509 El Camino Real
Burlingame, California
GEOTECHNICAL INVESTIGATION
FOR PROPOSED NEW CONDOMINIUM COMPLEX

Dear Mr. Fellowes:

In accordance with your authorization, we have performed a subsurface investigation into the geotechnical conditions present at the location of the proposed improvements. This report summarizes the conditions we measured and observed, and presents our opinions and recommendations for the design and construction of the proposed new condominium complex.

Site Description

The subject site is a gently sloping, rectangularly-shaped parcel located on the south side of El Camino Real (at the approximate location shown on Figure 1). The property is bounded by light commercial office buildings to the east, a concrete lined creek to the west, developed single family residential lots west of the creek and to the south, and El Camino Real to the north.

The site is currently occupied by three 2-story, wood-framed apartment buildings situated near the center of the lot. There are carports beneath the apartment buildings. The wooden building floors are supported above crawlspace areas or carports, while the carports have concrete slab-on-grade floors. Asphalt driveways lead from the street to the carports, and form parking areas in front of the apartment buildings.

The ground surface in the site vicinity has a gentle overall slope down towards the east (as shown on Figure 2). At the site, the ground also slopes gently to moderately down towards the north and west. Surface gradients range from 20:1 to 10:1 (horizontal:vertical, H:V). During the original development of the property, it appears that little or no grading work was performed on the site.

The grounds around the buildings have been landscaped with a variety of small to medium sized bushes and shrubs, and numerous small to large trees. There are various concrete and asphalt surfaced walkways and patios around the apartment buildings and leading to the front entrances of the various apartments.

Proposed Construction

We understand that the current development for the site proposes the demolition of the existing apartments, and the subsequent construction of a new condominium complex and associated improvements. No basement is planned for the condominium complex. The condominium complex is to be of conventional, wood-framed construction. New foundation loads are expected to be typical for this type of structure (i.e. light).

Excavation work at the site is expected to be limited to crawlspace and foundation excavations. No significant fill placement is anticipated as part of this work. No significant retaining walls are anticipated for this scope of work.

INVESTIGATION

Scope and Purpose

The purpose of our investigation was to determine the nature of the subsurface soil conditions so that we could provide geotechnical recommendations for the construction of the proposed new condominium complex and associated improvements. In order to achieve this purpose, we have performed the following scope of work:

- 1 - visited the property to observe the geotechnical setting of the area to be developed;
- 2 - reviewed relevant published geotechnical maps;
- 3 - drilled four borings near the location of the proposed improvements;
- 4 - performed laboratory testing on the collected soil samples;
- 5 - assessed the collected information and prepared this report.

The findings of these work items are discussed in the following sections of this report.

Site Observations

We visited the site on February 27, 2007 to observe the geotechnically relevant site conditions. During our visit, we noted the following conditions:

- A - The existing apartment buildings all appear to be supported by perimeter concrete footings with isolated interior wooden posts resting on concrete pedestals. The foundation systems appeared to be in good condition as observed from the exterior.

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- B - We observed hairline to ½ inches wide cracks in the asphalt portions of the driveways, patios, and walkways.
- C - The exterior building walls were covered with wood siding. The wood siding walls were generally in good condition.
- D - We consider the drainage around the apartments to be poor. The ground surface near the apartments, and over much of the lot, is flat without sufficient slope away from the apartments to adequately carry water away from the apartments. Some “trapped” planters also exist near the apartment foundations. Some of the downspouts discharge onto asphalt surfaces. However, most of the downspouts discharge collected water onto the ground surface near the apartments foundations. Water which is discharged, collected, or trapped adjacent to the apartment foundations may seep into the crawlspaces.

Geologic Map Review

We reviewed the *Geologic Map of the Montara Mountain and San Mateo 7½' Quadrangles, San Mateo County, California (USGS Map I-2390)*, by Earl H. Pampeyan (1994). The relevant portion of the Pampeyan map has been reproduced in Figure 3.

The Pampeyan map indicates that the site is underlain by Coarse-Grained Alluvium (map symbol “Qac”). Pampeyan describes these materials as consisting of “unconsolidated to consolidated, undissected, moderately sorted sand and silt forming stream levees and alluvial fans along former and present major drainage channels. Grades headward in narrow canyons into coarse sand and gravel. Locally contains lenticular interlayers of well-sorted silt, sand, and gravel; locally contains modern vertebrate and invertebrate fossils. Interfingers with medium-grained alluvium.”

Our subsurface exploration (see below) encountered clay and sand materials judged to be consistent with the mapping.

The active San Andreas Fault is mapped approximately 1.8 miles southwest of the site.

Subsurface Exploration

On February 27, 2007 we drilled four borings at the site at the locations shown on Figure 4. The borings were drilled using a Mobile B-24 truck-mounted drilling rig equipped with 4.0 inch diameter, helical flight augers. Logs of the soils encountered during drilling record our observations of the cuttings traveling up the augers and of relatively undisturbed samples collected from the base of the advancing holes. The final boring logs are based upon the field logs with occasional modifications made upon further laboratory examinations of the recovered samples and laboratory test results. The final logs are attached in Appendix A.

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The relatively undisturbed samples were obtained by driving a 3.0 inch (outer diameter) Modified California Sampler and a Standard Penetration Sampler (as noted on logs) into the base of the advancing hole by repeated blows from a 140 pound hammer lifted 30 inches. On the logs, the number of blows required to drive the sampler the final 12 inches of the 18 inch drive, have been recorded as the Blow Counts. These blows have not been adjusted to reflect equivalent blows of any other type of sampler or hammer, or to account for the different samplers used.

Subsurface Conditions

Boring 1 penetrated 10 feet of hard silty clay with varying amounts of sand and gravel. Below this was 3 feet of silty clay/clayey silt, underlain by very dense silty gravelly sand down to the terminated boring depth of 14.5 feet.

Boring 2 first encountered very stiff to hard silty clay. The clays contained fine gravels in our sample at 7 feet, and was a sandy clay turning to a silty clayey sand in our sample at 11.5 feet. The boring was terminated in the silty clayey sand at a depth of 12.5 feet.

Boring 3 first encountered a very stiff to hard silty clay with varying amounts of sand and gravel, which graded to a silty clayey sand, in a dense condition, by a depth of 12 feet, which remained consistent to the bottom of the boring at a depth of 13.5 feet.

Boring 4 penetrated 8 feet of stiff to hard silty clay with varying amounts of sand and gravel. This was underlain by dense silty fine gravelly sand. The boring was terminated in this material at a depth of 11.5 feet.

Please refer to Appendix A for a more detailed description of each boring.

Groundwater was encountered at depths ranging from 7 to 12 feet during the drilling of the holes. However, during periods of heavy rain or late in the winter, groundwater seepage may exist at shallower depths.

Laboratory Testing

The relatively undisturbed samples collected during the drilling process were returned to the laboratory for testing of engineering properties. In the lab, selected soil samples were tested for moisture content, density, plasticity, and strength. The results of the laboratory tests are attached to this report in Appendix B.

Plasticity Index (PI) testing performed on the site near surface materials produced PI results of 22 and 23. This would indicate that the near surface materials have moderate plasticity and are moderately expansive.

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Strength testing was conducted on a sample of the colluvial soil (Sample 4-1 @ 1 foot). The testing showed that this material has low to moderate strength parameters (cohesion = 260 psf, friction angle = 23 degrees). The other deeper soils at the site were judged to have higher strengths based upon their higher blow counts as obtained during the sampling process.

CONCLUSIONS AND RECOMMENDATIONS

General

Based upon our investigation, we believe that the proposed improvements can be safely constructed. Geotechnical development of the site is controlled by the presence of expansive soils and shallow groundwater.

Expansive soils derive their name from their propensity to change volume in response to changes in moisture content. When they are dry, they shrink. When they become wet, they swell. The pressures these soils can exert as they expand can be sufficiently high to move conventional residential foundations. The foundation movement induced by the soil shifting can cause wall coverings to crack, doors and windows to stick, and floors to slope. Seasonal movements of expansive soils has caused such distress to countless houses in the Bay Area.

To combat seasonal expansive soil movements, it is necessary to utilize a foundation system which derives its support from the deeper, more stable soils. Typically, a drilled, cast-in-place pier foundation system is used to reach the more stable materials. Therefore, we have recommended that such foundation system be utilized at this site.

The recommendations in this report should be incorporated into the design and construction of the proposed new condominium complex and associated improvements.

Seismicity

The greater San Francisco Bay Area is recognized by Geologists and Seismologists as one of the most active seismic regions in the United States. Several major fault zones pass through the Bay Area in a northwest direction which have produced approximately 12 earthquakes per century strong enough to cause structural damage. The faults causing such earthquakes are part of the San Andreas Fault System, a major rift in the earth's crust that extends for at least 700 miles along western California. The San Andreas Fault System includes the San Andreas, San Gregorio, Hayward, Calaveras Fault Zones, and other faults.

During 1990, the U.S. Geological Survey cited a 67 percent probability that a Richter magnitude 7 earthquake, similar to the 1989 Loma Prieta Earthquake, would occur on one of the active faults in the San Francisco Bay Region in the following 30 years. Recently, this probability was increased to 70 percent, as a result of studies in the vicinity of the Hayward Fault. A 23 percent probability is still attributed specifically to the potential for a magnitude 7 earthquake to occur along the San Andreas fault by the year 2020.

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Ground Rupture - The lack of mapped active fault traces through the site, suggests that the potential for primary rupture due to fault offset on the property is low.

Ground Shaking - The subject site is likely to be subject to very strong to violent ground shaking during its life span due to a major earthquake in one of the above-listed fault zones. Current building code design should be followed by the structural engineer to minimize damages due to seismic shaking. The *Maps of Known Active Fault Near-Source Zones in California and Adjacent Portions of Nevada* (1998) indicates the site is located approximately 2.9 km from the San Andreas Fault (Seismic Source Type A). The site should be considered to have a UBC Soil Type SD.

Landsliding - The subject site and the surrounding area are generally level. Therefore, the hazard due to seismically-induced landsliding is, in our opinion, very low for the site.

Liquefaction - Liquefaction most commonly occurs during earthquake shaking in loose fine sands and silty sands associated with a high ground water table. Based upon the subsurface investigation, the proposed building site is underlain by clay-rich and dense materials at shallow depths. Therefore, it is our opinion that liquefaction is unlikely to affect the subject property.

Ground Subsidence - Ground subsidence may occur when poorly consolidated soils densify as a result of earthquake shaking. Since the proposed building site is underlain at shallow depths by resistant materials, the hazard due to ground subsidence is, in our opinion, considered to be low.

Lateral Spreading - Lateral spreading may occur when a weak layer of material, such as a sensitive silt or clay, loses its shear strength as a result of earthquake shaking. Overlying blocks of competent material may be translated laterally towards a free face. Such conditions were not encountered on the proposed building site, therefore, the hazard due to lateral spreading is, in our opinion, considered very low.

Site Preparation and Grading

All debris resulting from the demolition of existing improvements should be removed from the site and may not be used as fill. Any existing underground utility lines to be abandoned, should be removed from within the proposed building envelope and their ends capped outside of the building envelope.

Any vegetation and organically contaminated soils should be cleared from the building area. All holes resulting from removal of tree stumps and roots, or other buried objects, should be overexcavated into firm materials and then backfilled and compacted with native materials.

The placement of fills at the site is expected to include: utility trench backfill, slab subgrade materials, and finished drainage and landscaping grading. These and all other fills should be placed in conformance with the following guidelines:

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Fills may use organic-free soils available at the site or import materials. Import soils should be free of construction debris or other deleterious materials and be non-expansive. *A minimum of 3 days prior to the placement of any fill, our office should be supplied with a 30 pound sample (approximately a full 5 gallon bucket) of any soil or baserock to be used as fill (including native and import materials) for testing and approval.*

All areas to receive fills should be stripped of organics and loose or soft near-surface soils. Fills should be placed on level benches in lifts no greater than 6 inches thick (loose) and be compacted to at least 90 percent of their Maximum Dry Density (MDD), as determined by ASTM D-1557. If native expansive soils are used for fill at the site, then the soils should be placed at 3 to 5% over Optimum Moisture Content and be compacted to **between** 85 to 90 percent of their MDD. In pavement (concrete or asphalt) areas to receive vehicular traffic, all baserock materials should be compacted to at least 95 percent of their MDD. Also, the upper 6 inches of soil subgrade beneath any pavements should be compacted to at least 90 percent of its MDD.

If fills in excess of 3 feet thick are to be placed, our office should be contacted for further recommendations.

Temporary, dry-weather, vertical excavations should remain stable for short periods of time to heights of 5 feet. All excavations should be shored or sloped in accordance with OSHA standards. Cuts deeper than 7 feet may encounter groundwater and will require temporary (and perhaps permanent) dewatering.

Permanent cut and/or fill slopes should be no steeper than 2:1 (H:V). However, even at this gradient, minor sloughing of slopes may still occur in the future. Positive drainage improvements (e.g. drainage swales, catch basins, etc.) should be provided to prevent water from flowing over the tops of cut and/or fill slopes.

Foundations

Due to the presence of moderately expansive site soils, the foundations will need to penetrate into the deeper, more stable soils. We recommend a pier and grade beam foundation system be used.

Piers should penetrate a minimum of 12 feet below lowest adjacent grade. The piers should have a minimum diameter of 16 inches and be nominally reinforced with a minimum of four #4 bars vertically. Piers should be spaced no closer than 4 diameters, center to center.

Actual pier depth, diameter, reinforcement, and spacing should be determined by the structural engineer based upon the following design criteria:

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

Even though piers are designed to derive their vertical resistance through skin friction, the bases of the piers holes should be clean and firm prior to setting steel and pouring concrete. If more than 6 inches of slough exists in the base of the pier holes after drilling, then the slough should be removed. If less than 6 inches of slough exists, the slough may be tamped to a stiff condition. Piers should not remain open for more than a few days prior to casting concrete. In the event of rain, shallow groundwater, or caving conditions it may be necessary to pour piers immediately.

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

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

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

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

If the above recommendations are followed, total foundation settlements should be less than 1 inch, while differential settlements should be less than $\frac{1}{2}$ inches.

Retaining Walls

No new retaining walls are planned for this scope of work. If the project plans should change to include retaining walls, then our office should be contacted for additional recommendations.

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Slabs-on-Grade

The condominium building floors should not consist of concrete slabs-on-grade. This is due to the expansive nature of the site soils which would cause deformations in a conventional slab-on-grade. However, the driveway, any sidewalks or patios, and garage floors may consist of conventional concrete slabs-on-grade. Though, it should be expected that some seasonal shifting of such slabs will occur. We have provided guidelines to help reduce post-construction movements, however, it is nearly impossible to economically eliminate all shifting.

To help reduce cracking, we recommend slabs be a minimum of 5 inches thick and be nominally reinforced with #4 bars at 18 inches on center, each way. Slabs which are thinner or more lightly reinforced may experience undesirable cosmetic cracking. However, actual reinforcement and thickness should be determined by the structural engineer based upon anticipated usage and loading.

In large slabs (e.g. patios, garage, etc.), score joints should be placed at a maximum of 10 feet on center. In sidewalks, score joints should be placed at a maximum of 5 feet on center. All slabs should be separated from adjacent improvements (e.g. footings, porches, columns, etc.) with expansion joints.

It would be prudent (though not required) to underlay all slabs with at least 12 inches of non-expansive materials. This will help to reduce future expansive soil movements of the slabs. Slabs which are not underlain by this non-expansive material may undergo excessive seasonal shifting.

Interior slabs, the garage slab, and slabs through which moisture transmission is undesirable, should be underlain by 2 inches of sand over 4 inches of clean $\frac{3}{4}$ inch crushed drain rock. The sand and drain rock should be separated by a vapor barrier (e.g. visqueen).

Slabs which will be subject to light vehicular loads and through which moisture transmission is not a concern (e.g. driveway) should be underlain by at least 6 inches of compacted baserock, in lieu of the sand and gravel. The 6 inches of granular subgrade may be included as part of the 12 inches of non-expansive materials. Exterior landscaping flatwork (e.g. patios and sidewalks) may be placed directly on proof-rolled soil subgrade materials (e.g. no granular subgrade), however, they will be potentially subject to shifting and moisture transmission.

As stated previously, in pavement (concrete or asphalt) areas to receive vehicular traffic, all baserock materials should be compacted to at least 95 percent of their MDD. Also, the upper 6 inches of native soil subgrade beneath any pavements should be compacted to at least 90 percent of its MDD.

The garage slabs should “float” independently from the perimeter grade beam. The slab should be separated from the grade beam with an expansion joint completely around the perimeter and at any interior isolated columns. Ideally, the grade beam at the front of the garage should continue to final floor elevation, with the slab inside the grade beam. This will help to assure that the garage doors always shut upon the grade beam, which should experience little or no movement (while the slab has the potential for greater movements).

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To reduce post-construction expansive soil movements (i.e. heave) of any slabs, care should be taken to keep the subgrade moist for an extended period of time prior to pouring the slabs. *Shrinkage cracks should not be allowed to develop in the soil beneath any proposed slabs.*

Drainage

Due to the flat nature of the site and the expansive nature of the site soils, it will be important to provide good drainage improvements at the property.

Surface Drainage - Adjacent to any buildings, the ground surface should slope at least 4 percent away from the foundations within 5 feet of the perimeter. Impervious surfaces should have a minimum gradient of 2 percent away from the foundation.

Surface water should be directed away from all buildings into drainage swales, or into a surface drainage system (i.e. catch basins and a solid drain line). "Trapped" planting areas should not be created next to any buildings without providing means for drainage (i.e. area drains).

All roof eaves should be lined with gutters. The downspouts should be connected to solid drain lines, or should discharge onto paved surfaces which drain away from the structure. The downspouts may be connected to the same drain line as any catch basins, but should not connect to any perforated pipe drainage system. If splash blocks are preferred, then a perimeter footing drain system **must** be installed.

Footing Drain - Due to the potential for changes to surface drainage provisions, we recommend that a perimeter footing drain be installed to intercept water attempting to enter the crawlspace. If a footing drain is not installed, some infiltration of moisture into the crawlspace may occur. Such penetration should not be detrimental to the performance of the structure, but can possibly cause humidity and mildew problems within the building.

The footing drain system should consist of a 12 inch wide gravel-filled trench, *dug at least 12 inches below the elevation of the adjacent crawlspace*. The trench should be lined with a layer of filter fabric (Mirafi 140N or equivalent) to prevent migration of silts and clays into the gravel, but still permit the flow of water. Then 1 to 2 inches of drain rock (clean crushed rock or pea gravel) should be placed in the base of the lined trench. Next a perforated pipe (minimum 3 inch diameter) should be placed on top of the thin rock layer. The perforations in the pipe should be face down. The trench should then be backfilled with more rock to within 6 inches of finished grade. The filter fabric should be wrapped over the top of the rock. Above the filter fabric 6 inches of native soils should be used to cap the drain. If concrete slabs are to directly overlay the drain, then the gravel should continue to the base of the slab, without the 6 inch soil cap. This drain should not be connected to any surface drainage system.

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Drainage Discharge - The surface drain lines should discharge into the street or municipal storm system, preferably at the street. Flows of water should not be directed towards neighboring properties.

The footing drain lines should discharge independently from the surface drainage system. A sump pump will likely be required for the footing drain discharge system. The surface and subsurface drain systems should not be connected to one another.

Drainage Materials - Drain lines should consist of hard-walled pipes (e.g. Schedule 40 PVC or SDR 35). In areas where vehicle loading is not a possibility, SDR 38 or HDPE pipes may be used. Corrugated, flexible pipes may not be used in any drain system installed at the property.

Surface drain lines (e.g. downspouts, area drains, etc.) should be laid with a minimum 2 percent gradient ($\frac{1}{4}$ inch of fall per foot of pipe). Any subsurface drain systems (e.g. footing drains) should be laid with a minimum 1 percent gradient ($\frac{1}{8}$ inch of fall per foot of pipe).

Utility Lines

Unless they pass through the perimeter footing drain system, all utility trenches should be backfilled with compacted native clay-rich materials within 5 feet of any buildings. This will help to prevent migration of surface water into trenches and then underneath the structures' perimeter. The rest of the trenches may be compacted with other native soils or clean imported fill. Only mechanical means of compaction of trench backfill will be allowed. Jetting of sands is not acceptable. Trench backfill should be compacted to at least 90 percent of its MDD. However, under pavements, concrete flatwork, and footings the upper 12 inches of trench backfill must be compacted to at least 95 percent of its MDD.

Pavement

The new driveway is expected to be asphaltic concrete over Caltrans Class II aggregate base (baserock). The asphalt should have a minimum thickness of 2½ inches. The baserock should have a minimum thickness of 6 inches, though 12 inches is preferable due to the expansive nature of the near-surface site soils. All of the baserock should attain a minimum compaction of 95 percent of its MDD. The subgrade and any fill below this layer should attain a minimum of 90 percent relative compaction.

Plan Review and Construction Observations

The use of the recommendations contained within this report are contingent upon our being contracted to review the plans, and to observe geotechnically relevant aspects of the construction.

We should be provided with a full set of plans to review at the same time the plans are submitted to the building/planning department for review. A minimum of one working week should be provided for review of the plans.

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At a minimum, our observations should include: compaction testing of fills and subgrades; footing excavations; pier drilling; forming of the grade beams voids; slab and driveway subgrade preparation; installation of any drainage system (e.g. footing and surface), and final grading. A minimum of 48 hours notice should be provided for all construction observations.

LIMITATIONS

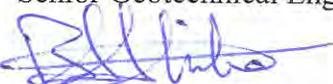
This report has been prepared for the exclusive use of the addressee, and their architects and engineers for aiding in the design and construction of the proposed development. It is the addressee's responsibility to provide this report to the appropriate design professionals, building officials, and contractors to ensure correct implementation of the recommendations.

The opinions, comments and conclusions presented in this report were based upon information derived from our field investigation and laboratory testing. Conditions between or beyond our borings may vary from those encountered. Such variations may result in changes to our recommendations and possibly variations in project costs. Should any additional information become available, or should there be changes in the proposed scope of work as outlined above, then we should be supplied with that information so as to make any necessary changes to our opinions and recommendations. Such changes may require additional investigation or analyses, and hence additional costs may be incurred.

Our work has been conducted in general conformance with the standard of care in the field of geotechnical engineering currently in practice in the San Francisco Bay Area for projects of this nature and magnitude. We make no other warranty either expressed or implied. By utilizing the design recommendations within this report, the addressee acknowledges and accepts the risks and limitations of development at the site, as outlined within the report.

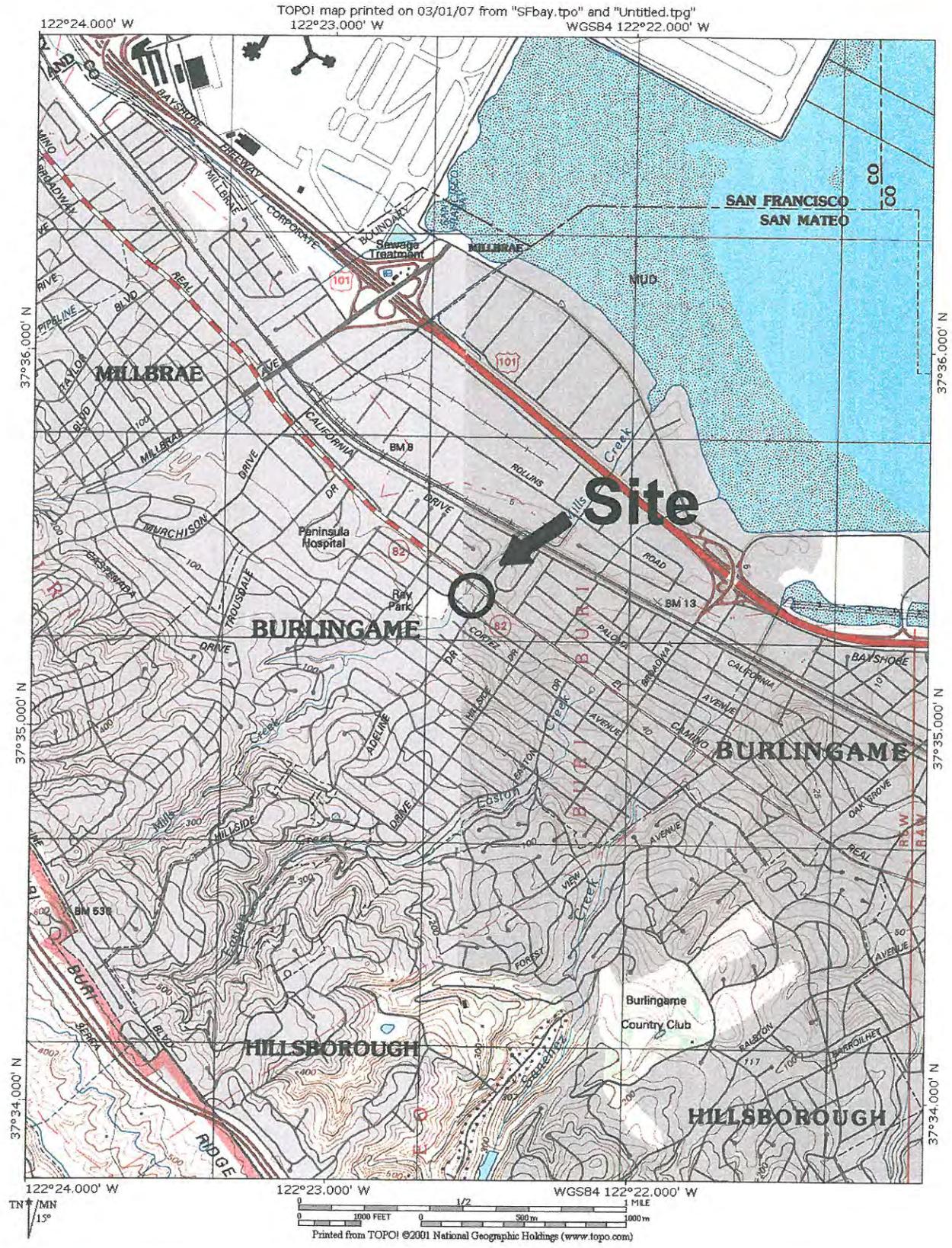
Respectfully Submitted,
GeoForensics, Inc


Daniel F. Dyckman, PE, GE
Senior Geotechnical Engineer, GE 2145


Bernard A. Atendido
Field Engineer

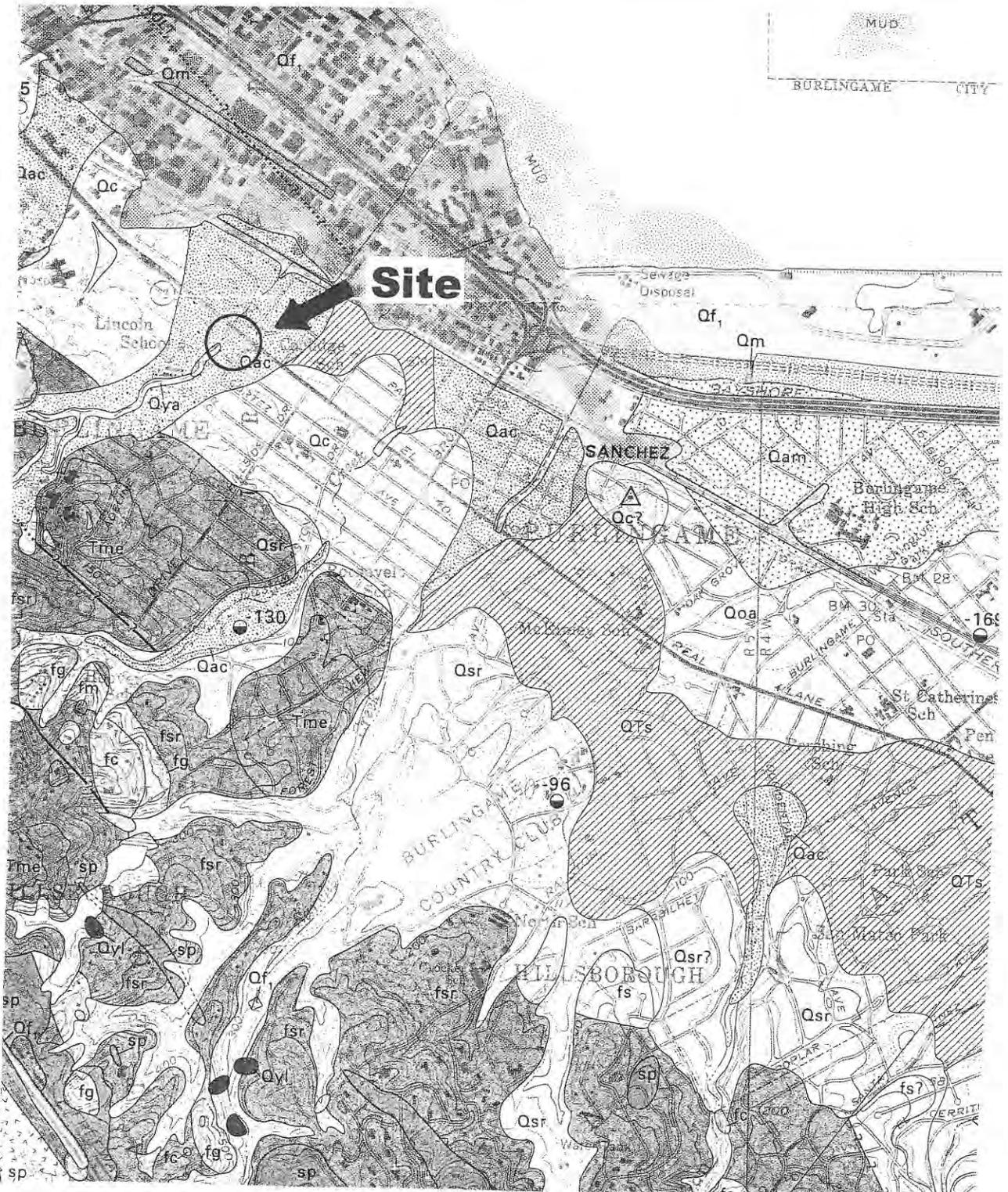
cc: 5 to addressee





GeoForensics Inc.
 561-D Pilgrim Drive Foster City, CA 94404
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Figure 2 - Vicinity Topography



From *Geologic Map of the Montara Mountain and San Mateo 7 1/2' Quadrangles, San Mateo County, California* (USGS Map I-2390), by Earl H. Pampeyan (1994).

Scale: 1" = 2000'

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Figure 3 - Geologic Map

LOG OF BORING

DEPTH (ft)	SAMPLE NO.	SAMPLE LOC.	BLOW COUNTS <small>(12 inches)</small>	DESCRIPTION	DRY DENSITY <small>(pcf)</small>	MOISTURE CONTENT <small>(%)</small>
				2" ASPHALT over 2" BASEROCK silty CLAY - dark brown; slightly moist (CH)		
5	1 - 1		52	silty CLAY with some fine sand & some fine gravels - brown & red-brown; slightly moist; hard (CH)	-	-
10	1 - 2		83	fine sandy silty CLAY with fine gravels (subrounded to subangular) & small pockets of sand - olive-brown & green-brown; slightly moist; hard (CH)	111.9	18.2
	SPT			silty CLAY/clayey SILT - green-brown; slightly moist (CL-ML)		
15	1 - 3		58	silty fine gravelly SAND - light grey & rust-brown; slightly moist; very dense (SM)	-	18.4
20						
25						
30						
35						
				Groundwater encountered at 7 feet Bottom of boring at 14.5 feet Drilled on 02/27/07 Logged by ba Mobile B-24 drilling rig Modified California & Split Spoon samplers 140# hammer		

GeoForensics Inc.
561-D Pilgrim Drive Foster City, CA 94404
Tel: (650) 349-3369 Fax: (650) 571-1878

Figure A1 - Log of Boring 1

LOG OF BORING

DEPTH (ft)	SAMPLE NO.	SAMPLE LOC.	BLOW COUNTS (12 inches)	DESCRIPTION	DRY DENSITY (pcf)	MOISTURE CONTENT (%)
	2 - 1	▲	34	2" ASPHALT over 2" BASEROCK silty CLAY - dark brown; slightly moist; very stiff (CH)	-	-
5	2 - 2	▲	82	silty CLAY with fine gravels - red-brown & olive-brown; slightly moist; hard (CH)	110.4	18.5
10	2 - 3	▲	74	silty sandy CLAY (near clayey SAND) turning to silty clayey SAND - orange-brown & tan-brown; slightly moist; hard (CL)	109.0	19.9
15						
20						
25				No groundwater encountered. Bottom of boring at 12.5 feet Drilled on 02/27/07 Logged by ba Mobile B-24 drilling rig Modified California sampler 140# hammer		
30						
35						

GeoForensics Inc.
561-D Pilgrim Drive Foster City, CA 94404
Tel: (650) 349-3369 Fax: (650) 571-1878

Figure A2 - Log of Boring 2

LOG OF BORING

DEPTH (ft)	SAMPLE NO.	SAMPLE LOC.	BLOW COUNTS <small>(12 inches)</small>	DESCRIPTION	DRY DENSITY <small>(pcf)</small>	MOISTURE CONTENT <small>(%)</small>
				2" ASPHALT over 2" BASEROCK		
5	3 - 1		32	silty CLAY - dark brown; slightly moist; very stiff (CH)	102.1	20.5
10	3 - 2		74	silty CLAY with some sand & some gravels - olive-brown; slightly moist; hard (CH)	-	18.4
	SPT 3 - 3		41	silty clayey SAND (near sandy CLAY) - orange-brown & tan-brown; slightly moist; dense (SC)	-	20.7
15						
20						
25				Groundwater encountered at 12 feet Bottom of boring at 13.5 feet Drilled on 02/27/07 Logged by ba Mobile B-24 drilling rig Modified California & Split Spoon samplers 140# hammer		
30						
35						

GeoForensics Inc.
561-D Pilgrim Drive Foster City, CA 94404
Tel: (650) 349-3369 Fax: (650) 571-1878

Figure A3 - Log of Boring 3

LOG OF BORING

DEPTH (ft)	SAMPLE NO.	SAMPLE LOC.	BLOW COUNTS <small>(12 inches)</small>	DESCRIPTION	DRY DENSITY <small>(pcf)</small>	MOISTURE CONTENT <small>(%)</small>
				2" ASPHALT over 2" BASEROCK		
	4 - 1	▲	17	silty CLAY with tree roots - dark brown; slightly moist; stiff (CH)	93.8	22.6
5	4 - 2	▲	78	silty fine sandy CLAY with some fine gravels - olive-brown & green-brown; slightly moist; hard (CL)	116.9	15.5
10	SPT 4 - 3	▲	40	silty fine gravelly SAND - orange-brown & rust-brown; slightly moist to moist; dense (SM)		13.1
15						
20						
25				Groundwater encountered at 8 feet Bottom of boring at 11.5 feet Drilled on 02/27/07 Logged by ba Mobile B-24 drilling rig Modified California & Split Spoon samplers 140# hammer		
30						
35						

GeoForensics Inc.

561-D Pilgrim Drive Foster City, CA 94404
Tel: (650) 349-3369 Fax: (650) 571-1878

Figure A4 - Log of Boring 4

APPENDIX B - LABORATORY TEST RESULTS



Moisture-Density-Porosity Report

Cooper Testing Labs, Inc.

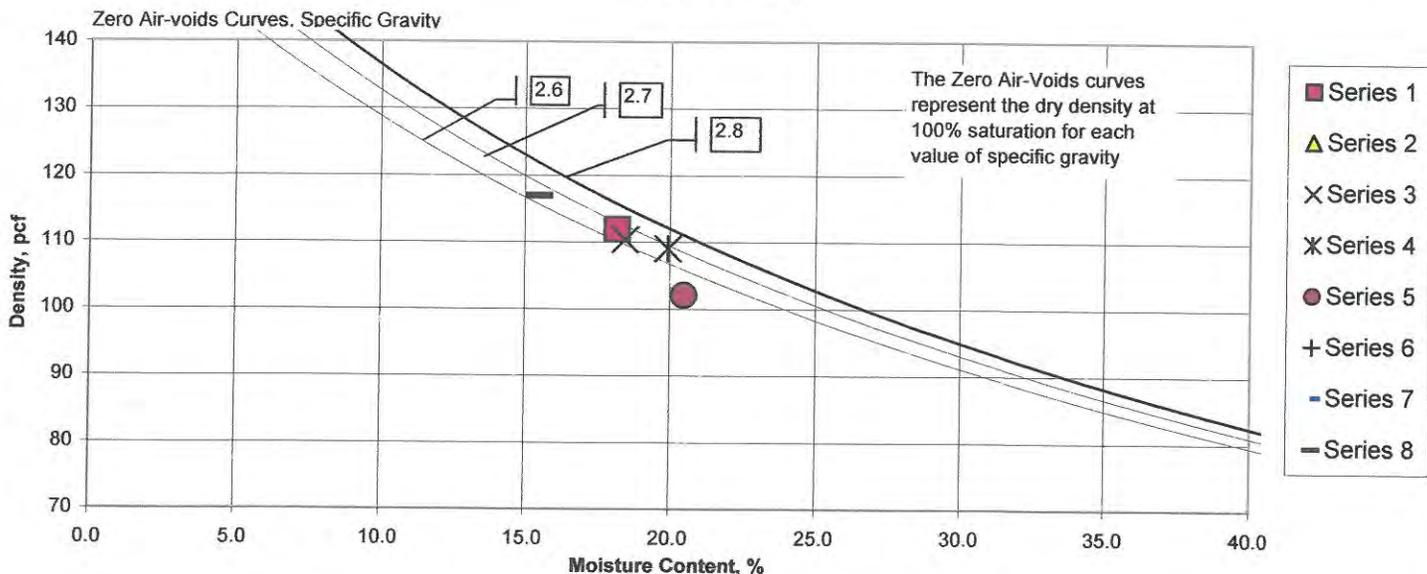
Job No: 060-1864a	Date: 03/14/07
Client: GeoForensics	By: RU
Project: 1509 El Camino - 207034	Remarks: 3-2 @ 7' - sample disturbed; m/c only.

Boring:	1-2	1-3	2-2	2-3	3-1	3-2	3-3	4-2
Sample:								
Depth, ft:	8	14	7	11.5	2.5	7	13	5.5
Visual Description:	Brown Sandy CLAY	Brown Clayey SAND (Silty)	Brown Sandy CLAY	Brown Sandy CLAY	Dark Brown Sandy CLAY	Brown CLAY	Brown Clayey SAND	Brown Sandy CLAY

Actual G_s								
Assumed G_s	2.70		2.70	2.70	2.70			2.70
Total Vol cc	144.5		150.9	150.9	150.9			143.9
Vol Solids, cc	95.9		98.7	97.5	91.3			99.7
Vol Voids, cc	48.6		52.1	53.3	59.6			44.1
Moisture, %	18.2	18.4	18.5	19.9	20.5	18.4	20.7	15.5
Wet Unit wt, pcf	132.3		130.8	130.8	123.0			135.0
Dry Unit wt, pcf	111.9		110.4	109.0	102.1			116.9
Saturation, %	96.9		94.4	98.4	84.8			94.4
Porosity, %	33.6		34.6	35.4	39.5			30.7
Air filled Poros., %	1.1		1.9	0.6	6.0			1.7
Water filled Poros., %	32.6		32.6	34.8	33.5			29.0
Void Ratio	0.51		0.53	0.55	0.65			0.44
Series	1	2	3	4	5	6	7	8

Note: If an assumed specific gravity (G_s) was used then the saturation, porosities, and void ratio should be considered approximate.

Moisture-Density





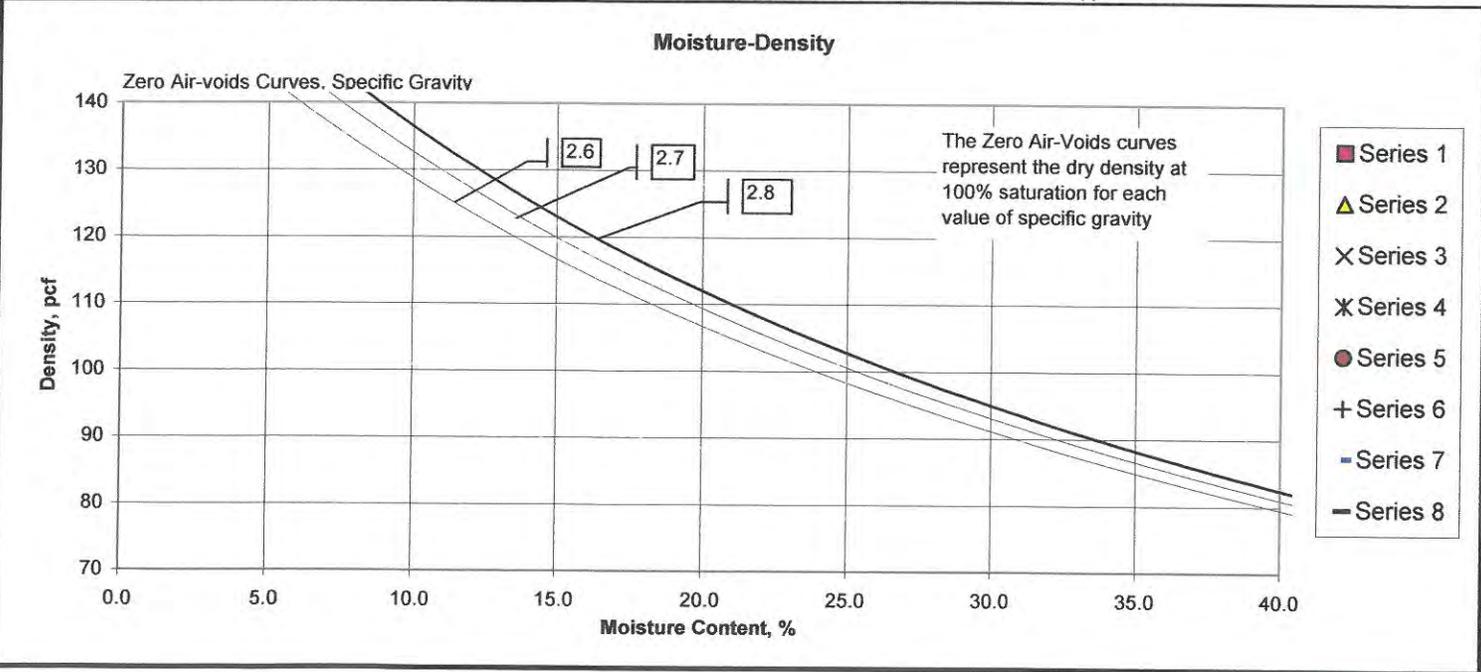
Moisture-Density-Porosity Report

Cooper Testing Labs, Inc.

Job No: 060-1864b **Date:** 03/14/07
Client: GeoForensics **By:** RU
Project: 1509 El Camino - 207034 **Remarks:**

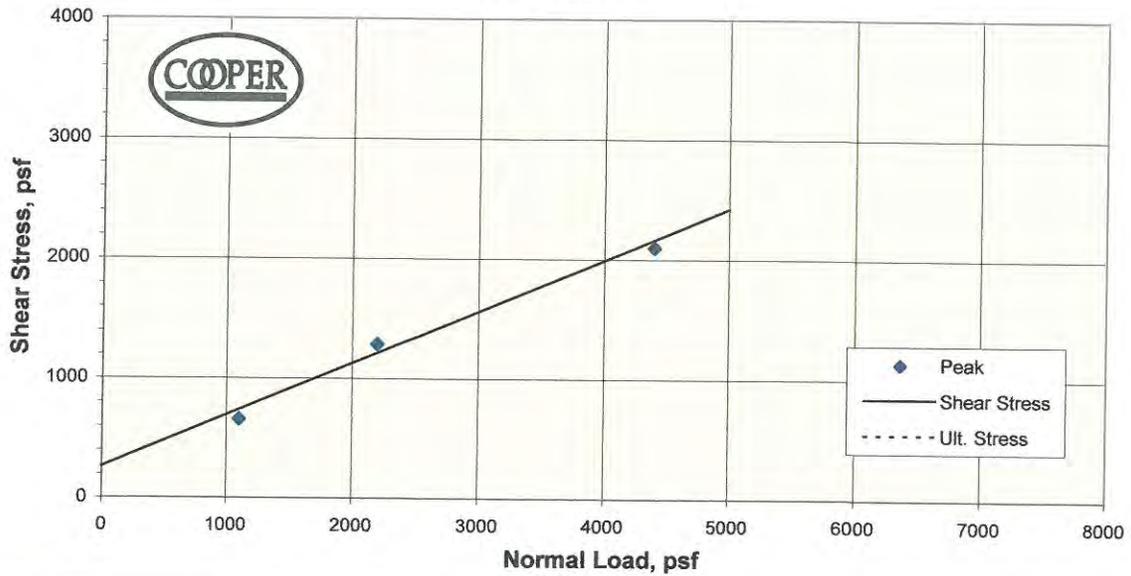
Boring:	4-3							
Sample:								
Depth, ft:	11							
Visual Description:	Brown Clayey SAND							
Actual G_s								
Assumed G_s								
Total Vol cc								
Vol Solids, cc								
Vol Voids, cc								
Moisture, %	13.1							
Wet Unit wt, pcf								
Dry Unit wt, pcf								
Saturation, %								
Porosity, %								
Air filled Poros., %								
Water filled Poros., %								
Void Ratio								
Series	1	2	3	4	5	6	7	8

Note: If an assumed specific gravity (G_s) was used then the saturation, porosities, and void ratio should be considered approximate.

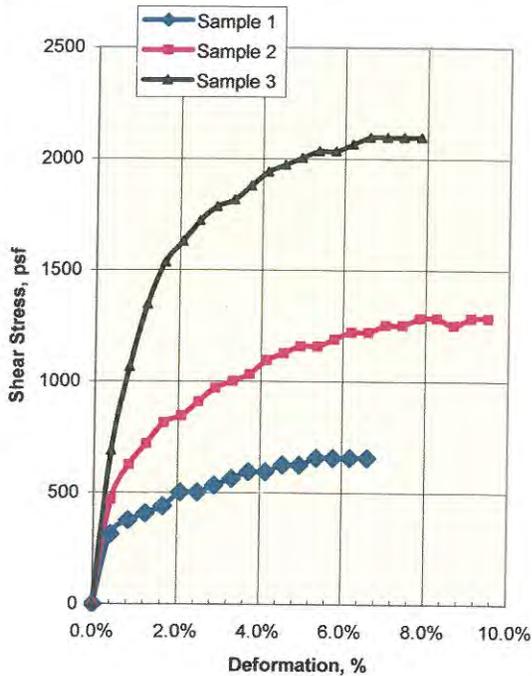


Direct Shear

ASTM D3080m



P. Phi (degrees)	23.4	Ult. Phi (degrees)	
P. Cohesion (psf)	260	Ult. Cohesion (psf)	

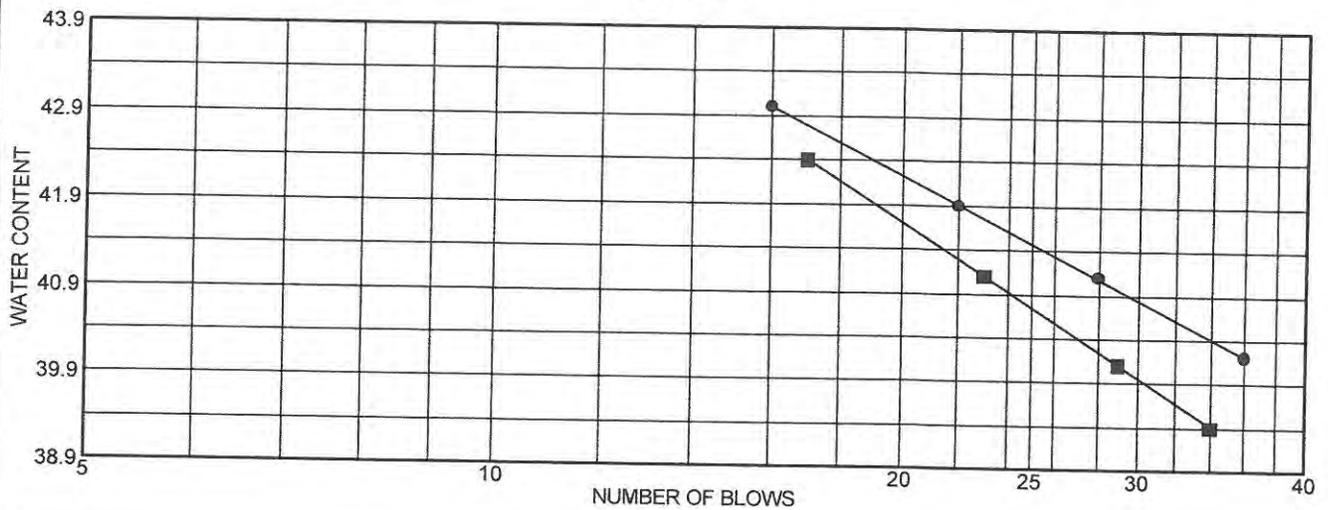
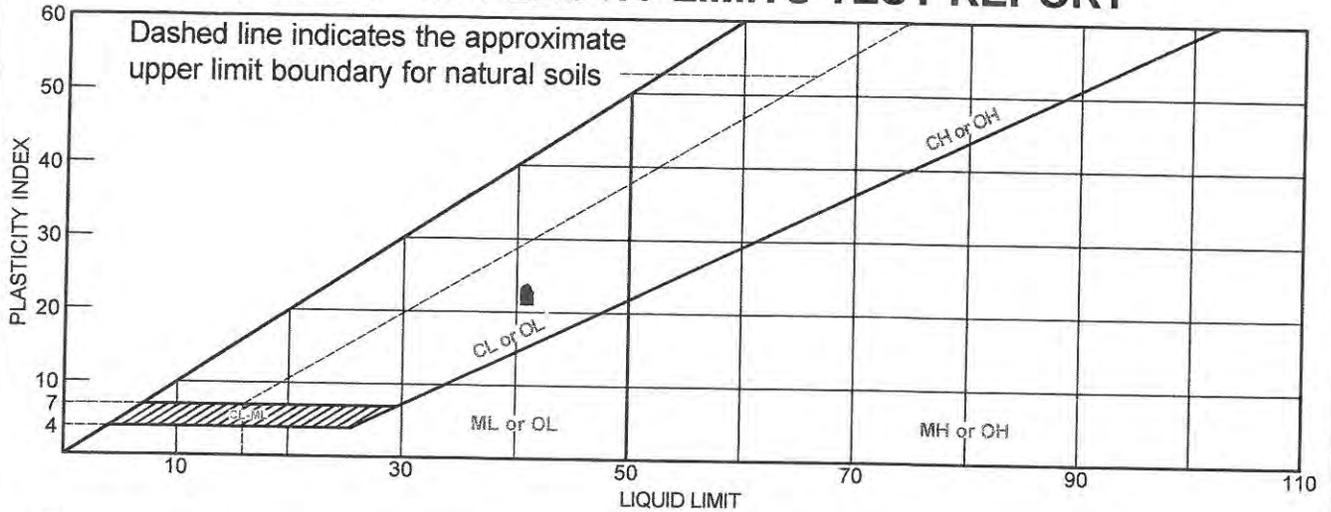


Sample Data: Initial				
	1	2	3	4
Moisture %	22.5	22.5	22.8	
Dry Dens., pcf	92.4	94.0	95.0	
Void Ratio	0.824	0.793	0.774	
Saturation %	73.7	76.5	79.3	
Diameter	2.42	2.42	2.42	
Height	1.00	1.00	1.00	
Sample Data: At Test				
Moisture %	25.4	23.9	22.6	
Dry Dens., pcf	94.8	99.1	103.4	
Void Ratio	0.778	0.701	0.631	
Saturation %	88.0	92.0	96.7	
Diameter	2.42	2.42	2.42	
Height	0.97	0.95	0.92	
Normal Stress, psf	1100	2200	4400	
Shear Stress, psf	657	1284	2098	
Strengths picked at	6.6%	9.5%	7.9%	
Ult. Stress, psf				
Strain Rate, in/min	0.020	0.020	0.020	
CTL #	060-1864			
Client:	GeoForensics			
Project	1509 El Camino - 207034			
Tested By:	MD			
Reduced By:	RU/MD			
Date:	3/14/07			

Specimen #	Boring:	Sample:	Depth, ft:	Visual Soil Classification
1	4-1		1	Dark Gray Clayey SAND w/ Roots
2	4-1		1	Dark Gray Clayey SAND w/ Roots
3	4-1		1	Dark Gray Clayey SAND w/ Roots
4				

Remarks: *DS-CU* A fully undrained condition may not be attained in this test.

LIQUID AND PLASTIC LIMITS TEST REPORT



	MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
●	Grayish Brown Sandy Lean CLAY	41	18	23			
■	Dark Brown Sandy Lean CLAY	41	19	22			

Project No. 060-1864 Client: GeoForensics

Project: 1509 El Camino - 207034

● Source: 1-1

■ Source: 2-1

Elev./Depth: 3.5'

Elev./Depth: 1.5'

Remarks:

●

■

LIQUID AND PLASTIC LIMITS TEST REPORT

COOPER TESTING LABORATORY

Figure

C.2 - September 2012 Geotechnical Response

File: 207034
September 4, 2012

1509 El Camino Real, LLC
1008 Laurel Street
San Carlos, CA 94070

Attention: Pat Fellowes

Subject: **1509 El Camino Real
Burlingame, California
GEOTECHNICAL RESPONSE**

Dear Mr. Fellowes:

This letter has been prepared to address a couple of issues which have been raised regarding the proposed new condominium complex to be constructed at the subject property on El Camino Real in Burlingame. We understand that these issues were raised by neighbors in front of the planning commission during a recent meeting. As you are aware, our office provided the geotechnical report (4/2/07) for design of the subject project.

Creek Erosion

Towards the rear northwestern corner of the property, the creek channel passes from between a series of stacked concrete rubble walls to a more formalized series of concrete retaining walls. During a recent visit to the property, we noted that a portion of the stacked concrete walls has toppled over, exposing hard native clay soils which comprise the creek banks. We also noted that there has been some undermining of the upstream end of the concrete retaining walls on your side of the creek.

Although the toppled stacked concrete wall section gives us very little concern for the long term stability of the creek channel, you may want to restore this section of bank protection to maintain an historic right to have this area lined.

Conversely, where the upstream end of the concrete wall has been eroded, we recommend that this area be repaired by the placement of natural stone rip-rap. We recommend that the eroded area be exposed and lined with filter fabric. The void may be filled with ¾ inch drain rock, but then the exterior face of the drain rock should be protected by natural stones having a nominal diameter of 18 to 24 inches. Alternatively, rock filled gabion baskets may be used to protect the backfilled holes. In either case, the configuration of the stone/gabion placement should conform as nearly as possible with the natural bends in the creek to avoid energy concentration.

Building Loads on Creek

We understand that plans have again changed for the configuration of the building. Plans now call for the use of a pier supported structure over a mat slab ground level garage floor. The nearest portions of the building are to be set back at least 20 feet from the top of the creek bank/retaining wall.

File: 207034
September 4, 2012

Based upon our review of the proposed plans and our observations of the creek channel, it is our opinion that there will be no load from the building imparted to the creek bank or its retaining wall. All loads will be taken to substantially greater depths below the base of the creek channel. There will be no impact from the building on the creek channel or its flows.

Should you have any questions please contact the undersigned.

Respectfully Submitted;
GeoForensics, Inc.



Daniel F. Dyckman, PE, GE
Senior Geotechnical Engineer, GE 2145

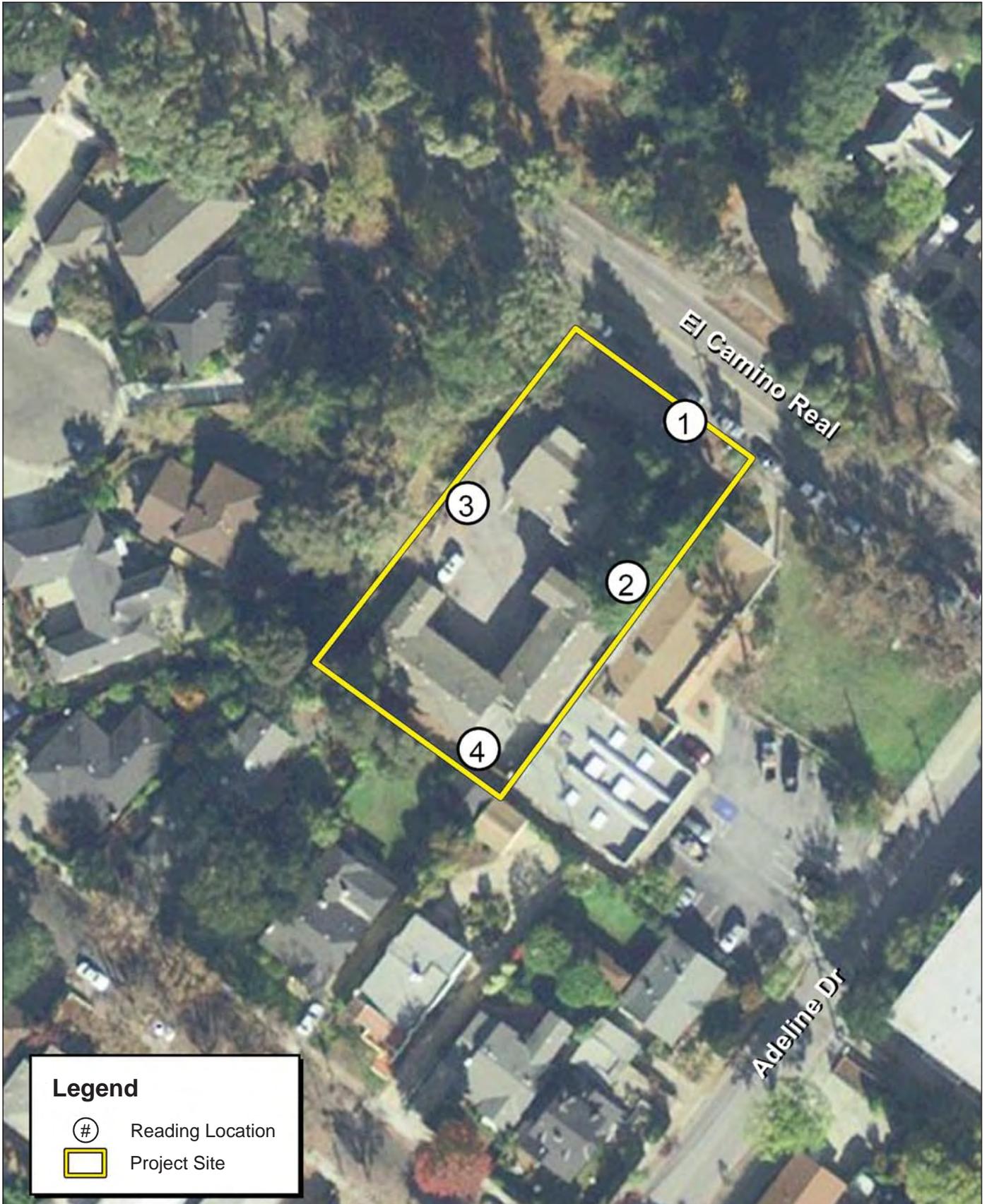
cc: 1 via email to addressee



This document has been digitally signed. Contact GFI for original signed and wet-stamped document.

Appendix D: Noise

D.1 - Noise Measurement Locations



Source: Michael Brandman Associates 2012.



Michael Brandman Associates

28030003 • 11/2012 | D-1_noise_measurement_locations.mxd

Appendix D-1 Noise Measurement Locations

CITY OF BURLINGAME • BURLINGAME CONDOMINIUMS PROJECT
INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

D.2 - Site Photos



Photograph 1: Nine HVAC units on top of roof; located towards the front end of 1226 El Camino Real.



Photograph 2: Reading taken outside of HVAC units fenced in area, facing west.

Source: Michael Brandman Associates 2012.



Michael Brandman Associates

28030003 • 11/2012 | D-2_site_photos.mxd

Appendix D-2 Site Photos

Appendix E: Transportation

Memorandum



**Whitlock & Weinberger
Transportation, Inc.**

475 14th Street
Suite 290
Oakland, CA 94612

voice (510) 444-2600

website www.w-trans.com
email mspencer@w-trans.com

Date: October 5, 2012

To: **Ms. Mary Bean**

From: Mark Spencer

Project: BUR002

Subject: Burlingame Condominiums Circulation Assessment

The purpose of this memorandum is to present the initial transportation and circulation assessment for the proposed project to be located at 1509 El Camino Real in the City of Burlingame. This initial analysis is focused on existing transportation facilities for alternative modes and the project's impact at the proposed access. The initial assessment was completed in accordance with the criteria established by the City of Burlingame, San Mateo City/County Association of Governments (C/CAG), and Caltrans.

Study Area/Project

The study area is located on the west side of El Camino Real between Ray Drive and Adeline Drive in the City of Burlingame. Within the study area, El Camino Real (SR 82) is an undivided four-lane State Highway and a Congestion Management Program (CMP) facility as per C/CAG, which is the Congestion Management Agency in San Mateo County.

Currently, the project site located at 1509 EL Camino Real consists of two separate lots. The first lot with Mills Creek is empty and zoned R-2 (duplex residential). The second lot is zoned R-3 (multifamily residential) and contains 11 apartment units in three separate buildings.

The proposed project would merge the two lots into one lot and rezone it to R-3. The project would consist of a four-story, 15-unit condominium complex that would be constructed over an at-grade parking garage. The access to the proposed project would be provided via a single driveway along El Camino Real.

Trip Generation

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

The expected trip generation potential for the proposed project is indicated in Table I, with deductions taken for trips made to and from the existing apartment buildings, which will cease with the construction of the project. The proposed project is expected to generate an average of 11 trips during the a.m. peak hour and 13 trips during the p.m. peak hour. After deductions are taken into account, the proposed project would be expected to result in a net increase of two trips during the morning peak hour and a net decrease of 11 trips during the evening peak hour.

**Table 1
Trip Generation Summary**

Land Use	Units	AM Peak Hour				PM Peak Hour			
		Rate	Trips	In	Out	Rate	Trips	In	Out
Existing									
Apartment (ITE LU 220)	-11	0.82	-9	-2	-7	2.18	-24	-16	-8
Proposed									
Residential Condominium/ Townhouse (ITE LU 230)	15	0.73	11	2	9	0.87	13	9	4
Net-New Trips			2	0	2		-11	-7	-4

As indicated in Table 1, the proposed project would generate less than 50 net-new peak hour trips. Therefore, a regional roadway analysis for El Camino Real was not performed.

Existing Conditions

Collision History

The collision history along El Camino Real in the vicinity of the project site was reviewed to determine any trends or patterns that may indicate a safety issue with turning movements at the project-site driveway. Collision rates were calculated based on the collision data available from the California Highway Patrol as published in their *Statewide Integrated Traffic Records System (SWITRS)* reports. A five-year period between January 1, 2006, and December 31, 2010, was used in the analysis. The calculated collision rate for the study segment was compared to the average collision rate for similar facilities statewide, as indicated in *2010 Accident Data on California State Highways*, Caltrans.

For the five-year study period, there were four reported collisions on El Camino Real between Ray Drive and Adeline Drive (excluding intersection related collisions). Of these collisions, none appeared to be related to turning into or out of the existing driveway at the project site. The study segment was found to have a collision rate lower than the statewide average for similar facilities. No fatalities were reported during the five-year period studied. The collision rate summary is presented in Table 2 and the details are attached.

**Table 2
Collision Rates at the Study Segment**

Study Segment	Number of Collisions (2006-2010)	Calculated Collision Rate (c/mvm)	Statewide Average Collision Rate (c/mvm)
El Camino Real from Ray Dr to Adeline Dr	4	0.51	3.80

Note: c/mvm = collisions per million vehicle miles

Alternative Modes of Transportation

Following is a summary of alternative transportation facilities provided within the vicinity of the project site.

Pedestrian

Sidewalks are provided along the project frontage and continue in both directions within the project vicinity. At the signalized intersection of El Camino Real/Adeline Drive, which is located approximately 220 feet south of the project site, marked crosswalks and pedestrian signal phasing are provided.

Bicycle

The *Highway Design Manual*, Caltrans, 2006, classifies bikeways into three categories:

- *Class I Multi-Use Path*: a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- *Class II Bike Lane*: a striped and signed lane for one-way bike travel on a street or highway.
- *Class III Bike Route*: signing only for shared use with motor vehicles within the same travel lane on a street or highway.

Within the project vicinity, bicycle lanes currently do not exist on El Camino Real. According to the City of Burlingame Bicycle Transportation Plan (October 2004), El Camino Real within the project vicinity is neither designated as a local or regional bicycle route, and no bicycle improvements are planned in future.

Transit

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

SamTrans Route 390 provides weekday service along El Camino Real between the Palo Alto Transit Center and the Daly City BART Station, with headways of approximately 30 minutes.

SamTrans Route 391 provides weekday service along El Camino Real between the Redwood City CalTrain Station and the Transbay Terminal at approximately 30 minute headways.

SamTrans Route 397 provides late night service on both weekdays and weekends along El Camino Real between the Palo Alto CalTrain Station and the Transbay Terminal; headways are approximately 60 minutes.

SamTrans Route ECR is a consolidation of transit lines 390 and 391 to provide weekend service along El Camino Real between the Palo Alto Transit Center and the Daly City BART Station, with an approximately 30-minute headway.

Access and Parking

Access to and within the site was analyzed based on the Site Plan dated March 23, 2012. Currently, the project site is accessed by one driveway along El Camino Real. The proposed project would relocate the existing driveway to the south from its current location with a circular motor court connecting the new driveway. The one-way circulation pattern on the motor court would then feed into the garage via a single entrance. The motor court provides space for two vehicles to stack in both the inbound and outbound lanes. Internally, access from the garage to the condominium units would be provided via elevators and stairs located on the north side of the project site. The proposed project driveway would need to be built to applicable City of Burlingame standards at the time of construction permitting.

Sight Distance

At unsignalized intersections a substantially clear line of sight should be maintained between the driver of a vehicle waiting at the crossroad and the driver of an approaching vehicle. Adequate time must be provided for the waiting vehicle to either cross, turn left, or turn right, without requiring the through traffic to radically alter their speed.

Sight distance along El Camino Real at the project driveway was evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distance for minor street approaches that are either a private road or a driveway are based on stopping sight distance. The approach travel speed along El Camino Real was used as the basis for determining the recommended sight distance.

The posted speed limit on El Camino Real within the project vicinity is 35 miles per hour (mph). However, to be conservative, a design speed of 40 mph was assumed for sight distance calculations, resulting in a recommended sight distance of 300 feet at the project driveway. El Camino Real within the project vicinity is relatively flat and straight. Sight distance from the project driveway to the north would be adequate. To the south, the signalized intersection of El Camino Real/Adeline Drive is approximately 250 feet from the project driveway. A driver exiting the project driveway would have a clear view through the intersection, resulting in adequate sight distance to the south as well.

Driveway Access

Based on the collision data analysis, none of the reported collisions were related to vehicles turning into or out of the existing driveway at the project site. The sight distance would be adequate in both directions for vehicles exiting the proposed project site. Overall, the proposed project would result in a minimal increase in a.m. traffic and a decrease in p.m. traffic. Thus, the potential turning movement conflicts at the proposed driveway would be either the same or reduced compared to existing conditions.

Parking

The City of Burlingame parking requirements for a condominium were reviewed to ensure that the project would provide adequate on-site parking. Based on the City code, 29 parking spaces (including a minimum of 24 that are covered) are required. As proposed, 31 parking stalls (29 covered and 2 uncovered) would be provided at the project site, which would satisfy the City Code requirements for parking. The two uncovered parking stalls would be provided on the west side of the garage on a public alley. The parking analysis summary is provided Table 3.

**Table 3
Parking Analysis Summary**

Land Use	Size	Parking Code Requirement	Required Parking Spaces
Condominium	15 Units	1.5 space/1 bedroom unit 2.0 space/2 bedroom unit	5 24
Total Requirement			29

Note: 1 bedroom units =3; 2 bedroom units =12

Source: City of Burlingame Municipal Code 27.70.032

Alternative Modes of Transportation

The existing network of pedestrian facilities within the project vicinity is anticipated to adequately serve the project site. Externally, a pedestrian path north of the proposed project access is proposed to connect El Camino Real to the lobby area for the condominium units. Any improvements to the project frontage should be done in a way that does not reduce the existing pedestrian facilities.

Since there are no existing or planned future bicycle improvements on Camino Real, the proposed project would not disrupt existing or planned facilities or create an inconsistency with applicable bicycle policies.

Two transit bus stops (northbound and southbound) are located along El Camino Real within a quarter-mile distance, which is considered as acceptable walking distance to a transit stop. Pedestrian facilities that connect the project site to the two bus stops are adequate. The bus stops are served by SamTrans, which connects to the Palo Alto Transit Center, the Daly City BART Station, the Redwood City CalTrain Station and San Francisco. The existing transit and pedestrian facilities are anticipated to adequately accommodate the project-generated transit trips.

Conclusions

- The proposed project would result in a net increase of two trips during the morning peak hour and net decrease of 11 trips during the evening peak hour.
- For the five-year study period, four collisions were reported, none of which were related to turning in or out of the existing driveway.
- Sight distance is adequate in both directions at the proposed driveway locations.
- The City of Burlingame Municipal Code requires 29 parking spaces. As proposed, 31 parking spaces would be provided, including two spaces on the west side of the garage on a public alley.
- The project site is adequately served by an existing network of pedestrian and transit facilities, including bus stops within an acceptable walking distance.
- The proposed project is not directly served by bicycle facilities. However, the proposed project would not disrupt existing or planned facilities or create an inconsistency with applicable bicycle policies.

- The proposed project is not anticipated to have a significant impact on existing transportation systems.

Recommendations

- The proposed project driveway would need to be built to applicable City of Burlingame standards at the time of construction permitting.
- Any improvements along the project frontage should be done in a way that does not impact the existing pedestrian and transit facilities.

MS/JKA/BUR002.MI.doc

Attachments: Collision Data and Analysis

**W-Trans
Collision Records**

Collision Report Summary

8/21/2012

Date Range Reported: 1/1/06 - 12/31/10

Total Number of Collisions: 4

Total Number of Persons Injured: 8

Total Number of Persons Killed: 0

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.
2723652	6/17/06	15:16	Rt 82 & Ray Dr (mp15.17)	175'	South	Rear-End	Other Motor Vehicle	South	Proceeding Straight	South	Stopped in Road	Unsafe Speed	1	0
2723672	6/17/06	15:17	Rt 82 & Ray Dr (mp15.17)	175'	South	Rear-End	Other Motor Vehicle	South	Proceeding Straight	South	Stopped in Road	Following Too Closely	1	0
4012259	11/14/08	12:57	El Camino Real & Adeline Dr (mp15.03)	193'	North	Vehicle - Pedestrian	Pedestrian	East	Proceeding Straight	South	Proceeding Straight	Pedestrian Violation	1	0
4607872	2/18/10	16:13	Rt 82 & Adeline Dr (mp15.05)	300'	North	Rear-End	Other Motor Vehicle	South	Proceeding Straight	South	Slowing/Stopping	Unsafe Speed	5	0

Settings Used For Query

Parameter

Setting

Street Name

ADELINE

Cross Street

CAMINO

Starting Date

1/1/2006

Ending Date

12/31/2010

Distance from Intersection

>= 0' for non rear-end collisions

>= 0' for rear-end collisions

SEGMENT COLLISION RATE CALCULATIONS

Burlingame Condominiums

Location: El Camino Real from Ray Dr to Adeline Dr

ADT: 21,300

Number of Collisions: 4
Number of Injuries: 4
Number of Fatalities: 0
Start Date: January 1, 2006
End Date: December 31, 2010
Number of Years: 5

Highway Type: Undivided 4 lanes
Area: Urban
Design Speed: <=45

Segment Length: 0.2 miles
Direction: North/South

$$\frac{\text{NUMBER OF COLLISIONS} \times 1 \text{ MILLION}}{\text{ADT} \times 365 \text{ DAYS PER YEAR} \times \text{SEGMENT LENGTH} \times \text{NUMBER OF YEARS}}$$

$$\frac{4 \times 1,000,000}{21,300 \times 365 \times 0.2 \times 5}$$

	<u>Collision Rate</u>	<u>Fatality Rate</u>	<u>Injury Rate</u>
Study Segment	0.51 c/mvm	0.0%	100.0%
Statewide Average*	3.80 c/mvm	1.0%	34.5%

ADT = average daily traffic volume
c/mvm = collisions per million vehicle miles
* 2007 Collision Data on California State Highways, Caltrans