Initial Study

1491-1493 Oak Grove Condominium Project

Prepared by:

THE CITY OF BURLINGAME CALIFORNIA INCORPORATED 1908

In Consultation with:

DAVID J. POWERS & ASSOCIATES, INC.
ENVIRONMENTAL CONSULTANTS & PLANNERS

July 2016

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SECTION 1.0 INTRODUCTION AND PURPOSE

This Initial Study (IS) of environmental impacts is being prepared to conform to the requirements of the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations 15000 et. seq.), and the regulations and policies of the City of Burlingame. The purpose of this Initial Study is to provide objective information regarding the environmental consequences of the proposed project to the decision makers who will be reviewing and considering the project. This Initial Study evaluates the potential environmental impacts which might reasonably be anticipated to result from implementation of the proposed Oak Grove Avenue Condominium Project.

The City of Burlingame is the Lead Agency under CEQA and has prepared this Initial Study to address the environmental impacts of implementing the proposed project.

All documents referenced in this Initial Study are available for public review in the Community Development Department at City of Burlingame City Hall, 501 Primrose Road, during normal business hours.

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

1491 – 1493 Oak Grove Avenue Condominium Development Project

2.2 PROJECT LOCATION

The 0.2-acre project site consists of two parcels (APN 029-100-040, and 029-100-050), located at 1491-1493 Oak Grove Avenue in Burlingame.

Regional and vicinity maps of the site are shown on Figures 2.2-1 and 2.2-2, and an aerial photograph of the project site and surrounding area is shown on Figure 2.2-3.

2.3 LEAD AGENCY CONTACT

Catherine Keylon
Senior Planner
City of Burlingame
501 Primrose Road
Burlingame, CA 94010

2.4 PROJECT PROPONENT

Property Owner and Applicant:

Chi-Hwa Shao/Mark Haesloop
CHS Development Group
600 El Camino Real
Belmont, CA 94002

2.5 ASSESSOR'S PARCEL NUMBERS

029-100-040, 029-100-050

2.6 EXISTING GENERAL PLAN AND ZONING DISTRICT

General Plan: The General Plan designates the property, which falls within the boundaries of the Downtown Specific Plan area, as *Medium-High Density Residential* which allows 21-50 dwelling units per acre.

Zoning District: The subject property is located in the R-3 zoning district.

2.7 PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS

The project would require the following approvals from the City of Burlingame:

- Environmental Review
- Conditional Use Permit for building height
- Lot Merger
- Design Review
- Condominium Permit
- Tree Removal Permit

REGIONAL MAP

FIGURE 2.2-1

VICINITY MAP

FIGURE 2.2-2

AERIAL PHOTOGRAPH AND SURROUNDING LAND USES FIGURE 2.2-3

SECTION 3.0 PROJECT DESCRIPTION

3.1 SITE DEVELOPMENT

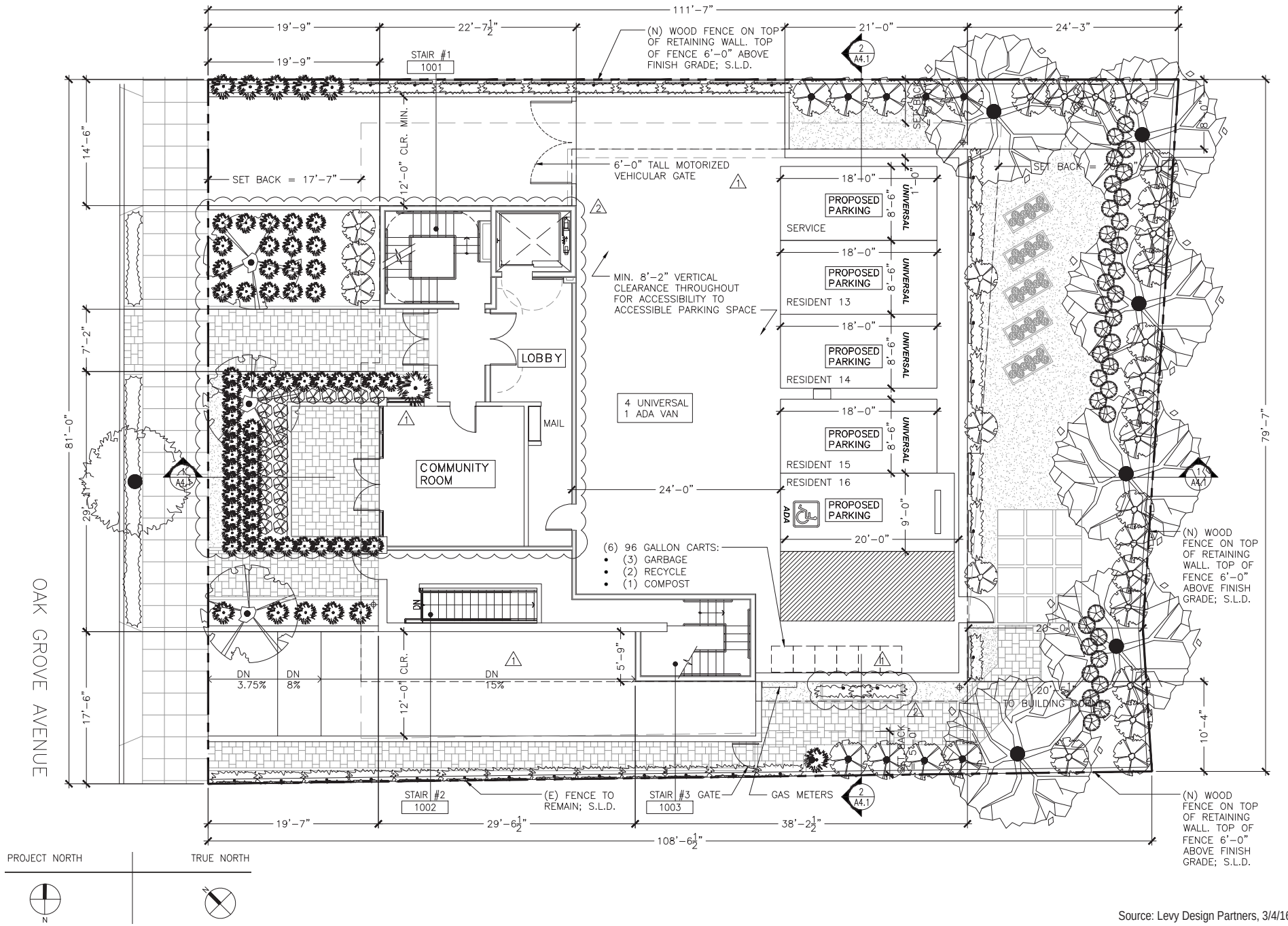
3.1.1 Project Description

The applicant proposes to demolish two existing single-family dwellings, located side by side on two separate lots at 1491 and 1493 Oak Grove Avenue, then merge the two parcels into one, 0.20-acre parcel and construct a new, five-story, 10-unit residential multi-family residential building (refer to Figure 3.1-1). The multi-family residential building will be improved with a below-grade parking garage, a lobby and at-grade parking on ground level, and four-stories of condominium units above (refer to Figure 3.1-2 and 3.1-3). The overall proposed height is 55 feet to the top of the roof (refer to Figure 3.1-4).

The proposed project would be setback approximately 18 feet from the sidewalk along the street frontage and approximately six (6) feet from adjacent residential property lines to the northeast and southwest. In addition to the approximate 18-foot setback from the western property line, units and associated decks on levels three to five would be setback an additional two feet from the northern edges of the building (to provide an approximate 20-foot setback on the north edge and an 8-foot setback on the northeastern edge from the property line on these upper levels).

The project includes six, two-bedroom units; three, one-bedroom units; and one, three-bedroom unit for a total of 10 condominium units. The proposed units range in size from 660 to 1,880 square feet (s.f.). The project proposes approximately 1,943 s.f. of common open space in the rear yard, and private balconies for each unit. Proposed balconies range from 70 to 625 s.f.

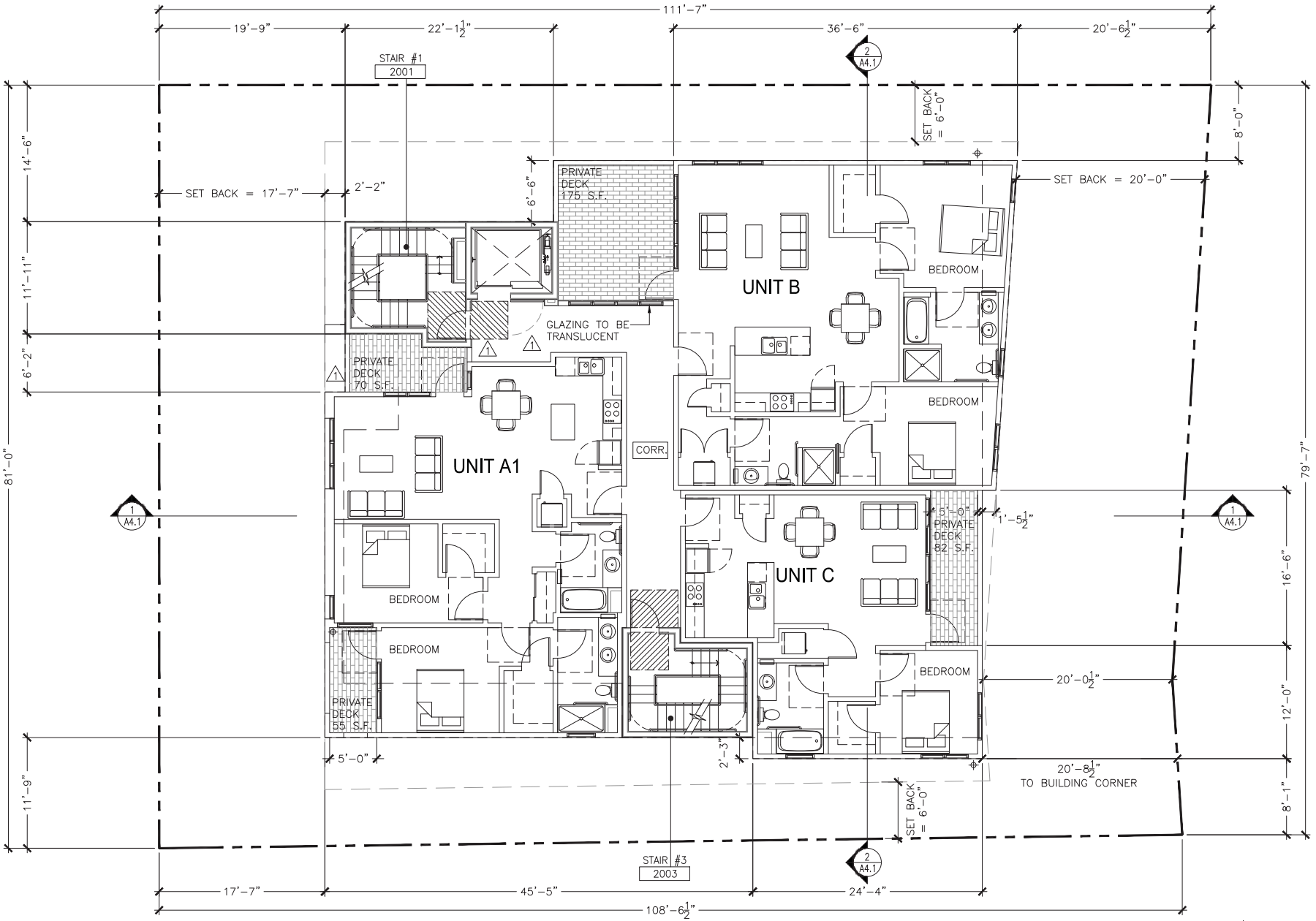
The primary entrance to the building lobby would be from Oak Grove Avenue. A ground floor community room is proposed with an attached common outdoor space. There will be five parking spaces in an at-grade parking garage located behind the lobby, with a dedicated driveway entrance to these spaces located along the northeast side of the property. There will be 12 parking spaces provided in a below-grade garage that will be accessed separately, along the southwest property line.



Source: Levy Design Partners, 3/4/16.

PROPOSED GROUND FLOOR PLAN

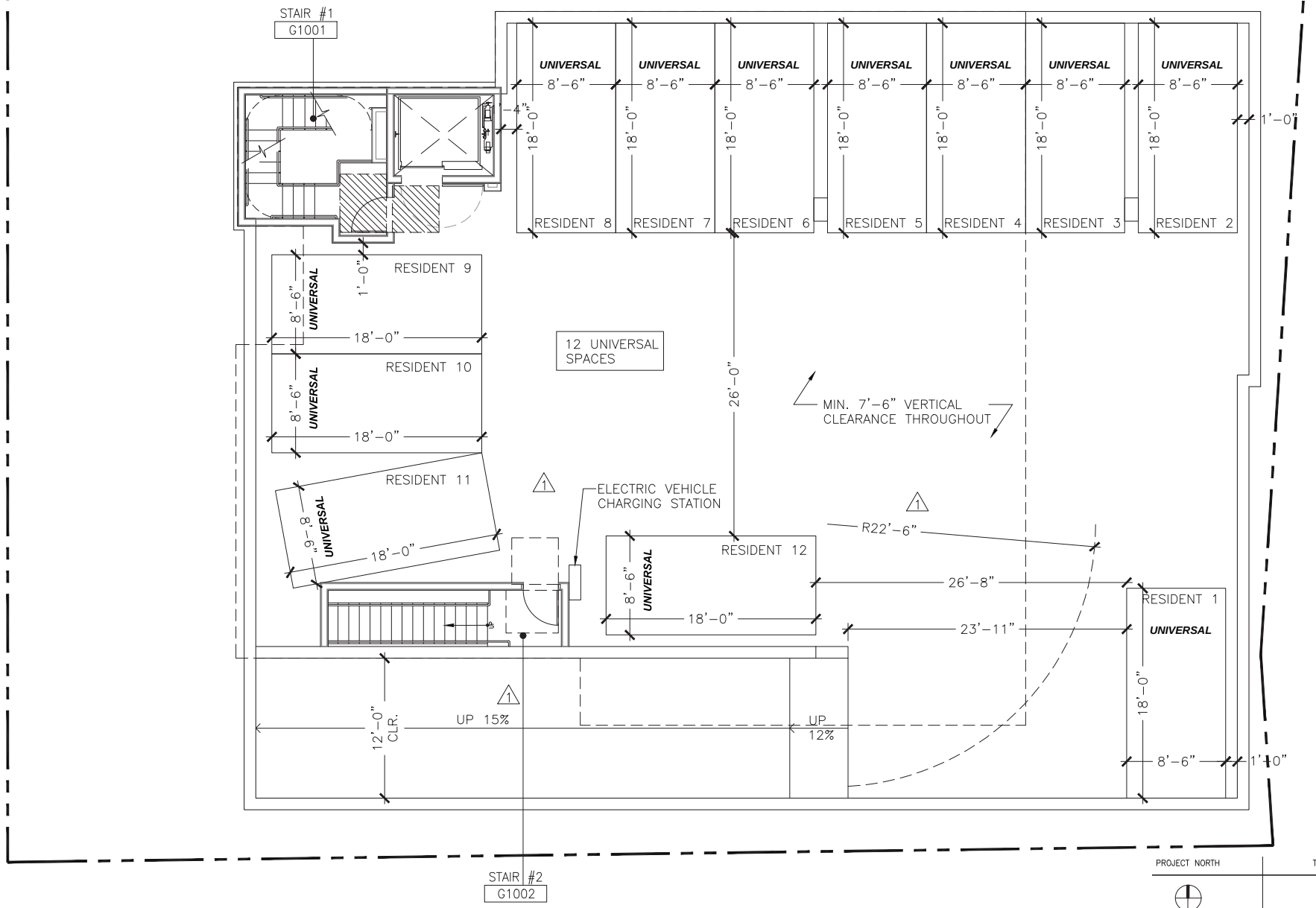
FIGURE 3.1-1



Source: Levy Design Partners, 3/4/16.

PROPOSED TYPICAL FLOOR PLAN

FIGURE 3.1-2



Source: Levy Design Partners, 3/4/16.

PROPOSED BELOW-GRADE PARKING GARAGE

FIGURE 3.1-3

Source: Levy Design Partners, 3/4/16.

CONCEPTUAL ELEVATIONS FIGURE 3.1-4

3.2 USES OF THE INITIAL STUDY

This Initial Study (IS) provides decision-makers in the City of Burlingame (the CEQA Lead Agency), responsible agencies, and the general public with relevant environmental information to use in considering the project. This IS may also be relied upon for other agency approvals necessary to implement the project.

The project would require the following approvals from the City of Burlingame:

- Environmental Review
- Conditional Use Permit for building height
- Lot Merger
- Design Review
- Condominium Permit
- Tree Removal Permit

There are no other responsible agencies with a role in approving or carrying out the project.

SECTION 4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS

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

The right-hand column in the checklist lists the source(s) for the answer to each question. The sources cited are identified at the end of this section. Mitigation measures are identified for all significant project impacts. Mitigation Measures are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guideline 15370).

4.1 AESTHETICS

4.1.1 Aesthetics Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	1,2
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐	1,5
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐	1,2
d. Create a new source of substantial light or glare which will adversely affect day or nighttime views in the area?	☐	☐	☒	☐	1,6

4.1.2 Existing Setting

The project site is generally rectangular in shape and located in an urban, developed area. The project site is bounded by Oak Grove Avenue to the north, three and four-story multi-family residential buildings to the south and southwest, a single-family residence to the southeast, and two- to three-story multi-family residential buildings to the east and northeast. An elementary school, (school) playground, and single-family residences front Oak Grove Avenue opposite the project site directly to the north (refer to Figure 2.2-3).

Given the generally flat topography of the project area, the project site is mostly visible from surrounding roadways (e.g., Oak Grove Avenue, Paloma Avenue, and El Camino Real).

The project site is currently developed with two, single-story single-family residences. Buildings on-site are circa 1925 and constructed of wood and stucco. There are 13 trees located throughout the site adjacent to existing buildings and along the southwestern boundary. A large red oak is located in the landscape strip of 1493 Oak Grove Avenue (refer to Photos 1-6).

The project site is not located along a state scenic highway or a rural scenic corridor. El Camino Real (State Route 82), located 150 feet west of the project site, is a County Scenic Roadway.

4.1.2.1 *Applicable Plans, Policies, and Regulations*

City of Burlingame Municipal Code

Municipal Code Section 18.16.030 regulates the usage and placement of exterior lighting (including security lighting). In accordance with Municipal Code Section 18.16.030, 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.

4.1.2.2 *Surrounding Land Uses*

The project site is surrounded by development. The multi-story apartment complex located southwest of the site consists of a four-story contemporary building with a below-grade parking garage. An elementary school and playground are located to the west of the site. The single- and multi-family residences south and southeast of the project site on Floribunda Avenue range from early twentieth century to 1990s construction dates and are comprised of wood and stucco.

PHOTO 1: View of the project site looking southeast from the northeastern corner of Paloma and Oak Grove Avenues.

PHOTO 2: View of 1493 Oak Grove Avenue and adjacent multi-family residences looking southeast from the northwest corner of Paloma and Oak Grove Avenues.

PHOTOS 1 AND 2

PHOTO 3: View of northeast of the project site of multi-family residential development.

PHOTO 4: View of First Church of Christ Scientist looking southeast from Oak Grove Avenue.

PHOTOS 3 AND 4

PHOTO 5: View of McKinley Elementary School and playground on Oak Grove Avenue looking west from the northeast corner of Paloma and Oak Grove Avenues.

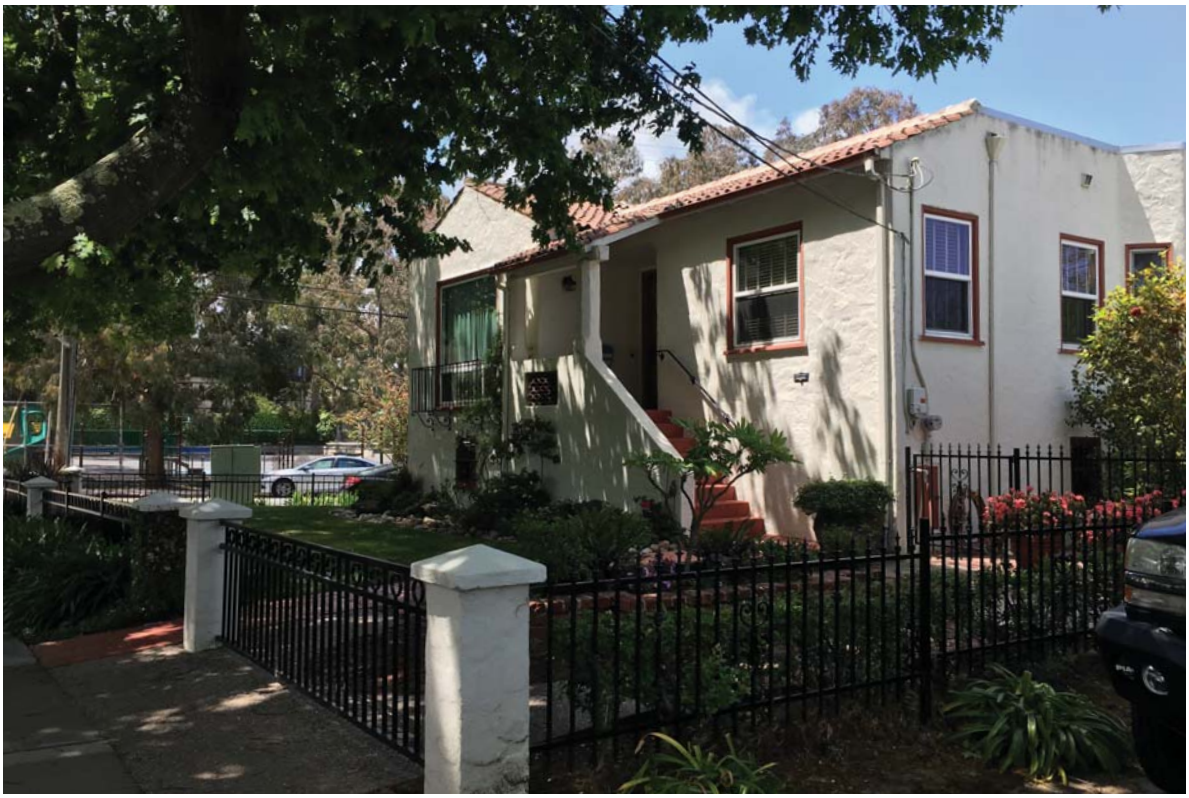


PHOTO 6: View of residences to the north of the project site on Oak Grove Avenue.

PHOTOS 5 AND 6

4.1.3 Impacts Evaluation

a. Would the project have a substantial adverse effect on a scenic vista?

Views of the San Francisco Bay and other scenic resources are not present from the project site. The project is located within a developed urban area and there are no scenic vistas that would be impacted by redevelopment of the site with multi-family residential uses. **(No Impact)**

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The project site has been developed for over 90 years and no scenic resources, such as rock outcroppings or historic buildings (refer to *Section 4.5 Cultural Resources*), are present on the project site. There are 13 trees on-site, including four protected trees (refer to *Section 4.4 Biological Resources*). The project site is not located along a state scenic highway or a rural scenic corridor. El Camino Real, located approximately 150 feet west of the project site, is a County Scenic Roadway. The proposed building is located adjacent to a four-story building that fronts El Camino Real and would not be substantially visible from El Camino Real. The proposed project, therefore, would result in a less than significant impact to a County designated scenic roadway. **(Less Than Significant Impact)**

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

The project site is developed with existing single-family residences and landscaping. The proposed project is located in a residential area with primarily single-family uses on the north side of Oak Grove Avenue and multi-family residential uses located on the south side. The project is located adjacent to a four-story multi-family residential building and driveway. Given the range of uses, styles, and intensities of development in the project area, the proposed five-story, residential development would not significantly degrade the existing visual character of the site or project area. **(Less Than Significant Impact)**

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

Light and Glare

The proposed project would have outdoor security night lighting on the site along walkways and roadways. Consistent with the City's Zoning Ordinance (Municipal Code Section 18.16.030), project lighting would be designed and located so that light emitted from on-site lighting is kept entirely on the property or below the top of any fence, edge, or wall. The outside lighting would generally increase light levels in the area, but would not cause significant glare or spillover into adjacent properties. Furthermore, the project would be constructed with materials such as wood, stucco, and stone which are generally non-reflective materials and, therefore, would not create a new source of glare in the project area.

Shadows

Burlingame has not established a community standard for shadow impacts, and most jurisdictions do not have criteria for significance. The Downtown Specific Plan provides guidance for assessing potential shadow impacts for projects in Downtown Burlingame, specifying that as part of the design review process, development in the Specific Plan Area that is proposed to be taller than existing surrounding structures (such as the proposed project) should be evaluated for potential to create new shadows/shade on public and/or quasi-public open spaces and major pedestrian routes. The plan suggests at a minimum shadow diagrams should be prepared for 9:00 a.m., 12 noon, and 3:00 p.m. on March 21st, June 21st, September 21st, and December 21st (approximately corresponding to the solstices and equinoxes) to identify extreme conditions and trends. This provides an analysis of each season as well as the longest and shortest days of the year, covering the full spectrum of possible shade and shadow effects.

Shadow impacts for 9:00 a.m., 12 noon, and 4:00 p.m. on March 21st, June 21st, September 21st, and December 21st for the proposed project as modeled from the dimensions are attached in Appendix A of this Initial Study. Shadow simulations were prepared for the proposed project at 4:00 p.m. which would cast greater shadows than the 3:00 p.m. condition noted in the Downtown Specific Plan. A review of shadow lengths for 3:00 p.m. indicate that shadows would be cast between 47 feet (summer solstice), 80 feet (equinoxes), and 192 feet (winter solstice) which represents a reduction of 25 feet (summer solstice), 45 feet (equinoxes), and 63 feet (winter solstice) when compared with 4:00 p.m. shadow simulations.

Based on the Downtown Specific Plan criteria, the proposed five-story building would not create significant new shadows/shade on public and/or quasi-public open spaces and major pedestrian routes. There are no public or quasi-public open spaces directly adjacent to the site, and the adjacent pedestrian route (Oak Grove Avenue sidewalk) would only experience shading for some of the morning hours in January, March, and September, and in the morning and afternoon hours in December. An adjacent roadway to the northwest of the property would experience shading during the morning hours in December. The four-story multi-family residential structure to the southwest of the property currently shades the portions of Oak Grove Avenue and Paloma Avenue prior to the construction of the proposed project. Therefore, the overall shading is comparable to surrounding buildings. Thus, the project would not be considered to have significant shadow impacts. **(Less Than Significant Impact)**

4.1.4 Conclusion

Implementation of the proposed project would not result in significant adverse visual or aesthetic impacts. **(Less Than Significant Impact)**

4.2 AGRICULTURAL AND FORESTRY RESOURCES

4.2.1 Agricultural and Forestry Resources Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒	1,8
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	1,7
3. 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))?	☐	☐	☐	☒	4
4. Result in a loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒	1,2
5. 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?	☐	☐	☐	☒	1,2

4.2.2 Existing Setting

The project site has been developed with single-family residences since 1925. The project site is not designated as farmland or forest land. According to the *San Mateo County Important Farmland 2014* map, the project site is designated as *Urban and Built-Up Land*, meaning that the land contains a building density of at least six units per 10-acre parcel or is used for industrial or commercial purposes, golf courses, landfills, airports, or other utilities. [1]

[1] California Department of Conservation, Division of Land Resource Protection. *San Mateo County Important Farmland 2014 Map*. 2016.

4.2.3 Impacts Evaluation

a. - b. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use? Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The project site is located in an urbanized area in the City of Burlingame. The project site does not include active agricultural uses, nor is the site zoned for agricultural uses. Therefore, the proposed project would have no impact on agricultural resources or operations. **(No Impact)**

c. - d. Would the project 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))? Would the project result in a loss of forest land or conversion of forest land to non-forest use?

The project site has been in residential use since 1925. The project site and surrounding area is not used or zoned for timberland or forest land. The project would not impact timberland or forest land. **(No Impact)**

e. Would the project 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?

According to the *San Mateo County Important Farmland 2014* map, the project site and surrounding area is designated as *Urban and Built-Up Land*. The development of the project site would not result in conversion of any forest or farmlands. **(No Impact)**

4.2.4 Conclusion

Implementation of the proposed project would not result in an impact to agricultural or forestry resources in the area. (**No Impact)**

4.3 AIR QUALITY

This discussion is based in part on a construction health risk assessment prepared by *Illingworth & Rodkin* included as Appendix B of this Initial Study.

4.3.1 Air Quality Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	1,2,9, 10,11
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐	1,2, 10,11
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	☐	☐	☒	☐	1,10
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐	1,10,11
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐	1

4.3.2 Existing Setting

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

The U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for what are commonly referred to as "criteria pollutants," because they set the criteria for attainment of good air quality. Criteria pollutants include carbon monoxide, ozone, nitrogen dioxide, sulfur dioxide, and particulate matter (PM).

4.3.2.1 *Climate and Topography*

The project site is located in San Mateo County, which is part of the San Francisco Bay Area Air Basin. The project area's proximity to both the Pacific Ocean and the San Francisco Bay has a moderating influence on its climate.

4.3.2.2 *Regional and Local Criteria Pollutants*

Major criteria pollutants, listed in "criteria" documents by the USEPA and CARB include ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and suspended particulate matter. These pollutants can have health effects such as respiratory impairment and heart/lung disease symptoms. Ambient air quality standards have been established at both the state and federal level. Violations of ambient air quality standards are based on air pollutant monitoring data and are judged for each air pollutant. Areas with air quality that exceed adopted air quality standards are designated as "nonattainment" areas for the relevant air pollutants. Nonattainment areas are sometimes further classified by degree (marginal, moderate, serious, severe, and extreme for ozone, and moderate and serious for carbon monoxide and PM_{10}) or status ("nonattainment-transitional"). Areas that comply with air quality standards are designated as "attainment" areas for the relevant air pollutants. "Unclassified" areas are those with insufficient air quality monitoring data to support a designation of attainment or nonattainment, but are generally presumed to comply with the ambient air quality standard. State Implementation Plans must be prepared by states for areas designated as federal ambient air quality standard.

The Bay Area is considered a non-attainment area for ground-level ozone and fine particulate matter ($PM_{2.5}$) under both the federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for respirable particulates or particulate matter with a diameter of less than 10 micrometers (PM_{10}) under the California Clean Air Act, but not the federal act. High ozone levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NO_x). These precursor pollutants react under certain meteorological conditions to form high ozone levels. Controlling emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce ozone levels. High ozone levels aggravate respiratory and cardiovascular diseases, reduced lung function, and increase coughing and chest discomfort. Elevated concentrations of PM_{10} and $PM_{2.5}$ are the result of both region-wide (i.e. cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

4.3.2.3 *BAAQMD Guidelines*

The BAAQMD is the regional agency tasked with managing air quality in the region. The BAAQMD is primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area. Air quality standards are set by the federal government (the 1970 Clean Air Act and its subsequent amendments) and the state (California Clean Air Act and its subsequent amendments). Regional air quality management districts such as BAAQMD must prepare air quality plans specifying how state standards would be met. The BAAQMD's most recently adopted Clean Air Plan is the 2010 Clean Air Plan (2010 CAP). The 2010 CAP provides an updated comprehensive plan to improve the Bay Area's air quality and protect public health, taking into account future growth projections to 2035. The BAAQMD has published CEQA Air Quality Guidelines that are used in this assessment to evaluate air quality impacts of projects. The thresholds of significance for construction- and operation-related pollutant emissions are shown in Table 4.3-1.

Table 4.3-1 Thresholds of Significance Used in Air Quality Analyses			
Pollutant	**Construction**	**Operation-Related**	
	Average Daily Emissions (pounds/day)	**Average Daily Emissions (pounds/day)**	**Maximum Annual Emissions (tons/year)**
ROG, NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
Fugitive Dust (PM_{10}/$PM_{2.5}$)	Best Management Practices	None	None
Risk and Hazards for New Sources and Receptors (Project)	Same as Operational Threshold	• Increased cancer risk of >10.0 in one million • Increased non-cancer risk of > 1.0 Hazard Index (chronic or acute) • Ambient $PM_{2.5}$ increase: > 0.3 µ/m^3 [Zone of influence: 1,000-foot radius from property line of source or receptor]	
Risk and Hazards for New Sources and Receptors (Cumulative)	Same as Operational Threshold	• Increased cancer risk of >100 in one million • Increased non-cancer risk of > 10.0 Hazard Index (chronic or acute) • Ambient $PM_{2.5}$ increase: > 0.8 µ/m^3 [Zone of influence: 1,000-foot radius from property line of source or receptor]	
Sources: *BAAQMD Thresholds Options and Justification Report (2009)* and *BAAQMD CEQA Air Quality Guidelines* (dated May 2011).			

4.3.2.4 *Local Community Risks/Toxic Air Contaminants and Fine Particulate Matter*

Besides criteria air pollutants, there is another group of substances found in ambient air referred to as Toxic Air Contaminants (TACs). These contaminants tend to be localized and are found in relatively low concentrations in ambient air. Exposure to low concentrations over long periods, however, can result in adverse chronic health effects. Diesel exhaust is a predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average).

Fine Particulate Matter ($PM_{2.5}$) is a complex mixture of substances that includes elements such as carbon and metals; compounds such as nitrates, organics, and sulfates; and complex mixtures such as diesel exhaust and wood smoke. Long-term and short-term exposure to $PM_{2.5}$ can cause a wide range of health effects. Common stationary sources of TACs and $PM_{2.5}$ include gasoline stations, dry cleaners, diesel backup generators, and motor vehicles. The other, more significant, common source is motor vehicles on roadways and freeways.

4.3.2.3 *Sensitive Receptors*

There are groups of people more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 14, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, elementary schools, and parks. For cancer risk assessments, children are the most sensitive receptors, since they are more susceptible to cancer causing TACs. Residential locations are assumed to include infants and small children.

4.3.2.4 *Construction TAC and $PM_{2.5}$ Health Risks*

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. These exhaust air pollutant emissions would not be considered to contribute substantially to existing or projected air quality violations. Construction exhaust emissions may still pose health risks for sensitive receptors such as surrounding residents. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to $PM_{2.5}$. Diesel exhaust poses both a potential health and nuisance impact to nearby receptors. The closest sensitive receptors to the project site are the multi- family dwellings to its north and southwest and an elementary school to the west.

4.3.3 Impacts Evaluation

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

The proposed project will not conflict with the latest Clean Air planning efforts since; (1) the project's operational emissions would be well below the BAAQMD thresholds of significance for air pollutants as discussed below in Section 4.3.3(b) and development of the project site would be considered urban infill. **(Less Than Significant Impact)**

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

The 2011 BAAQMD *CEQA Air Quality Guidelines* contain a screening table that lists the minimum unit count for condominium projects, below which the project would not result in the generation of operational or construction criteria air pollutants, or greenhouse gas emissions, that exceed the threshold of significance. The project proposes 10 dwelling units on the project site and, as summarized in Table 4.3-2 below, the screening threshold for operational criteria pollutants is 451 units; for operational greenhouse gas emissions is 78 units; and for construction criteria pollutants is 240 units. The proposed residential development would not exceed the screening level for operational and construction criteria pollutants or greenhouse gas emissions and, therefore, the project would not result in significant air quality impacts. **(Less Than Significant Impact)**

Table 4.3-2 Criteria Air Pollutants and Precursors and GHG Screening Level Size			
Land Use Type	**Operational Criteria Pollutant Screening Size**	**Operational GHG Screening Size**	**Construction Criteria Pollutant Screening Size**
Condominiums	451 units	78 units	240 units
Below screening threshold?	Yes	Yes	Yes

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

Non-attainment pollutants of concern for the San Francisco Bay Air Basin are ozone, PM_{10} 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 (b) above, the project's operational and construction emissions would be less than significant since the project falls under the BAAQMD's screening thresholds. In addition, construction on the site will be required to implement BAAQMD's Best Management Practices for dust control in accordance with the City's General Plan policies. **(Less Than Significant Impact)**

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

Construction Dust Emissions

Construction dust could affect local air quality at various times during construction of the project. The dry, windy climate of the area during the summer months creates a high potential for dust generation when and if underlying soils are exposed to the atmosphere. Construction activities would increase dustfall and locally elevated levels of PM_{10} downwind.

Nearby land uses, particularly sensitive receptors adjacent to the project site, could be affected by dust generated during construction activities.

Impact AQ – 1: The project would generate dust during construction activities that would affect nearby sensitive receptors. **(Significant Impact)**

Mitigation Measure: The project shall implement the following mitigation measure to ensure project impacts from construction are reduced to a less than significant level:

MM AQ – 1.1: During any construction period which causes ground disturbance, the applicant shall ensure that the project contractor implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air

quality impacts associated with grading and new construction to a less than significant level. The contractor shall implement the following best management practices that are required of all projects:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five (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 mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

MM AQ-1.2: The applicant shall implement the following GHG reduction measures during construction activities.

- Alternative-Fueled (e.g., biodiesel, electric) construction vehicles/ equipment shall make up at least 15 percent of the fleet;
- Local building materials of at least 10 percent; and
- Recycle at least 50 percent of construction waste or demolition materials. **(Less Than Significant Impact With Mitigation Incorporated)**

Construction TAC and $PM_{2.5}$ Health Risks

Construction activity is anticipated to include demolition, grading and site preparation, trenching, building construction, and paving. A health risk assessment of the project

construction activities was completed (see Appendix B) that evaluated potential health effects of sensitive receptors at nearby residences and elementary school from construction emissions of DPM and $PM_{2.5}$. Construction period emissions were modeled using the California Emissions Estimator Model, Version 2013.2.2 (CalEEMod).

Increased cancer risks were calculated using the maximum modeled concentrations for 2017 and BAAQMD recommended risk assessment methods for infant exposure (3rd trimester through two years of age) and for an adult exposure. The cancer risk calculations were based on applying the BAAQMD recommended age sensitivity factors to the TAC concentrations, as described above (see discussion regarding *Health Impact Evaluation Methodology*). Age-sensitivity factors reflect the greater sensitivity of infants and small children to cancer causing TACs. Infant, child, and adult exposures were assumed to occur at all residences through the entire construction period.

The maximum community risk impacts associated with project construction are shown in Table 4.3-3. Results of the assessment for project construction indicate the maximum incremental residential child cancer risk at the maximally exposed individual (MEI) receptor would be 90.9 in one million and the residential adult incremental cancer risk would be 1.6 in one million. The maximum-modeled annual $PM_{2.5}$ concentration, which is based on combined exhaust and fugitive dust emissions, was $0.73/m^3$. The maximum modeled annual residential DPM concentration (i.e., from construction exhaust) was $0.5532 \mu g/m^3$, which is lower than the reference exposure level. The maximum computed HI based on this DPM concentration is 0.11 which is lower than the BAAQMD significance criterion of a hazard index greater than 1.0.

Table 4.3-3
Combined Construction Source Health Risks

Source	Cancer Risk (per million)	$PM_{2.5}$ Concentration ($\mu g/m^3$)	Acute and Chronic Hazard (HI)
Proposed Project Construction Unmitigated	**Infant = 90.9** Adult = 1.6	0.73	0.11
Mitigated	**Infant= 2.2 Adult=0.0**	0.0	0.05
El Camino Real at 225 feet east (Link 129, 6ft)	3.26	0.05	<0.01
Unmitigated Total	**Infant = 94.16** Adult = 3.86	0.78	0.16
Mitigated Total	**Infant = 5.46** Adult = 3.26	0.047	0.058
BAAQMD Thresholds Single Source	*10.0*	*0.3*	*1.0*
BAAQMD Thresholds Combined Source	*100.0*	*0.8*	*10.0*
Significant?	***No***	***No***	***No***

Impact AQ – 2: The project would use equipment that generates toxic exhaust emissions. **(Significant Impact)**

Mitigation Measure: The project shall implement the following mitigation measure to ensure project impacts from construction TACs are reduced to a less than significant level:

MM AQ – 2.1: The project shall develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average 90 percent reduction in $PM_{2.5}$ exhaust emissions. One feasible plan to achieve this reduction would include the following:

All mobile diesel-powered off-road equipment larger than 50 horsepower and operating on the site for more than two days continuously shall meet, at a minimum, U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent. The use of equipment that includes CARB-certified Level 3 Diesel Particulate Filters or alternatively-fueled equipment (i.e., non-diesel) would meet this requirement. Other measures may be the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce community risk impacts to less than significant.

The project will be required to implement the measures listed above as conditions of approval. These measures will be placed on project plan documents prior to issuance of any building permits for the project. The proposed project, therefore, would not result in a significant air quality impact due to construction dust emissions. **(Less Than Significant Impact With Mitigation Incorporated)**

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

Implementation of the proposed project would not create objectionable odors affecting a substantial number of people near the site. No new stationary odor sources are anticipated as part of the project and there are no odor sources in the vicinity of the site that would emit substantial odors with the potential to impact future guests of the proposed residential structure. **(Less Than Significant Impact)**

4.3.4 Conclusion

The proposed project, with the implementation of mitigation measures MM AQ-1.1 to AQ-1.2 and MM AQ-2.1, would result in less than significant air quality impacts. **(Less Than Significant Impact With Mitigation Incorporated)**

4.4 BIOLOGICAL RESOURCES

The discussion in this section is based, in part, on an Arborist Report prepared by *Kielty Arborist Services, LLC* in March 2016. A copy of this report is included as Appendix C in this Initial Study.

4.4.1 Biological Resources Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☒	☐	☐	1,2
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒	1,2,12
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?	☐	☐	☐	☒	1
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒	1,2,12
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐	1,2,12
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?	☐	☐	☐	☒	2

4.4.2 Existing Setting

The project site is located in an urban neighborhood and is developed with two single-family dwellings, pavement, and landscaping. Habitats in developed, urban areas are extremely low in species diversity. Common species that occur in urban environments include rock pigeons, mourning doves, house sparrows, finches, and European starlings. Raptors and other avian species could forage in the project area or nest in surrounding landscaping.

There are no sensitive habitats or wetlands on or adjacent to the project site. Due to the lack of sensitive habitats, human disturbance, and the developed nature of the project site, special-status plant and animal species are not expected to occur. The primary biological resources on-site are landscape trees.

A tree survey (Appendix C) was completed for the project site in March 2016 by *Kielty Arborist Services, LLC*. Thirteen trees were identified on the project site, representing nine species. The existing trees are primarily scattered throughout the perimeter of the parcels. Of the 13 identified trees, only four are protected under the City of Burlingame's Tree Ordinance. Most of the trees on-site have been poorly located with little room for growth, topped for line clearance, or hit by vehicles. Refer to Appendix C for a tree location map and additional details including tree circumference and health.

4.4.2.1 *Applicable Plans, Policies, and Regulations*

Federal Endangered Species Act and California Endangered Species Act

The federal Endangered Species Act and California Endangered Species Act protect listed wildlife species from harm or "take," which can include habitat modification or degradation that directly results in death or injury to a listed wildlife species. The long-term purpose of these laws are to ultimately restore their numbers to where they are no longer threatened or endangered.

Federal Migratory Bird Treaty Act

The Federal Migratory Bird Treaty Act (FMBTA: 16 U.S.C., scc. 703, Supp. I, 1989) is part of a coordinated effort between the United States, Canada, Mexico, Japan, and Russia to help protect migratory birds in this part of the world. It prohibits killing, taking, selling, possessing, or trading in migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs.

State Fish and Game Code

Birds of prey, such as owls and hawks, are protected in California under provisions of the State Fish and Game Code, Section 3503.5 (1992), which states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest

abandonment and/or loss of reproductive effort is considered "taking" by the California Department of Fish and Wildlife.

City of Burlingame Municipal Code

Chapter 11.06 of the City's Municipal Code, Urban Reforestation and Tree Protection, establishes conditions and regulations for the removal and replacement of existing trees and the installation of new trees in new construction and development. A "protected tree" is defined as (1) any tree with a circumference of 48 inches or more (or diameter of 15 inches or more) when measured at 54 inches above natural grade; (2) a tree or stand of trees so designated by the City Council based upon findings that it is unique and of importance to the public due to its unusual appearance, location, historical significance or other factor; or (3) a stand of trees in which the Parks and Recreation Director has determined each tree is dependent upon the others for survival [Municipal Code, Chapter 11.06, Section 11.06.020(f)].

A permit is required for the removal (and heavy pruning) of a protected tree. The permit process involves a formal inspection by the City Arborist to determine the tree's health, structure, and impacts to neighboring properties, as well as replacement requirements (Municipal Code, Chapter 11.06, Section 11.06.090). Permits for removal of protected trees shall include replanting conditions with the following guidelines:

- Replacement trees shall be three 15-gallon, one 24-inch box, or one 36-inch box size landscape tree(s) for each tree removed.
- Size and number of the replacement tree(s) shall be determined by the Director and shall be based on the species, location, and value of the tree(s) removed.
- If replacement trees cannot be planted on the property, payment of equal value shall be made to the City. The payment shall then be deposited in the tree planting fund to be drawn upon for public tree planting. The replacement of a tree can be waived by the Parks and Recreation Department Director if a sufficient number of trees exists on the property to meet all other requirements of the Code.

4.4.3 Impacts Evaluation

a. Would the project 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 (CDFW) and Wildlife or US Fish and Wildlife Service?

The project site is located in an urban area surrounded by development. The project site is developed with buildings, pavement, and landscaping. No sensitive habitats or habitats suitable for special-status plants or wildlife species occur within or adjacent to the project site. The project would not directly result in impacts to special-status species.

The mature trees on and adjacent to the project site could provide nesting habitat for birds, including migratory birds and raptors. Nesting birds are among the species protected under provisions of the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 2800.

Construction of the project during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the CDFW. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute an impact. Construction activities such as tree removal and site grading that disturb a nesting bird or raptor on-site or immediately adjacent to the construction zone would also constitute an impact.

Impact BIO – 1: The project may disturb nesting birds on and adjacent to the site during construction. **(Significant Impact)**

Mitigation Measures: The project will be required to implement the following mitigation measures to reduce impacts to raptors and migratory birds to a less than significant level:

MM BIO – 1.1: In order to protect nesting birds on and adjacent to the project site the following measures will be implemented:

- Pre-construction nesting bird surveys shall be completed prior to tree removal if removal or construction is proposed to commence during the breeding season (March 15 to August 31) in order to avoid impacts to nesting birds. Surveys shall be completed by a qualified biologist no more than 7 days before construction begins. During this survey, the biologist or ornithologist shall inspect all trees and other possible nesting habitats in and within 250 feet of the project boundary.
- If an active nest is found in an area that would be disturbed by construction, the ornithologist shall designate an adequate buffer zone (~250 feet) to be established around the nest, in consultation with the California Department of Fish and Wildlife (CDFW). The buffer would ensure that nests shall not be disturbed until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts.
- The applicant shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Community Development, prior to the issuance of a grading permit or demolition permit.

Conformance to State and federal law protecting nesting birds would reduce potential impacts to a less than significant level. **(Less Than Significant Impact With Mitigation Incorporated)**

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

The project site is developed with urban uses and does not contain any riparian habitats or other sensitive natural communities. **(No Impact)**

c. Would the project 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?

The project site is completely developed and devoid of wetlands, marshes, or vernal pools. The project would not impact any federally protected wetlands under the Clean Water Act. **(No Impact)**

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?

The project site is located in a developed urban area and does not support any watercourse, river, or provide substantial habitat that facilitates the movement of any native resident or migratory fish or wildlife species, other than birds which are discussed in Section 4.4.3(a) above. The project site is fully developed and contains limited potential to serve as a migratory corridor for wildlife. **(No Impact)**

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

On-Site Trees

Construction of the proposed project would require the removal of 12 trees on-site, four of which are protected trees. A large, protected, red oak (Tree #1) will be retained on the site. As discussed in *Section 4.4.2.1*, removal of a protected tree (with a valid permit) shall be replaced by three 15-gallon size trees or one 24-inch box size tree or one 36-inch box size tree for each protected tree removed; replacement of a removed protected tree may also be waived by the Director if a sufficient number of trees exist on the property to meet all other requirements of the Code. As part of the project, and in accordance with the City of Burlingame Municipal Code Section 11.06.090 and the Urban Forest Management Plan, nine new trees would be planted on-site. The project shall comply with the City's Municipal Code and Urban Forest Management Plan by obtaining the necessary tree permit(s) and adhering to the tree plantings/replacements requirements. Therefore, removal of the protected trees would not result in a significant impact.

Off-Site Trees

The tree survey for the project (refer to Appendix C) also included trees on adjacent properties that may be affected by project construction. Two off-site trees have canopies extending onto the project site that may require pruning to provide construction clearance. The project shall implement the recommendations identified in the tree survey to protect off-site trees during project construction.

Impact BIO – 2: The project may impact protected trees on and/or adjacent to the site. **(Significant Impact)**

Mitigation Measure: The project shall implement the following mitigation measure to ensure project impacts to protected trees on and adjacent to the site are reduced to a less than significant level:

MM BIO – 2.1: Tree Protection Plan. Tree protection zones shall be established and maintained throughout the entire length of the project. Fencing for the protection zones shall be a six-foot tall metal chain link type supported by two-inch metal poles pounded into the ground by no less than two feet. The support poles shall be spaced no more than 10 feet apart on center. The location for the protection fencing shall be as close to the dripline as possible but still allow room for construction to safely continue. Signs shall be placed on fencing signifying "Tree Protection Zone - Keep Out". No materials or equipment shall be stored or cleaned inside the tree protection zones. Areas outside the fencing but still beneath the drip line of protected trees, where foot traffic is expected to be heavy, shall be mulched with four to six inches of chipper chips. The following tree protection distances shall be carried out for protected trees on site:

- Fencing for Tree #1 (red oak) should be placed at a minimum distance at the edge of the curb and sidewalk and extend to 10 feet where possible.
- Trenching for irrigation, electrical, drainage or any other reason shall be hand dug when beneath the drip lines of protected trees. Hand digging and carefully laying pipes below or beside protected roots will dramatically reduce root loss of desired trees thus reducing trauma to the entire tree. Trenches shall be backfilled as soon as possible with native material and compacted to near its original level. Trenches that must be left exposed for a period of time shall also be covered with layers of burlap or straw wattle and kept moist. Plywood over the top of the trench will also help protect exposed roots below.
- Normal irrigation shall be maintained throughout the entire length of the project. The imported trees on this site will require irrigation during the warm season months. Some irrigation may be required during the winter months depending on the seasonal rainfall. During the summer months, the trees on this site shall receive heavy flood type irrigation twice a month. During the fall and winter, once a month should suffice. Mulching the root zone

of protected trees will help the soil retain moisture, thus reducing water consumption.[2]

With the implementation of the following mitigation measures, the project would not impact protected trees, therefore, reducing impacts to a less than significant level. **(Less Than Significant With Mitigation Incorporated)**

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?

The project site is not located within a Habitat Conservation Plan or Natural Community Conversation Plan. Therefore, the project would not conflict with the provisions of an adopted HCP. **(No Impact)**

4.4.4 Conclusion

The project, with implementation of the identified mitigation measures MM BIO-1.1 and MM BIO-2.1, would have a less than significant impact on biological resources. **(Less Than Significant Impact With Mitigation Incorporated)**

[2] Kielty Arborist, LLC. *Arborist Report 1491-1493 Oak Grove Avenue.* March 31, 2016.

4.5 CULTURAL RESOURCES

4.5.1 Cultural Resources Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Cause a substantial adverse change in the significance of an historical resource as defined in §15063.5?	☐	☐	☒	☐	2,3,13
b. Cause a substantial adverse change in the significance of an archaeological resource as defined in §15063.5?	☐	☒	☐	☐	2,3,13
c. Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	☐	☒	☐	☐	2,3
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐	2,3

4.5.2 Existing Setting

The buildings on-site were constructed circa 1925. While over 50 years in age, the existing residences do not appear to have exemplary characteristics in design or be associated with any patterns of development or significant events contributing to the history of the City that would be eligible for the California or National Registers. The Downtown Specific Plan included an Inventory of Historic Resources (completed by *Carey & Co.)* that identified which properties appear to be eligible as historic resources, based on State and federal criteria. Based on archival research to assess historic significance and site reconnaissance to evaluate current condition, 23 structures within the Plan Area appear to be eligible for the CRHR and the NRHP.[3] In addition, Carey & Co. found 51 structures in the Plan Area that, although not California or National Register-eligible, still convey certain aspects of Burlingame's history and architectural Heritage. The project site is not included as a potential historic resource in this inventory, and is not considered an historic resource under CEQA Guidelines Section 15064(c).

There are no archaeological sites that have been recorded on or immediately adjacent to the project site.

[3] Carey & Company, Inc. *Draft Historic Resources Technical Report*. June 30, 2014.

4.5.4 Impacts Evaluation

a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15063.5?

The project site has been developed with two residential structures since circa 1925. While over 50 years in age, the existing residential buildings on-site, as evaluated by Carey & Co. as part of the Downtown Specific Plan, do not appear to have exemplary characteristics in design or be associated with any patterns of development or significant events contributing to the history of the City that would make them eligible for the California or National Registers.

According to the Downtown Specific Plan Inventory of Historic Resources, the property site's two residences are not listed as historic resources. Therefore, the structures are not considered to be historic resources as defined in Section 21084.1 of the California Environmental Quality Act. **(Less Than Significant Impact)**

b-d. Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15063.5? Would the project disturb any human remains, including those interred outside of formal cemeteries? Would the project directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?

Based on the identification of archaeological resources in the City of Burlingame completed for the Downtown Specific Plan, there are no known archaeological resources within the boundaries of the project site. Project related construction activities involving ground-disturbance during construction could result in significant impacts, if any unknown culturally significant sites are discovered. If remains were unearthed during project construction, damage to or destruction of significant archaeological remains would be a potentially significant impact.

The site has no known human remains, including those interred outside of formal cemeteries. However, it is possible, though unlikely, that the presence of human remains on a site may be discovered during site excavation and grading. The proposed project requires excavation of approximately 12 feet for the buildings' underground parking garage, therefore there is a low likelihood that human remains will be encountered.

Paleontological resources are the fossilized remains and/or traces of prehistoric plant and animal life exclusive of human remains or artifacts. Fossil remains, such as bones, teeth, shells, and wood, are found in geologic deposits (rock formations). The project site has been developed and no known paleontological resources have been recorded. Because the proposed project would result in minimal excavation in bedrock conditions, significant paleontologic discovery would be unlikely. However, significant fossil discoveries can be made even in areas of supposed low sensitivity.

Impact CUL-1: Construction of the proposed project could result in significant impacts to archaeological resources, unique paleontological resources/sites, unique geologic features, or human remains, if present on-site. **(Significant Impact)**

Mitigation Measure: The project shall implement the following mitigation measures to ensure project impacts to cultural resources are reduced to a less than significant level:

MM CUL-1.1: *Unique Paleontological and/or Geologic Features and Reporting*. Should a unique paleontological resource or site or unique geological feature be identified at the project site during any phase of construction, all ground disturbing activities within 25 feet shall cease and the City Planning Manager notified immediately. A qualified paleontologist shall evaluate the find and prescribe mitigation measures to reduce impacts to a less than significant level. The identified mitigation measures shall be implemented. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is carried out. Upon completion of the paleontological assessment, a report shall be submitted to the City and, if paleontological materials are recovered, a paleontological repository, such as the University of California Museum of Paleontology.

MM CUL-1.2: *Undiscovered Archaeological Resources.* If evidence of an archaeological site or other suspected cultural resource as defined by CEQA Guideline Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City Planning Manager shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. The City Planning Manager shall consult with the archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-J) form and filed with the NWIC.

MM CUL-1.3: *Human Remains.* If human remains are discovered at any project construction site during any phase of construction, all ground-disturbing activity within 100 feet of the resources shall be halted and the City Planning Manager and the County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the

NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Burlingame shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project sponsor shall implement approved mitigation, to be verified by the City of Burlingame, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.

MM CUL-1.4: *Report of Archaeological Resources.* If archaeological resources are identified, a final report summarizing the discovery of cultural materials shall be submitted to the City's Planning Manager prior to issuance of building permits. This report shall contain a description of the mitigation program that was implemented and its results, including a description of the monitoring and testing program, a list of the resources found and conclusion, and a description of the disposition/curation of the resources. **(Less Than Significant Impact With Mitigation Incorporated)**

4.5.5 Conclusion

Construction of the proposed development, with the implementation of mitigation measures CUL-1.1 through CUL-1.4, would not result in a significant impact to buried cultural resources. **(Less Than Significant Impact With Mitigation Incorporated)**

The project would not result in a significant impact to historic resources. **(Less Than Significant Impact)**

4.6 GEOLOGY

The discussion in this section is based on a geotechnical investigation by *GeoForensics, Inc.* in July 2014, which is attached to this Initial Study as Appendix D.

4.6.1 Geology and Soils Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
1. Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐	1,14
2. Strong seismic ground shaking?	☐	☐	☒	☐	1,14
3. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	14
4. Landslides?	☐	☐	☒	☐	14
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	14
c. Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐	14
d. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	☐	☒	☐	☐	14
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?	☐	☐	☐	☒	14

4.6.2 Existing Setting

4.6.2.1 *Soils*

The project site is underlain by alluvial fan and fluvial deposits. Results of soil testing completed on-site indicated that the project site is generally covered with two to five feet of sandy silt underlain by stiff to hard silty clay with varying amounts of gravel. Below the silt was stiff to hard silty clay with varying amounts of organics, sand, gravel, and chert fragments down to the terminated boring depths of 17.5 and 19 feet. Refer to Appendix D for additional detail on soil conditions on the site.

4.6.2.2 *Groundwater*

Based on groundwater data on-site and in the area, it is estimated that the groundwater surface fluctuates seasonally from 23 feet below ground surface (bgs) to 13.5 feet bgs.[4] Fluctuations in the level of subsurface water can occur due to variations in rainfall, temperature, and other factors.

4.6.2.3 *Seismicity and Seismic-Related Hazards*

The San Francisco Bay Area is one of the most seismically active 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.

The major active faults in the project area are the San Andreas, San Gregorio, and Hayward faults located approximately 3.7 miles west, 14 miles west, and 26 miles northeast of the project site, respectively. An earthquake of moderate to high magnitude generated within the San Francisco Bay region could cause considerable ground shaking at the project site. Strong shaking during an earthquake can result in ground failure such as that associated with soil liquefaction, lateral spreading, and differential compaction. These seismic-related hazards are discussed below. The site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known active or potentially active faults exist on the site.

4.6.2.4 *Liquefaction*

Liquefaction is the result of seismic activity and is characterized as the transformation of loose watersaturated soils from a solid state to a liquid state during ground shaking. On-site soils were analyzed and found to have low potential for liquefaction (refer to Appendix D).

4.6.2.5 *Lateral Spreading*

Lateral spreading is a type of ground failure related to liquefaction. It consists of the horizontal displacement of flat-lying alluvial material toward an open face, such as the steep bank of a stream channel. Considering the relatively flat site grades and the absence of a free face on or adjacent to

[4] GeoForensics, Inc. *Geotechnical Investigation for Proposed New Apartment Building at the Oak Grove Avenue Property.* July 2014.

the site, as well as the depth and relative thickness of the potentially liquefiable layers, the risk of lateral spreading on the site is low.

4.6.2.6 *Applicable Plans, Policies, and Regulations*

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act regulates development in California near known active faults due to hazards associated with surface fault ruptures. The Earthquake Fault Zones indicate areas with potential surface fault-rupture hazards. Areas within the Alquist-Priolo Earthquake Fault Zone require special studies to evaluate the potential for surface rupture to ensure that no structures intended for human occupancy are constructed across an active fault. The project site is not located in an Alquist-Priolo Earthquake Fault Zone.

California Building Code

The State of California provides minimum standards for structural design and site development through the California Building Code [CBC – California Code of Regulations (CCR), Title 24, part 2]. Local codes are permitted to be more stringent than Title 24 but, at minimum, are required to meet all state standards and enforce the regulations of the 2013 CBC. The City's enforcement of its Building Code ensures the project would be consistent with the CBC.

Chapter 16 of the CBC deals with structural design requirements governing seismically resistant construction. Chapter 18 of the CBC includes the requirements for foundation and soil investigations; excavation, grading, and fill; allowable load-bearing values of soils; and design of foundation walls, retaining walls, embedded post and poles. Chapter 33 of the CBC includes requirements for safeguards at work sites to ensure stable excavations and cut or fill slopes and the protection of pedestrians and adjoining properties from damage caused by such work. Appendix J of the CBC includes grading requirements for design of excavation of fills and for erosion control.

City of Burlingame General Plan

The Seismic Safety Element, as well as the Safety Element of the City's General Plan contains policies, recommendations, and actions to avoid or mitigate geology and soils impacts resulting from development within the City. All future development allowed by the project would be subject to conformance with applicable General Plan policies, including those listed below.

Policies	Description
Policy SS(B)	Require that new development incorporate seismic hazard mitigation measures to reduce risk to an acceptable level.
Policy S(A)	Identify existing natural and man-made safety hazards, and devise a reasonable assignment of responsibility for their correction or reduction which will be within limits of economic acceptability.
Policy S(C)	Identify any urgently needed implementation measures or new legislation.

4.6.3 Impacts Evaluation

a., c. Would the project 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, ii) strong seismic ground shaking, iii) seismic-related ground failure, or iv) landslides? Would the project be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Seismic Shaking and Liquefaction

While the likelihood of fault rupture at the project site is extremely low, the project site is located in a seismically active region and strong ground shaking would likely occur at the project site during seismic activity throughout the life of the project. If liquefaction were to occur in soils beneath the site, the ground surface would be susceptible to up to two inches of liquefaction-induced settlement, which could damage structures. Soils on the project site include clays which have varying soil moisture. Clay soils are expansive and shrink and swell, which could also result in damage to structures on the project site.

The project would conform to the standard engineering and building practices and techniques specified in the CBC. The proposed buildings would be designed and constructed in accordance with the recommendations of a geotechnical report prepared for the site (refer to Appendix D), which identifies the specific design features related to geologic and seismic conditions. The buildings would meet the requirements of appropriate Building and Fire Codes, as adopted by the City of Burlingame. The project, in conformance to applicable regulations and with the implementation of the recommendations in the geotechnical report, would not result in significant impacts from seismicity and seismic-related hazards including ground shaking and liquefaction. **(Less Than Significant Impact)**.

Landslides

The subject site and the surrounding area are generally level. Therefore, the hazard due to landsliding is very low for the site. **(Less Than Significant Impact)**

Groundwater Impacts

Groundwater at the project site has been encountered from 13.5 to 23 bgs. The below grade structure would require soil excavation to approximately 12 feet bgs. As noted in the geotechnical investigation, groundwater levels on the site may exist at shallower depths than noted in borings on the site with seasonal fluctuations. Therefore, the project could risk exacerbating environmental hazards or risks on the site through the construction of the proposed development. If groundwater is encountered during construction, dewatering and special soil preparation may be necessary to allow construction in a dry condition and on a stable subgrade. Dewatering activities that lower groundwater level could increase the effective stress on underlying sediments, potentially resulting in ground settlements and damage to structures, roadways, and/or utilities.

According to the Downtown Specific Plan, lowering the local shallow groundwater table could contribute to land subsidence and reduce the aquifer volume. Therefore, impacts of development under the Downtown Specific Plan on groundwater would be potentially significant.

Impact GEO – 1: The project may be subject to high groundwater levels over the life of the proposed structure. **(Significant Impact)**

Mitigation Measures: The following Standard Condition of Approval would reduce impacts to groundwater to a less than significant level:

MM GEO – 1.1: For development under the Downtown Specific Plan, projects with subgrade structures require that the project sponsor prepare a Geotechnical Study identifying the depth to the seasonal high water table at the project site. No permanent groundwater dewatering would be allowed in the Downtown Specific Plan Area. Instead, all residential uses must be elevated to above the seasonal high water table and all areas for non-residential uses shall be floodproofed and anchored, in accordance with floodplain development requirements, to the design depth as recommended by geotechnical engineer. Final design shall be prepared by a qualified professional engineer and approved by the Burlingame Department of Public Works prior to receiving a building permit. **(Less Than Significant Impact With Mitigation Incorporated)**

b., d., e. Would the project result in substantial soil erosion or the loss of topsoil? Would the project be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property? Would the project 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?

Soil Impacts

The project does not propose the use of septic tanks or alternative wastewater disposal systems and, therefore, the last threshold is not discussed further. Due to the relatively flat topography of the site and surrounding area, the project would not result in substantial erosion, or loss of topsoil.

Expansive soils are present just below the depth of the proposed basement elevation. To combat seasonal expansive soil movements, the project shall comply with the following mitigation measures to reduce impacts to the proposed structure to a less than level.

Impact GEO – 2: The proposed project foundation may be impacted by expansive soils. **(Significant Impact)**

Mitigation Measures: The following mitigation measure would reduce impacts to the proposed structure as a result of expansive soils to a less than significant level.

MM GEO – 2.1: To combat seasonal expansive soil movements, it is necessary to utilize a foundation system which derives its support from the deeper, more stable soils. As the proposed basement will extend below the entire structure, it will serve as a "deep foundation." Where the structure is not above the basement, piers should be used. **(Less Than Significant Impact With Mitigation Incorporated)**

4.6.4 Conclusion

The project would not result in significant geology and soil impacts with the implementation of mitigation measure GEO – 1.1 and GEO – 2.1. **(Less Than Significant Impact With Mitigation Incorporated)**

4.7 GREENHOUSE GAS EMISSIONS

4.7.1 Greenhouse Gas Emissions Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	2,10, 11,15
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	2,10, 11,15

4.7.2 Existing Setting

The project site is currently developed with two single-family residences. GHG emissions from existing uses on-site include emissions resulting from building and operations (e.g., heating/cooling and lighting) and vehicular travel to and from the site.

4.7.2.1 *Background*

Unlike emissions of criteria and toxic air pollutants, which are discussed in *Section 4.4* and have local or regional impacts, emissions of Greenhouse Gases (GHGs) have a broader, global impact. Global warming associated with the "greenhouse effect" is a process whereby GHGs accumulating in the atmosphere contribute to an increase in the temperature of the earth's atmosphere over time. The principal GHGs contributing to global warming and associated climate change are carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), and fluorinated compounds. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural sectors.

The San Francisco Bay Area Air Basin (SFBAAB) is currently designated as a nonattainment area for state and national ozone standards and national particulate matter ambient air quality standards. SFBAAB's nonattainment status is attributed to the region's development history. Past, present and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant. The Bay Area Air Quality Management District's (BAAQMD) approach to developing a Threshold of Significance for GHG emissions is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions needed to move us towards climate stabilization. If a project would generate GHG emissions above the threshold level, it would

be considered to contribute substantially to a cumulative impact, and would be considered significant.

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

- For land use development projects, the threshold is compliance with a qualified GHG reduction Strategy; or annual emissions less than 1,100 metric tons per year (MT/yr) of CO_2e; or 4.6 MT CO_2e/SP/yr (residents + employees). Land use development projects include residential, commercial, industrial, and public land uses and facilities.
- For stationary-source projects, the threshold is 10,000 metric tons per year (MT/yr) of CO_2e. Stationary source projects include land uses that would accommodate processes and equipment that emit GHG emissions and would require an Air District permit to operate. If annual emissions of operational-related GHGs exceed these levels, the proposed project would result in a cumulatively considerable contribution of GHG emissions and a cumulatively significant impact to global climate change.

The BAAQMD has established project level screening criteria to assist in the evaluation of impacts. If a project meets the screening criteria and is consistent with the methodology used to develop the screening criteria, then the project's air quality impacts may be considered less than significant. For condominiums and townhouses, the BAAQMD *CEQA Air Quality Guidelines* set a screening threshold of 78 dwelling units.

4.7.2.2 *Applicable Plans, Policies and Regulations*

State of California

Assembly Bill 32 and Executive Order S-3-05

Assembly Bill 32 (AB 32), also known as the Global Warming Solutions Act, was passed in 2006 and established a goal to reduce GHG emissions to 1990 levels by 2020. Prior to the adoption of AB 32, the Governor of California also signed Executive Order S-3-05 into law, which set a long term objective to reduce GHG emissions to 90 percent below 1990 levels by 2050. The CalEPA is the state agency in charge of coordinating the GHG emissions reduction effort and establishing targets along the way.

In December 2008, CARB approved the *Climate Change Scoping Plan*, which proposes a comprehensive set of actions designed to reduce California's dependence on oil, diversify energy sources, save energy, and enhance public health, among other goals. Per AB 32, the Scoping Plan must be updated every five years to evaluate the mix of AB 32 policies to ensure that California is on track to achieve the 2020 greenhouse gas reduction goal. The First Update to the Scoping Plan was approved on May 22, 2014 and builds upon the Scoping Plan with new strategies and recommendations. The First Update defines CARB's priorities over the next five years and lays the groundwork to reach long-term goals set forth in Executive Order S-3-05.

Senate Bill 375

Senate Bill 375 (SB 375), known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. SB 375 builds on AB 32 by requiring CARB to develop regional GHG reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035 in comparison to 2005 emissions. The per capita reduction targets for passenger vehicles in the San Francisco Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035.9 The four major requirements of SB 375 are:

1. Metropolitan Planning Organizations (MPOs) must meet greenhouse gas emission reduction targets for automobiles and light trucks through land use and transportation strategies.
2. MPOs must create a Sustainable Communities Strategy (SCS), to provide an integrated land use/transportation plan for meeting regional targets, consistent with the Regional Transportation Plan (RTP).
3. Regional housing elements and transportation plans must be synchronized on eight-year schedules, with Regional Housing Needs Assessment (RHNA) allocation numbers conforming to the SCS.
4. MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission (CTC).

MTC and ABAG adopted *Plan Bay Area* in July 2013 in response to SB 375. The strategies in the plan are intended to promote compact, mixed-use development close to public transit, jobs, schools, shopping, parks, recreation, and other amenities, particularly within Priority Development Areas (PDAs) identified by local jurisdictions. The project site is located within a PDA.

Regional and Local

Bay Area 2010 Clean Air Plan

The Bay Area 2010 Clean Air Plan (2010 CAP) addresses air emissions in the San Francisco Bay Area Air Basin. One of the key objectives in the CAP is climate protection. The 2010 CAP includes emission control measures and performance objectives, consistent with the state's climate protection goals under AB 32 and SB 375, designed to reduce emissions of GHGs to 1990 levels by 2020 and 40 percent below 1990 levels by 2035.

City of Burlingame

General Plan

The Housing Element of the City's General Plan contains policies, recommendations, and actions to promote energy conservation. Through energy conservation, GHG emissions are reduced. All future development allowed by the project would be subject to conformance with applicable General Plan policies, including the policy listed below.

Policy	Description
Policy H (E-1)	Promote the use of energy conservation in residential construction

Climate Action Plan

The City's Climate Action Plan serves as a guiding document to identify methods that the City and community can implement to significantly reduce GHG emissions. Adopted in 2009, the Climate Action Plan establishes a framework of action that the City and community can implement and also provides a statement of intent for long-term and short-term priorities. In addition, it creates a baseline of emissions, sets achievable targets stipulated by AB 32, and recommends steps to be taken to reduce emissions, increase sustainability, and improve quality of life.

Green Building Ordinance

In 2010, the City of Burlingame adopted the Green Building Ordinance, which required enhanced green building measures for non-residential projects and residential construction projects with a value of $50,000 or more. For residential construction, compliance with the Green Building Ordinance required the submittal of a GreenPoint checklist, or equivalent, with a minimum rating of 50 points to the Planning Division or Building Division, depending on whether Planning Commission approval is required. Then in 2014 the Green Building Ordinance was superseded by CalGreen (California Green Building Code).

4.7.3 Impacts Evaluation

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

The project proposes 10 units and is well below the 78 dwelling units screening level specified in BAAQMD's CEQA Air Quality Guidelines, therefore it is not anticipated that the project will create significant operational GHG emissions. **(Less Than Significant Impact)**

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The project would be consistent with the City's General Plan [specifically Policy H (E-1) of promoting energy conservation in residential construction], Downtown Specific Plan, Climate Action Plan, and CalGreen because the project proposes to be constructed in compliance with the 2013 California Green Building Standards Code (Title 24), which requires efficient windows, insulation, lighting, ventilation systems, and other features that reduce water and energy consumption.

By complying with CalGreen, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment nor would it conflict with an applicable policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. **(Less than Significant Impact)**

4.7.4 Conclusion

The proposed project would not result in significant GHG emission impacts. **(Less Than Significant Impact)**

4.8 HAZARDS AND HAZARDOUS MATERIALS

4.8.1 Hazards and Hazardous Materials Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	1
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?	☐	☐	☒	☐	1
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	1,2
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, will it create a significant hazard to the public or the environment?	☐	☐	☐	☒	1,2
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, will the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐	1,2,16
f. For a project within the vicinity of a private airstrip, will the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	16
g. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	1,2
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?	☐	☐	☐	☒	1,2

4.8.2 Existing Setting

4.8.2.1 Background

Hazardous materials encompass a wide range of substances, some of which are naturally-occurring and some of which are man-made. Examples include motor oil and fuel, metals (e.g., lead, mercury, arsenic), asbestos, pesticides, herbicides, and chemical compounds used in manufacturing and other activities. A substance may be considered hazardous if, due to its chemical and/or physical properties, it poses a substantial hazard when it is improperly treated, stored, transported, disposed of, or released into the atmosphere in the event of an accident. Determining if such substances are present on or near project sites is important because exposure to hazardous materials above regulatory thresholds can result in adverse health effects on humans, as well as harm to plant and wildlife ecology.

On-Site Hazardous Materials

The project site has been residential since 1925. Therefore, residents would likely use and store small quantities of household hazardous wastes (i.e., ammonia, paints, oils) which would not be considered significant. There are no hazardous materials releases assumed to be associated with the project site.

Off-Site Hazardous Materials

According to Geotracker, several facilities (within 1,000 feet of the property site) were documented as having a leaking underground storage tank (LUST) that could potentially contaminate the project site and neighboring areas if contaminants are absorbed into the groundwater or soil. A nearby school (McKinley Elementary School) across Oak Grove Avenue approximately 50 feet northwest of the project site, documented a LUST case that was closed by December 1994. A LUST case was also recorded at Hillsborough Town Hall approximately 0.2 miles south of the project site and cleaned up by March 1999. Lastly, a LUST case was recorded at a nearby private residence approximately 0.2 miles south of the project site and remediated in 2000. The primary contaminant of concern for the LUST cases was gasoline and diesel. No other LUST cases have been recorded in the vicinity of the project site.

The project includes a below-grade parking garage that will require excavation to 12 feet bgs in an area where groundwater was encountered at 13.5 to 23 feet bgs. Due to natural groundwater fluctuations, the project could encounter groundwater during excavation activities on the site which would need to be removed from excavated areas and disposed. Based on the distance of the previous LUST cases from the project site, residual contaminants found in groundwater are unlikely to flow towards the project site.

4.8.2.2 Applicable Plans, Policies, and Regulations

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA), initially authorized in 1976, gives the U.S. EPA the authority to control hazardous waste from "cradle-to-grave." This includes the generation,

transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled the U.S. EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances.

Department of Toxic Substances Control

The Department of Toxic Substances Control (DTSC) regulates hazardous waste, remediation of existing contamination, and evaluates procedures to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of the federal RCRA and the California Health and Safety Code. Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning. From these laws and regulations, DTSC develops guidelines and regulations that define what those who handle hazardous waste must do to comply with the laws. These rulemakings are subject to public review and comment.

Government Code §65962.5 (Cortese List)

Section 65962.5 of the Government Code requires the California Environmental Protection Agency (Cal EPA) to develop and update (at least annually) a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by the State, local agencies, and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by the Department of Toxic Substances Control (DTSC), State Water Resources Control Board (SWRCB), and the Department of Resources Recycling and Recovery (CalRecycle).

City of Burlingame General Plan

The Seismic Safety Element, as well as the Safety Element of the City's General Plan contains policies, recommendations, and actions to avoid or mitigate hazards and hazardous material impacts resulting from development within the City. The proposed project would be subject to conformance with applicable General Plan policies, including those listed below.

Policies	Description
Policy SS(B)	Require that new development incorporate seismic hazard mitigation measures to reduce risk to an acceptable level.
Policy S(A)	Identify existing natural and man-made safety hazards, and devise a reasonable assignment of responsibility for their correction or reduction which will be within limits of economic acceptability.
Policy S(C)	Identify any urgently needed implementation measures or new legislation.

4.8.5 Impacts Evaluation

a. – b. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Would the project 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?

The proposed multi-family residential development would not involve the transport, use, storage or disposal of reportable quantities of hazardous materials. Residents would likely use and store small quantities of household hazardous wastes (i.e., ammonia, paints, oils) which would not be considered significant. During construction, the project may store fuels and chemicals used in the construction of the proposed residential building.

Redevelopment of the proposed project will require the demolition of two residential buildings on the site, which may contain asbestos building materials and/or lead-based paint. In conformance with State and Local laws, a visual inspection/pre-demolition survey, and possible sampling, will be conducted prior to the demolition of the building to determine the presence of asbestos-containing materials and/or lead-based paint. The project will be required to implement the following measures in conformance with existing regulations:

- Asbestos is regulated as a hazardous air pollutant and as a potential worker safety hazard. The Bay Area Air Quality Management District's (BAAQMD) Regulation 11 and the California division of Occupational Safety and Health (Cal/OSHA) regulations restrict asbestos emissions from demolition and renovation activities and specify safe work practices to minimize the potential for release of asbestos fibers.
- Fluorescent light ballasts may contain PCBs, and if so, are regulated as hazardous waste and must be transported and disposed of as hazardous waste.
- Cal/OSHA standards establish a maximum safe exposure level for types of construction work where lead exposure may occur, including demolition of structures where materials containing lead are present; removal or encapsulation of materials containing lead; and new construction, alteration, repair, or renovation of structures with materials containing lead.
- Lighting tubes typically contain concentrations of mercury that may exceed regulatory thresholds for hazardous waste and, as such, must be managed in accordance with hazardous waste regulations. Elemental mercury also can be found in many electrical switches which also must be managed in accordance with hazardous waste regulations.

Demolition done in conformance with these federal, State and local laws and regulations, will avoid significant exposure of construction workers and/or the public to asbestos and lead-based paint. **(Less Than Significant Impact)**

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

McKinley Elementary School is located approximately 50 feet northwest of the project site. Residents on-site would likely use and store small quantities of household hazardous wastes (i.e., ammonia, paints, oils) which would not be considered significant. Therefore, the proposed residential uses would not use or emit significant quantities of hazardous materials that would have any effect on McKinley Elementary School. (**Less Than Significant Impact)**

d. *Would the project 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?*

The project is not located on a site which is included on a list of hazardous materials sites and, therefore, is not anticipated to have any impact on adjacent uses from existing conditions on the site. **(Less Than Significant Impact)**

e. - f. *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? 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?*

The project site is located within the Airport Influence Area (AIA) of the San Francisco International Airport (SFO). At its highest point, the Downtown Specific Plan Area, which includes the project site, is approximately 40 feet above mean sea level (msl), and the tallest buildings under the Downtown Specific Plan would not exceed 75 feet (115 feet msl). Thus, the building heights in the Plan Area would be well under the 300- to 350-foot high surface boundary of the SFIA ALUP, and the proposed project would not conflict with the ALUP height restrictions.

Federal Aviation Regulations, Part 77, "Objects Affecting Navigable Airspace" (referred to as FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight.

These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above ground. For the project site, any proposed structure of a height greater than approximately 100 feet above mean sea level is required under FAR Part 77 to be submitted to the FAA for review.

The proposed project will be 55 feet in height to the top of the roof. The project site is approximately 31 feet above msl. Therefore, the total height of the structure would not exceed 86 feet which falls under the FAR Part 77 height restrictions of 100 feet above msl. **(Less Than Significant Impact)**

The project is not located in the vicinity of a private airstrip. Therefore, private airstrip uses would not be a hazard to people working or residing on the project site. **(No Impact)**

g. - h. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? 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?

Compliance with the California Building and Fire Code requirements as amended by the City of Burlingame will ensure that people in the new residential structure are not exposed to health hazards or potential health hazards.

The Fire Marshal has required that the building be equipped with a minimum NFPA 13R designed system with electronic monitoring system and be protected by a fire alarm system, which is required to be monitored by an approved central station. This requirement will reduce potential fire hazards for the project. Burlingame also participates in a county-wide mutual aid program for large-scale fires and related emergencies. The City of Burlingame's water system that serves this site is rated as a Class 3 system by the Insurance Services Offices, and is adequate for fighting fires at this location.[5]

The City has established goals policies in its General Plan Safety Element that are designed to address potential threats to the City and its residents. As stipulated by the Safety Element, the City, in cooperation with the Town of Hillsborough, has adopted an *Emergency Operations Plan*. The plan is to be used by City staff to provide emergency support during and after a disaster. Therefore, the continued residential use of the site will not impede the Emergency Operations Plan enforced by the City. **(Less Than Significant Impact)**

The proposed project area is entirely urbanized and does not contain wildlands, nor is it adjacent to wildlands. Therefore, no discussion of wildland fires is included, and wildland hazards are not a concern.[6] **(No Impact)**

4.8.5 Conclusion

The project is not proposing new hazardous materials uses and is not located on a site contaminated with hazardous materials. There proposed project would therefore not result in significant hazards and hazardous materials impacts. **(Less Than Significant Impact)**

[5] City of Burlingame Planning Staff Project Comments to Fire Division. November 19, 2014.
[6] City of Burlingame. *Downtown Specific Plan Initial Study*. May 27, 2010. Page 150.

4.9 HYDROLOGY AND WATER QUALITY

The following discussion is based in part on a geotechnical investigation prepared by *GeoForensics, Inc.* in July 2014. A copy of this report is included in this Initial Study as Appendix D.

4.9.1 Hydrology and Water Quality Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	1,2
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will 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 will drop to a level which will not support existing land uses or planned uses for which permits have been granted)?	☐	☒	☐	☐	1
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which will result in substantial erosion or siltation on-or off-site?	☐	☐	☒	☐	1,13
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 will result in flooding on-or off-site?	☐	☐	☒	☐	1,2,17
e. Create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	1,2
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐	1,2
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?	☐	☐	☐	☒	1,16
h. Place within a 100-year flood hazard area structures which will impede or redirect flood flows?	☐	☐	☐	☒	1,16

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
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?	☐	☐	☐	☒	1,2
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	1

4.9.2 Existing Setting

4.9.2.1 *Water Quality*

The water quality of streams, creeks, ponds, and other surface water bodies can be greatly affected by pollution carried in contaminated surface runoff. Pollutants from unidentified sources, known as non-point source pollutants, are washed from streets, construction sites, parking lots, and other exposed surfaces into storm drains. Urban stormwater runoff often contains contaminants such as oil and grease, plant and animal debris (e.g., leaves, dust, animal feces, etc.), pesticides, litter, and heavy metals. In sufficient concentration, these pollutants have been found to adversely affect the aquatic habitats to which they drain.

4.9.2.2 *Surface Water*

The project site is located within the Burlingame/Ralston Watershed. Most of the project site (78 percent or 0.15 acres) is covered with impervious materials. Stormwater runoff in this watershed is entirely contained within a storm drain system and combined with the flows from Burlingame Creek.

4.9.2.3 *Groundwater*

Groundwater on the project site was recorded to range from approximately 13.5 to 23 feet below ground surface (bgs). Fluctuations in the groundwater level in the area may occur due to seasonal changes, variations in rainfall and underground drainage patterns, and other factors. The City of Burlingame does not use local groundwater for its drinking water supply, nor does it participate in active groundwater recharge activities.

4.9.2.4 *Flooding and Other Inundation Hazards*

The Citywide storm drainage system includes five major watershed areas: Easton, Burlingame/ Ralston, Sanchez/Terrace, Mills, and El Portal/Trousdale. The project site is located within the Burlingame/Ralston Creek watershed.

The Burlingame/Ralston watershed experiences flooding in the following areas: areas upstream from El Camino Real at Heritage Park and Crescent Avenue, the Burlingame Avenue Downtown business area, the Ralston Creek area, and the residential area bounded by California Drive and Rollins Road. Flooding within the Burlingame/Ralston watershed is a result of undersized drainage facilities. The combined Burlingame Creek and Ralston Creek storm drain system has a capacity of a 10-year storm

event as opposed to the City's 30-year storm capacity standard. There are two undersized box culverts beneath Burlingame Avenue in the Plan Area; and there are two undersized pipelines along Oak Grove Avenue to San Francisco Bay. The City has proposed the following improvements to remedy these drainage issues that have been funded by a bond measure:

- Install a 60-inch pipeline bypass from Burlingame Creek at El Camino Real along Howard Avenue to San Francisco Bay with floodgates.

- Install a 60-inch bypass pipeline from Ralston Creek to the channel along the Caltrain ROW.

The planned improvements have been funded and are currently in the design phase.

The project site is not located in a 100-year floodplain. According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM), the project site is designated Zone X which are areas of moderate risk areas within the 0.2-percent-annual-chance floodplain, areas of one-percent-annual-chance flooding where average depths are less than one foot, areas of one-percent-annual-chance flooding where the contributing drainage area is less than one square mile, and areas protected from the one-percent-annual-chance flood by a levee. Given the topography of the project site and area, the project site is not subject to seiche, tsunami, or mudslide hazards.

4.9.2.5 *Sea Level Rise*

The project is located at an elevation of approximately 30-35 feet above mean sea level, and it not within a shoreline area vulnerable to projected sea level rise from global climate change of up to 55 inches.[7]

4.9.2.6 *Applicable Plans, Policies, and Regulations*

National Flood Insurance Program

In 1968, Congress created the National Flood Insurance Program (NFIP) in response to the rising cost of taxpayer funded disaster relief for flood victims and the increasing amount of damage caused by floods. The NFIP makes federally-backed flood insurance available for communities that agree to adopt and enforce floodplain management ordinances to reduce future flood damage. The Federal Emergency Management Agency (FEMA) manages the NFIP and creates Flood Insurance Rate Maps (FIRMs) that designate 100-year floodplain zones and delineate other flood hazard areas. A 100-year floodplain zone is the area that has a one in 100 (one percent) chance of being flooded in any one year based on historical data. As discussed in more detail in *Section 4.9.2.4 above*, the project site is not located in a 100-year floodplain.

[7] Bay Conservation and Development Commissions. 2011. *Living with a Rising Bay: Vulnerability and Adaptation in San Francisco and on its Shoreline.* Approved on October 6, 2011. Accessed April 21, 2016. http://www.bcdc.ca.gov/BPA/LivingWithRisingBay.pdf.

City of Burlingame Municipal Code

Chapter 15.14 of the City's Municipal Code, Storm Water Management and Discharge Control, ensures the future health, safety, and general welfare of City of Burlingame citizens by: (a) eliminating non-storm water discharges to the municipal separate storm sewer, (b) controlling the discharge to municipal separate storm sewers from spills, dumping or disposal of materials other than storm water, and (c) reducing pollutants in storm water discharges to the maximum extent practicable in compliance with applicable permits (e.g., NPDES Permit and MRP) and with the implementation of best management practices.

4.9.3 Impacts Evaluation

a., f. Would the project violate any water quality standards or waste discharge requirements? Would the project otherwise substantial degrade water quality?

Construction-Related Water Quality Impacts

Construction of the project requires excavation to a maximum depth of 12 feet. Groundwater on the project site ranges seasonally from approximately 23 to 13.5 feet bgs. As a result, excavation and construction of the project could encounter groundwater and dewatering would be required. Minor construction dewatering would be covered under the statewide Construction General Permit. In accordance with the Downtown Specific Plan Design and Character guidelines, any groundwater dewatering required during construction would be temporary and would not substantially affect groundwater levels. If an individual water discharge requirements (WDR) and NPDES permit is required for construction dewatering, it would include discharge limitations and monitoring requirements to be protective of water quality and ensure water quality standards are not violated.

All storm drain inlets in the area of construction work would be protected with sediment controls such as berms, fiber rolls or filters. **(Less Than Significant Impact)**

Post-Construction Water Quality Impacts

The project would include stormwater treatment measures implemented in order to reduce and/or mitigate the potential for polluted runoff. All roof runoff would be directed away from sidewalks and walkways and would be directed to vegetated areas. The floor drains in the parking garage area would drain to the sanitary sewer. The landscaping pallet would include a diverse species selection and would include pest and/or disease-resistant, drought tolerant, and/or species that attract beneficial insects. Efficiently planned and operated irrigation systems would be put into place to minimize runoff. All discharge for fire sprinkler testing would be designed to discharge to landscaped areas or the sanitary sewer. With the implementation of stormwater treatment measures, the project would result in less than significant impacts to water quality. **(Less Than Significant Impact)**

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge?

As previously discussed, groundwater at the project site has been encountered from 13.5 to 23 feet bgs. The below grade parking garage would require soil excavation to approximately 12 feet bgs. As noted in the geotechnical investigation, groundwater levels on the site may exist at shallower depths than noted in borings on the site with seasonal fluctuations. If groundwater is encountered during construction, dewatering and special soil preparation may be necessary to allow construction in a dry condition and on a stable subgrade. Dewatering activities that lower groundwater levels could increase the effective stress on underlying sediments, potentially resulting in ground settlements and damage to structures, roadways, and/or utilities (refer to *Section 4.6 Geology and Soils*).

In areas where parking structures would intersect the seasonal high groundwater table, flood-proofing or permanent groundwater dewatering may be required. The local, shallow groundwater is not used as a local water supply; water supply in the City of Burlingame is from surface water resources. Potential impacts of depleting groundwater supplies or reducing groundwater recharge, therefore, would be less than significant.

The Downtown Specific Plan, which includes the project site, has a Standard Condition of Approval for projects with subgrade structures that requires the project sponsor to prepare a Geotechnical Study and implement mitigation measures (MM GEO-1.1) to ensure no permanent groundwater dewatering and reduce potential impacts on the local groundwater table and aquifer volume. **(Less Than Significant Impact With Mitigation Incorporated)**

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which will result in substantial erosion or siltation on-or off-site?

There are no waterways on the project site and, therefore, redevelopment of the project site would not alter the course of a stream or river. Construction on the site will comply with the City's stormwater regulations to ensure construction activities on the site do not result in increased soil erosion or siltation off-site. **(Less Than Significant Impact)**

d. Would the project 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 will result in flooding on-or off-site?

The project site is currently primarily paved and covered with buildings but does contain a large lawn area that would be replaced as part of the project. As shown in Table 3.9-1, the project would increase impervious surfaces on the project site.

Table 3.9-1 Pervious and Impervious Surfaces On-Site						
Site Surface	**Existing/Pre-Construction (SF)**	**%**	**Project/Post-Construction (SF)**	**%**	**Difference (SF)**	**%**
Impervious	5,400	61	6,608	75	+1,208	+14
Pervious	3,371	39	2,163	25	-1,208	-14
Total	8,771	100	8,771	100		

Under existing conditions, the site is 61 percent impervious (5,400 square feet of the 0.2-acre project site). The proposed project would increase the amount of impervious surfaces on-site by 1,208 square feet, an increase of 14 percent of the project site. The result of this change would be an incremental increase in the amount of stormwater runoff from the project site. Given the limited increase in impervious surfaces on the site, runoff from the project would not result in additional flooding on- or off-site. **(Less Than Significant Impact)**

e. *Would the project create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

As described above, the proposed project would result in a 14 percent increase in impervious surfaces on the site (about 1,200 s.f. or the area of the roof of a house) which would result in an incremental increase in runoff. Given the limited increase in impervious surfaces on the site, the project would not increase pollutant loads in runoff from the site and the limited increase in runoff is not anticipated to exceed the City's storm drainage system with the implementation of planned and funded storm sewer improvements. **(Less Than Significant Impact)**

g. – i. *Would the project 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? Would the project place within a 100-year flood hazard area structures which will impede or redirect flood flows? Would the project 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?*

The project site is not located in a 100-year floodplain and, therefore, would not place housing within a 100-year flood hazard area or impede or redirect flood flows within a 100-year flood hazard area.

The project site is not located in a dam failure inundation area for the Burlingame and Crocker Dams. Therefore, the project site would not be exposed to risks involving the failure of a levee or dam.[8] **(No Impact)**

[8] County of San Mateo. Dam Failure Inundation Maps. Accessed April 13, 2016. http://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/Dam_Failure_Inundation.pdf

j. Would the project expose people or structures to inundation by seiche, tsunami, or mudflow?

The project site, due to its topography, is not subject to seiche, tsunami, or mudslide hazards. **(No Impact)**

4.9.4 Conclusion

The proposed project, in compliance with applicable water quality regulations and mitigation measures (MM GEO-1.1), would not result in significant impacts to hydrology and water quality. **(Less Than Significant Impact With Mitigation Incorporated)**

4.10 LAND USE

4.10.1 Land Use Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Physically divide an established community?	☐	☐	☒	☐	1,2
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?	☐	☐	☒	☐	1,2,17
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒	1

4.10.2 Existing Setting

The project site is located in an urban area with single-family residential uses north of the project site and single- and multi-family residences south, east, and west of the project site (refer to Figure 2.2-3). McKinley Elementary school is located northwest of the project site. The project site is bounded by Oak Grove Avenue to the north.

The project site is currently developed with two, one-story residential structures. The site is not used for agricultural or forestry uses. The site is not located within an adopted habitat conservation plan or natural communities conservation plan.

4.10.2.1 *Applicable Plans, Policies, Regulations*

General Plan Designation and Zoning

The project site is designated in the General Plan as *Medium High Density Residential*. This allows for 21-50 dwelling units per acre. Areas for medium high density residential uses are designated around the periphery of the Burlingame Avenue-Park Road center, around the Broadway shopping center, and as a part of the complex of activities in the Burlingame Plaza area. In addition, the frontage along most of El Camino Real is included in this category. The medium high density residential areas in many instances provide a transition between higher intensity uses and adjoining lower intensity uses.

The project site is zoned in R-3 zoning district. All uses permitted in R-3 districts include multi-family residential uses with an average maximum unit size of 1,250 s.f. (as specified by the

Downtown Specific Plan). Churches, convents, and parish houses are also permitted in R-3 zoning districts. Building heights are limited to 35 feet in height without the issuance of a Conditional Use Permit.

The project site is located in the R-3 Base District of the Downtown Specific Plan. This district is on the north side of Downtown and is bounded by Oak Grove Avenue to its north; development fronting California Avenue to its east; El Camino Real to its west and development fronting Bellevue Avenue and Douglas Avenue to its south. The land uses in the R-3 Base District are predominantly multi-family residential including some lower intensity residential uses such as single family homes, duplexes, apartment homes, multifamily homes and accessory buildings. Uses in this district also include public buildings, public parks and playgrounds, and religious facilities.

Comprehensive Airport Land Use Compatibility Plan for the Environs of the San Francisco International Airport and Federal Aviation Regulations, Part 77

In 1967, the State legislature adopted legislation requiring the establishment of airport land use commissions in counties with one or more airports serving the general public. Amendments adopted by the legislature in 1970 required each commission to develop comprehensive airport land use compatibility plans (ALUPs). The purpose of the ALUPs is to provide for the orderly growth of airports and the surrounding areas to minimize the public's exposure to excessive noise and safety hazards.

The project site is located within the Airport Influence Area (AIA) of the San Francisco International Airport (SFO). Properties within the AIA may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (e.g., noise, vibration, and odors). The airport/land use compatibility of a proposed development or land use policy action shall be determined by comparing the proposed development or land use policy action with the safety compatibility criteria, noise compatibility criteria, and airspace protection/height limitation criteria in the ALUP.

The ALUP for SFO identifies safety zones where certain land uses are incompatible and should be avoided. The project site is not located within an identified safety zone. Properties located within the 65 dB CNEL aircraft noise contour for SFO warrant land use controls to promote noise compatibility. The project site is not located within 65 dB CNEL aircraft noise contour for SFO. The ALUP also includes airspace protection/height limitation criteria based on Federal Aviation Regulations. Federal Aviation Regulations, Part 77, "Objects Affecting Navigable Airspace" (referred to as FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above ground. For the project site, any proposed structure of a height greater than approximately 100 feet above mean sea level is required under FAR Part 77 to be submitted to the FAA for review.

4.10.3 Impacts Evaluation

a. Would the project physically divide an established community?

The project site is located in a developed urban area with residential uses to the northeast and southwest, and McKinley Elementary School to the west of the project site. Implementation of the proposed project would result in the removal of two existing single-family homes and the construction of a multi-family residential structure on the site. The layout and design of the project does not include any features that would physically divide the community (e.g., impeding roadways or sidewalks). Therefore, the project would not physically divide an established community. **(Less Than Significant Impact)**

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?

According to the City's General Plan, the project site is designated as *Medium High Density Residential*, which allows for 21-50 dwelling units per acre. The project site has a density of 50 units per acre, therefore it is consistent with General Plan.

The proposed multi-family residential development is a permitted use in the R-3 Base District. All uses permitted in R-3 districts include multi-family residential uses with an average maximum unit size of 1,250 square feet. The proposed project would have an average unit size of 1,055 square feet.

The project site is located within the Airport Influence Area (AIA) for SFO. Although aircraft-related noise would occasionally be audible at the project site, the project site lies outside of the 65 dB CNEL contour for SFO, as established in the ALUP.

The project would not result in a fundamental conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. Thus, the project would result in a less than significant land use impact. (**Less Than Significant Impact)**

c. Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

The project site is not located within an adopted habitat conservation plan or natural community conservation plan. **(No Impact)**

4.10.4 Conclusion

The proposed project would not result in a significant land use impact. (**Less Than Significant Impact)**

4.11 MINERAL RESOURCES

4.11.1 Mineral Resources Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☐	☒	1,2,3
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?	☐	☐	☐	☒	1,2,3

4.11.2 Existing Setting

The San Mateo County General Plan identifies 13 mineral resources found in San Mateo County and classifies these resources into four categories. Seven of these minerals: chromite, clay, expansible shale, mercury, sand and gravel, sands (specialty), and stone (dimension), are not likely to be used primarily because of limited quantities, urbanization or economic infeasibility.

Due to the fact that the project site is located on urban land in the City of Burlingame, there are no significant mineral resources on or in the vicinity of the project site.

4.11.3 Impacts Evaluation

a. – b. Would the project result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state or 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?

According to the San Mateo County General Plan Mineral Resources Map, the project site is not located in an area containing known mineral resources. Furthermore, according to the State of California Department of Mines and Geology, Mineral Resources Zones and Resources Sectors Map, the project site is located in an area designated as MRZ-1. This designation refers to an area "where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence." Therefore, implementation of the project would not impact mineral resources. (**No Impact)**

4.11.4 Conclusion

The project would not result in the loss of availability of known mineral resources. (**No Impact)**

4.12 NOISE

4.12.1 Noise Environmental Checklist

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
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?	☐	☐	☒	☐	1,2,3
b. Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	1
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	1,2,3
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐	1,2,3
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, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐	1,2,17
f. For a project within the vicinity of a private airstrip, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	1,2

4.12.2 Existing Setting

4.12.2.1 *Background*

Noise may be defined as unwanted sound. Acceptable levels of noise vary from land use to land use. In any one location, the noise level will vary over time, from the lowest background or ambient noise level to temporary increases caused by traffic or other sources. State and federal standards have been established as guidelines for determining the compatibility of a particular use with its noise environment.

There are several methods of characterizing sound. The most common in California is the A-weighted sound level or dBA.[9] This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, different types of noise descriptors are used to account for this variability. Typical noise descriptors include maximum noise level (L_{max}), the energy-equivalent noise level (L_{eq}), and the day-night average noise level (L_{dn}). The L_{dn} noise descriptor is commonly used in establishing noise exposure guidelines for specific land uses. For the energy-equivalent sound/noise descriptor called L_{eq} the most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

Although the A-weighted noise level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of noise from distant sources which create a relatively steady background noise in which no particular source is identifiable.

Since the sensitivity to noise increases during the evening hours, 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The Day/Night Average Sound Level, L_{dn} (sometimes also referred to as DNL), is the average A-weighted noise level during a 24-hour day, obtained after the addition of 10 dB to noise levels measured in the nighttime between 10:00 p.m. and 7:00 a.m. The Community Noise Equivalent Level (CNEL) is a 24-hour A-weighted noise level from midnight to midnight after the addition of five dBA to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dBA to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.

4.12.2.2 *On-Site Conditions*

The project site is bounded by Oak Grove Avenue to the north and northwest, and residences to the east, west, and south. The noise environment on the project site results primarily from vehicular traffic along El Camino Real, a major arterial roadway located approximately 150 feet west of the project site. There is an existing, four-story tall residential structure adjacent to the west of the project site that shields noise from El Camino Real.

4.12.2.1 *Applicable Plans, Policies, and Regulations*

Comprehensive Airport Land Use Compatibility Plan for the Environs of the San Francisco International Airport

As discussed in more detail in Section 4.10 Land Use, the project site is located within the Airport Influence Area (AIA) of the San Francisco International Airport (SFO). Properties within the AIA may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (e.g., noise, vibration, and odors). The airport/land use compatibility of a proposed development or land use policy action shall be determined by comparing the proposed development or land use policy action with the safety compatibility criteria, noise compatibility criteria, and airspace protection/height limitation criteria in the ALUP.

[9] The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. All sound levels in this discussion are A-weighted, unless otherwise stated.

Properties located within the 65 dB CNEL aircraft noise contour for SFO warrant land use controls to promote noise compatibility. The project site is not located within SFO's 65 dB CNEL aircraft noise contour.

2014 State Building Code, Title 24, Part 2

The State Building Code, Title 24, Part 2 of the State of California Code of Regulations establishes uniform minimum noise insulation performance standards to protect persons within new buildings which house people, including hotels, motels, dormitories, apartment houses and dwellings other than single-family dwellings. Title 24 mandates that interior noise levels attributable to exterior sources shall not exceed 45 dB L_{dn} or CNEL in any habitable room.

City of Burlingame General Plan

The Noise Element of the General Plan sets forth noise and land use compatibility standards to guide development, and noise goals and policies to protect citizens from the harmful and annoying effects of excessive noise. According to the General Plan, suitable outdoor noise levels for residential land uses ranges up to 60 dBA CNEL and the indoor noise level for residential land uses is 45 dBA CNEL or lower.

The Noise Element of the City's General Plan contains policies, recommendations, and actions to avoid or mitigate land use impacts resulting from development within the City. All future development allowed by the project would be subject to conformance with applicable General Plan policies, including those listed below.

Policies	Description
Policy N(A)	Preserve peaceful noise conditions in the City where they do exist.
Policy N(B)	Reduce annoying levels of noise for existing situations; aircraft, motor vehicle and domestic animal noise were identified by a Noise Questionnaire to be the most annoying at present.
Policy N(C)	Achieve a peaceful acoustic environment in portions of the city to be developed.
Policy N(D)	Consider use of existing city and inter-governmental processes to accomplish noise control.
Policy N(E)	Arrive at resultant implementation programs which are consistent with State and Federal guidelines and which are (i) legally valid, (ii) not unduly costly, and (iii) do not impose undue hardship upon residential property owners and community business interests.
Policy N(F)	Foster in the citizens of all segments of the City an assurance that their concerns with unwanted sound levels are of importance to the City, and publicize the existence of avenues by which these problems can be quantified and mitigated.

City of Burlingame Municipal Code

The Building Construction Section of the Municipal Code establishes daily hours for construction in the City of Burlingame. Chapter 18.07.110-305.1 states that no person shall erect, demolish, alter, or repair any building or structure other than between the hours of 7:00 a.m. and 7:00 p.m. on

weekdays, 9:00 a.m. and 6:00 p.m. on Saturdays, and 10:00 a.m. and 6:00 p.m. on Sundays and holidays, except under circumstances of urgent necessity in the interest of public health and safety. An exception must be approved in writing by the building official and shall be granted for a period of no more than three days for projects including structures with a gross floor area of less than 40,000 square feet; when reasonable to accomplish the erection, demolition, alteration, or repair, the exception shall not exceed 20 days for projects including structures with a gross floor area of 40,000 square feet or greater.

4.12.3 Impacts Evaluation

a. Would the project result in 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?

The Noise Element of the General Plan establishes 60 dBA CNEL as the maximum suggested outdoor noise level for land uses that include single and multi-family residences. Based on the General Plan noise contours, noise levels on the project site are expected to be in the 65 to 70 CNEL due to traffic levels along El Camino Real.

Because the proposed project is a multi-family residential land use, Title 24 of the California Code of Regulations will require a qualified acoustical engineer to prepare a design-level acoustical study as a prerequisite to building permit issuance for any future multi-family residential development applications where noise levels could exceed 65 dBA. The study shall include post-construction monitoring to ensure that interior ambient noise levels for multi-family housing are at or below 45 dBA.

The project site includes a common open space on the south side of the building that would be acoustically protected by shielding from the proposed building and adjacent four-story building that fronts El Camino Real. The proposed building design and siting of the proposed open space would ensure a common use area is available to residents with noise levels of 60 dBA DNL or less. **(Less Than Significant Impact)**

b. Would the project result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?

Construction of the proposed condominium will not require pile driving or other significant vibration causing construction activity. The proposed residences once occupied would not generate excessive or perceptible vibration. **(Less Than Significant Impact)**

c. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

The proposed residential structure will include air conditioning units generating noise and would result in some additional vehicle trips in the project area. Increased vehicle trips would not result in a significant increase in ambient noise levels as new traffic volumes from 10 dwelling units would be low compared to existing traffic volumes on Oak Grove Avenue and surrounding streets. The proposed project air conditioning units will be designed to meet

the City's 60 dBA L_{eq} noise levels at adjacent residential property lines. **(Less Than Significant Impact)**

d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Project implementation would result in intermittent short-term noise impacts resulting from construction-related activities. Section 18.07.110 of the City's Municipal Code limits the hours of construction to between 7:00 a.m. and 7:00 p.m. on weekdays, 9:00 a.m. to 6:00 p.m. on Saturdays, and 10:00 a.m. to 6:00 p.m. on Sundays and holidays. During the hours permitted by the City for construction activities, project-related construction noise may create unacceptable peak noise levels for surrounding land uses, and thus result in a temporary but potentially significant impact. Due to the size of the project site and proposed land use it is anticipated that the effects of construction noise levels would be reduced through the implementation of standard permit conditions.

Impact NV – 1: The project would construct a multi-story residential building adjacent to noise sensitive, residential uses which could result in temporary disturbances during construction. **(Significant Impact)**

Mitigation Measure: The following mitigation measures will be implemented by the project to ensure impacts from construction noise are reduced to a less than significant level:

MM NV – 1.1: The Project applicant shall incorporate the following practices into the construction documents to be implemented by the project contractor:[10]

- Maximize the physical separation between noise generators and noise receptors. Such separation includes, but is not limited to, the following measures:
  - Use heavy-duty mufflers for stationary equipment and barriers around particularly noisy areas of the site or around the entire site;
  - Use shields, impervious fences, or other physical sound barriers to inhibit transmission of noise to sensitive receptors;
  - Locate stationary equipment to minimize noise impacts on the community;
  - Minimize backing movements of equipment;
- Use quiet construction equipment whenever possible;
- Impact equipment (e.g., jack hammers and pavement breakers) shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Compressed air exhaust silencers shall be used on other equipment. Other

[10] City of Burlingame. *Downtown Specific Plan Initial Study*. May 27, 2010. Page 165.

quieter procedures, such as drilling rather than using impact equipment, shall be used whenever feasible;

- Prohibit unnecessary idling of internal combustion engines; and
- Select routes for movement of construction-related vehicles and equipment in conjunction with the Burlingame Community Development Department so that noise-sensitive areas, including residences and schools, are avoided as much as possible.
- The project sponsor shall designate a "disturbance coordinator" for construction activities. The coordinator would be responsible for responding to any local complaints regarding construction noise and vibration. The coordinator would determine the cause of the noise or vibration complaint and would implement reasonable measures to correct the problem.
- The construction contractor shall send advance notice to neighborhood residents within 50 feet of the project site regarding the construction schedule and including the telephone number for the disturbance coordinator at the construction site.

With the implementation of the following mitigation measures, the proposed project would reduce noise impacts to a less than significant level. **(Less Than Significant Impact With Mitigation Incorporated)**

e-f. For a project located within an airport land use plan or, where such a plan has not yet been adopted, within 2 miles of a public use airport, would the project expose people residing or working in the project area to excessive noise levels? 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?

San Francisco International Airport (SFO) is a major international airport located approximately 3.4 miles north of the project site. The project site is located within the Airport Influence Area (AIA) for SFO. Although aircraft-related noise would occasionally be audible at the project site, the project site lies outside of the 65 dB CNEL contour for SFO, as established in the ALUCP. In addition, the vehicular traffic noise levels measured at the project site exceed 65 dBA L_{dn}, therefore, any overhead aircraft noise would not be significant in relation to the existing, local traffic noise. **(Less Than Significant Impact/No Impact)**

4.12.4 Conclusion

The proposed project, with the implementation of mitigation measure NV – 1.1 below would ensure that construction noise impacts would be less than significant, would not result in significant noise impacts. **(Less Than Significant Impact With Mitigation Incorporated)**

4.13 POPULATION AND HOUSING

4.13.1 Population and Housing Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
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)?	☐	☐	☒	☐	1,2
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐	1
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐	1

4.13.2 Existing Setting

According to California Department of Finance 2014 Census data, Burlingame's population for 2014 was 30,298 persons.[11] From 2010 to 2014, there were 13,027 households with an average of 2.38 persons per household.[12] According to the City's General Plan, the projected population in 2040 will be 38,400 persons occupying 16,134 households.

The Downtown Specific Plan, which includes the project site area, would allow construction of up to 1,232 residential units. Therefore, based on the household size estimated in the ABAG 2007 Projections, the residential component of the Downtown Specific Plan would increase the population of Burlingame by 1,374 persons by the year 2020. This would represent partial build out of the Downtown Specific Plan. By the year 2030, when the Downtown Specific Plan would be at full build out, the residential component would directly increase the population by 2,723 persons. Thus, the total population would increase to 32,123 at full build out under the Downtown Specific Plan in 2030.

The jobs/housing balance is the relationship between the number of housing units required as a result of local jobs and the number of residential units available in the City. This relationship is quantified by the jobs/employed resident ratio. When the ratio reaches 1.0, a balance is struck between the supply of local housing and local jobs. The jobs/employed resident ratio is determined by dividing

[11] State of California, Department of Finance. E-1 Population Estimates for Cities, Counties, and the State—January 1, 2014 and 2015. May 2015. Available at: http://www.dof.ca.gov/research/demographic/reports/estimates/e-1/view.php.

[12] U.S. Census Bureau. "American Fact Finder." Profile of General Population and Housing Characteristics: 2014, for the City of Burlingame. Available at: http://www.census.gov/quickfacts/table/PST045215/00.

the number of local jobs by the number of employed residents that can be housed in local housing. Burlingame currently has a higher number of jobs than employed residents (approximately 2.42 jobs per employed resident).

4.13.3 Impacts Evaluation

a. Would the project 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)?

Implementation of the project will replace the two existing single-family residences on-site with a 10-unit condominium development, which will create more housing by adding a net increase of eight dwelling units. This increase in housing would result in a net increase in local population by approximately 19 residents.[13] The number of additional residents will be part of the planned growth in the Downtown area of the City as envisioned in the Downtown Specific Plan, which accommodates an increased population of up to approximately 2,723 new residents. The minute increase would not induce a substantial growth in the City of Burlingame. The impact would be less than significant. **(Less Than Significant Impact)**

b., c. Would the project displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere?

Construction of the proposed project would result in the demolition of two single-family residences. Since the proposed project will be adding eight residential dwelling units to the City's housing supply, the loss of these existing homes would not require replacement housing to be constructed elsewhere. The impact would be less than significant. **(Less Than Significant Impact)**

4.13.4 Conclusion

Implementation of the proposed project would result in a less than significant impact on the City's population and housing supply. **(Less Than Significant Impact)**

[13] Based on the latest US Census data for the City, the average residents per household is 2.38. 2.38 residents per household x 8 net new units = 19 residents.

4.14 PUBLIC SERVICES

4.14.1 Public Services Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
1. Fire Protection?	☐	☐	☒	☐	1,2
2. Police Protection?	☐	☐	☒	☐	1,2
3. Schools?	☐	☐	☒	☐	1,2
4. Parks?	☐	☐	☒	☐	1,2
5. Other Public Facilities?	☐	☐	☒	☐	1,2

4.14.2 Existing Setting

Because the project is infill, represents an insignificant increase in the total population of the City, and is located on an already developed site, the existing public and governmental services in the area have capacities that can accommodate the proposed 10-unit condominium structure.

4.14.2.1 *Fire Service*

Fire protection services in the City of Burlingame are provided by the Central County Fire Department, which also serves the Town of Hillsborough and City of Millbrae. The CCFD provides all-risk services and plays a role in fire suppression, rescue, emergency medicine, operational training, fire prevention and investigation, and community education. The CCFD also participates in a Joint Powers Agreement within San Mateo County, providing Advanced Life Support as part of a 20-city, 56 engine company workforce. In addition, the CCFD is part of the San Mateo County Fire Services Automatic Aid Agreement, which calls for the CCFD to assist neighboring fire departments (and vice versa) in providing fire protection services (as needed) throughout the County.

The City's General Plan does not identify a service ratio goal, response time goal, or other performance standard for fire services. The CCFD, however, has a 6:59 minute response time standard for emergency medical services, and a minimum goal of 13 personnel to a structure fire within eight minutes. The closest station to the project site is CCFD Fire Station 34, located at 799 California Drive, approximately 0.4 miles southeast of the project site.

4.14.2.2 *Police Service*

Police protection services are provided in the City of Burlingame by the Burlingame Police Department, located at 1111 Trousdale Drive, approximately 2.3 miles west of the project site. The BPD currently consists of 37 police officers and 25 professional staff, and includes an Operations Division, Administration Division, Traffic Division, and Investigations Section. Select members of the BPD also belong to a regional Special Operations Unit, which includes Special Weapons and Tactics (SWAT). The City's General Plan does not identify a service ratio goal, response time goal, or other performance standard for police services.

4.14.2.3 *Schools*

Students in the City of Burlingame are served by two school districts: Burlingame School District (BSD) for grades K-8 and San Mateo Union High School District (SMUHSD) for grades 9-12. Students in the project area attend McKinley Elementary School, Burlingame Intermediate School, and Burlingame High School. McKinley Elementary School is located approximately 50 feet northwest of the project site, Burlingame Intermediate School is located approximately 2.7 miles northwest of the project site, and Burlingame High School is located approximately 0.7 miles east of the project site, with the side of the school abutting Oak Grove Avenue just east of the train tracks.

4.14.2.4 *Parks*

The City of Burlingame provides and maintains developed parkland and open space to serve its residents. Residents of Burlingame are served by regional and community park facilities, including regional open space, community and neighborhood parks, playing fields, and trails. The City of Burlingame Parks and Recreation Department is responsible for development, operation, and maintenance of all City park facilities. The City's General Plan does not identify a service ratio goal, or other performance standard for park facilities.

The closest parks to the project site include Paloma Playground located approximately 0.3 miles to the north and Heritage Park located approximately 0.5 miles to the south.

4.14.2.4 *Libraries*

The Burlingame Public Library System consists of one main library and one branch library. The Main Library is located at 480 Primrose Road, 0.5 miles east of the project site, and the Easton Branch Library is located at 1800 Easton Drive, 1.1 miles northwest of the project site.

The City's General Plan does not identify a service ratio goal, or other performance standard for library services.

4.14.2.5 *Applicable Public Services Regulations and Policies*

Government Code Section 65996

State law (Government Code Section 65996) specifies an acceptable method of offsetting a project's effect on the adequacy of school facilities as the payment of a school impact fee prior to issuance of a building permit. California Government Code Sections 65995-65998, sets forth provisions for the payment of school impact fees by new development as exclusive means of "considering and mitigating impacts on school facilities that occur or might occur as a result of any legislative or adjudicative act, or both, by any state or local agency involving, but not limited to, the planning, use, or development of real property" [§65996(a)]. The legislation goes on to say that the payment of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA [§65996(b)]. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code. The school impact fees and the school districts' methods of implementing measures specified by Government Code 65996 would mitigate project-related increases in student enrollment.

In the City of Burlingame, fees are collected on all new construction projects and residential remodels that add 500 square feet or more. School fees are collected to offset costs of rehabilitation and maintenance of school buildings; the fees are split between the Burlingame School District and San Mateo Union High School District.

City of Burlingame General Plan

The Open Space and Land Use Elements of the City's General Plan contain policies, recommendations, and actions to protect and enhance existing and future open space areas within the City. All future development allowed by the project would be subject to conformance with applicable General Plan policies, including those listed below.

Policy	Description
Policy OS(B)	Increase privacy, amenity and safety, and assure provision of light and air.
Policy OS(D)	Provide open space for recreational needs and for the preservation of sites of historical and cultural significance.

4.14.3 Impacts Evaluation

4.14.3.1 *Fire Protection Services*

As part of the permitting process, the Central County Fire Department would review project plans before permits are issued to ensure compliance with all applicable fire and building code standards and to ensure that adequate fire and life safety measures are incorporated into the project in compliance with all applicable state and city fire safety regulations. Because the proposed project is not anticipated to generate additional demand for fire protection services, and would not result in the need for new or expanded facilities, the project's potential impact on fire protection services would be less than significant. **(Less Than Significant Impact)**

4.14.3.2 *Police Protection Services*

The project proposes to demolish the existing single-family residences and construct a 10-unit condominium building, resulting in a net increase in eight dwelling units on-site. The project would not result in an increased demand for police services or require the expansion or construction of police facilities. The project's potential impact on police services would be less than significant. **(Less Than Significant Impact)**

4.14.3.3 *Schools*

The proposed project would only slightly increase the number of occupied housing units onsite from two to ten; it is anticipated that the potential number of school-age children would only increase slightly. The Downtown Specific Plan would allow construction of up to 1,232 residential units. The State of California has determined that housing units yield approximately 0.7 students per unit[14], resulting in about up to 862 new students added to the BSD and/or the SMUHSD under the Downtown Specific Plan by 2030.

The proposed project would generate approximately seven (7) new students that would attend McKinley Elementary School, Burlingame Intermediate Middle School, and Burlingame High School. Under, Section 65996 of the State Government Code, payment of school impact fees established by SB 50 is deemed to constitute full and complete mitigation for school impacts from development. Developer(s) of new housing units under the Downtown Specific Plan are required to pay these school impact fees at the time of building permit issuance. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code. Fulfillment of this requirement would mitigate the development of residential uses' impacts to schools to a less than significant level. **(Less Than Significant Impact)**

4.14.3.4 *Parks*

The City of Burlingame is served by several parks and recreation facilities, including 13 neighborhood parks and playgrounds, a dog park, tennis courts, an aquatic center, and a golf and soccer center. The Downtown Specific Plan area does not include any existing park facilities. Planned open space facilities would be provided in downtown in the vicinity of Primrose Avenue and Burlingame Avenue as well as within a roundabout at Primrose Avenue adjacent to City Hall. Since the proposed project would only cause a slight increase in the number of occupied units onsite, and provides common open space, the project would not generate substantial additional demand for parks or other public facilities and therefore this impact would be less than significant. **(Less Than Significant Impact)**

4.14.4 Conclusion

The project would result in a less than significant impact to public services. **(Less Than Significant Impact)**

[14] City of Burlingame. *Burlingame Downtown Specific Plan Initial Study*. May 27, 2010. Page 174.

4.15 RECREATION

4.15.1 Recreation Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
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 will occur or be accelerated?	☐	☐	☒	☐	1,2
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?	☐	☐	☒	☐	1,2

4.15.2 Existing Setting

The City of Burlingame currently operates 13 neighborhood parks, an aquatic center, tennis courts, a dog park, and a golf and soccer center. Planning, acquisition, and development of City parks and recreational facilities in Burlingame are the responsibility of the Parks and Recreation Department. The City also has an agreement with the Burlingame School District that allows the use of the fields at Burlingame Intermediate School and Franklin Elementary School.

The closest parks to the project site include Paloma Playground located approximately 0.3 miles to the north and Heritage Park located approximately 0.5 miles to the south.

4.15.2.1 *Applicable Plans, Policies, and Regulations*

City of Burlingame General Plan

The Open Space and Land Use Elements of the City's General Plan contain policies, recommendations, and actions to protect and enhance existing and future open space areas within the City. All future development allowed by the project would be subject to conformance with applicable General Plan policies, including those listed below.

Policy	Description
Policy L(F)	The City residents are served by three classes of parks and open space: community parks, neighborhood parks and preserves.
Policy OS(D)	Provide open space for recreational needs and for the preservation of sites of historical and cultural significance.

4.15.3 Impacts Evaluation

a., b. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated? 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?

The City of Burlingame provides and maintains parkland and open space within the City for residents and visitors to enjoy. Based on the latest US Census data for the City, it is estimated that the project would generate approximately 19 net new residents. The project residents would be served by existing parks in the project area and other open space and recreational facilities in the region.

The proposed project includes common open space in the form of a fenced yard south of the building. It is not anticipated that the project's incremental demand for park and recreational facilities in the area would result in the substantial, physical deterioration of existing park and recreational facilities or require the expansion or construction of new facilities. The impact, therefore, would be less than significant. **(Less Than Significant Impact)**

4.15.4 Conclusion

Given the limited number of new residents, the proposed project would not substantially deteriorate existing park facilities or expand recreational facilities that would adversely affect the existing environment. **(Less Than Significant Impact)**

4.16 TRANSPORTATION

4.16.1 Transportation Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
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?	☐	☐	☒	☐	1,2
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?	☐	☐	☒	☐	1,2
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?	☐	☐	☐	☒	1
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☒	☐	1
e. Result in inadequate emergency access?	☐	☐	☐	☒	1
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?	☐	☐	☒	☐	1,2

4.16.2 Existing Setting

4.16.3 Impacts Evaluation

a. – b. Would the project 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? Would the project 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?

Redevelopment of the site with the proposed 10-unit development would result in eight new residential units on the site. Based on the ITE's *Trip Generation* 9th Edition, daily trip generation rates of 7.83 trips/unit, eight condominium units would result in 62 daily vehicle trips, of which approximately six peak hour trips would result during the morning and afternoon peak hour, respectively.

The Congestion Management Program requires a traffic impact analysis when a project would result in 100 or more peak hour trips. The project, which would generate approximately six AM and six PM peak hour trips, therefore, does not require a detailed traffic impact analysis to show conformity to the CMP. The project would not result in a conflict with any other adopted plan, ordinance, or policy related to the effectiveness of the circulation system. **(Less Than Significant Impact)**

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?

The project would not affect air traffic patterns in the vicinity of the site. **(No Impact)**

d. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?

Development in accordance with City design standards will ensure that hazards due to a design feature would be avoided. **(Less Than Significant Impact)**

e. Would the project result in inadequate emergency access?

The residential development proposed on the site will be reviewed and approved by the Burlingame Fire Department to ensure adequate emergency access. **(No Impact)**

f. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The proposed project would not conflict with existing or planned multimodal transportation facilities or conflict with the City of Burlingame's General Plan policies and regulations. **(Less Than Significant Impact)**

4.16.4 Conclusion

The proposed project would not generate a substantial amount of new vehicle trips that would exceed the capacity of the street system serving the site, nor would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. The project would not result in inadequate emergency access, nor change in air traffic patterns. **(Less Than Significant Impact)**

4.17 UTILITIES AND SERVICE SYSTEMS

4.17.1 Utilities and Service Systems Environmental Checklist

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	1,2
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?	☐	☐	☒	☐	1,2
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?	☐	☐	☒	☐	1,2
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☒	☐	☐	1,2
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?	☐	☐	☒	☐	1,2
f. sBe served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	1,2
g. Comply with federal, state and local statutes and regulations related to solid waste?	☐	☐	☒	☐	1,2

4.17.2 Existing Setting

4.17.2.1 *Water Services*

The City of Burlingame provides potable water service to its business and residential customers within the City limits, and to residents of the unincorporated Burlingame Hills area. The City purchases its potable water from the San Francisco Public Utilities Commission (SFPUC). The City also uses well water and recycled water for supplying non-potable water. An existing 12-inch water main is located in Oak Grove Avenue.

4.17.2.2 *Wastewater Services*

The City maintains the sewer system within the City boundaries. With few exceptions, the sewer system is gravity fed to lift stations located in the industrial sections of town, then to the Burlingame Waste Water Treatment Plant (WWTP) at 1103 Airport Boulevard. The WWTP provides treatment of domestic and commercial wastewater originating from the City of Burlingame, Town of Hillsborough, and the Burlingame Hills Sewer Maintenance District. The treatment process consists of influent screening, grit removal, primary clarification, activated sludge biological treatment, secondary clarification, and disinfection using sodium hypochlorite.

The WWTP is part of the North Bayside System Unit (NBSU), a joint powers authority that includes the cities of Burlingame, Millbrae, South San Francisco and San Bruno, as well as the San Francisco International Airport. Based on the joint use agreement, the WWTP discharges treated and disinfected effluent through the NBSU force main to the South San Francisco, and San Bruno Water Quality Control Plant, where the effluent is dechlorinated before being discharged into the Lower San Francisco Bay.

4.17.2.3 *Storm Drainage*

The Citywide storm drainage system includes five major watershed areas: Easton, Burlingame/ Ralston, Sanchez/Terrace, Mills, and El Portal/Trousdale. The project site is located within the Burlingame/Ralston Creek watershed.

The Burlingame/Ralston watershed experiences flooding in the following areas: areas upstream from El Camino Real at Heritage Park and Crescent Avenue, the Burlingame Avenue Downtown business area, the Ralston Creek area, and the residential area bounded by California Drive and Rollins Road. Flooding within the Burlingame/Ralston watershed is a result of undersized drainage facilities. The combined Burlingame Creek and Ralston Creek storm drain system has a capacity of a 10-year storm event as opposed to the City's 30-year storm capacity standard. There are two undersized box culverts beneath Burlingame Avenue in the Plan Area; and there are two undersized pipelines along Oak Grove Avenue to San Francisco Bay. The City has proposed the following improvements to remedy these drainage issues that have been funded by a bond measure:

- Install a 60-inch pipeline bypass from Burlingame Creek at El Camino Real along Howard Avenue to San Francisco Bay with floodgates.

- Install a 60-inch bypass pipeline from Ralston Creek to the channel along the Caltrain ROW.

The planned improvements have been funded and are currently in the design phase.

The project site is currently 61 percent covered with impervious materials. Stormwater runoff in this watershed is entirely contained within a storm drain system and combined with the flows from Burlingame Creek.

4.17.2.4 *Solid Waste*

The City of Burlingame is a member of Rethink Waste, South Bayside Waste Management Authority (Rethink Waste). Rethink Waste is a joint powers authority comprised of the cities of Atherton, Belmont, Burlingame, East Palo Alto, Foster City, Hillsborough, Menlo Park, Redwood City, San Carlos, San Mateo, unincorporated San Mateo, and West Bay Sanitary District. Corinda Los Trancos Landfill (Ox Mountain Landfill), is the principal landfill for Rethink Waste.[15] Ox Mountain Landfill has a remaining capacity of approximately 69 million cubic yards and has an estimated closure date of 2040.[16] Rethink Waste contracts with Ox Mountain Landfill for disposal of its member agencies, including the City of Burlingame. The contract expires in 2019.

Recology San Mateo (Recology) provides solid waste, recycling, and organics collection services to all residential and commercial customers within the 12 member agencies of Rethink Waste.

4.17.2.5 *Electricity and Natural Gas*

PG&E transmits and delivers electricity and natural gas to residents and businesses in the City of Burlingame. Electricity and natural gas are used for operating on-site appliances, lighting, and general building operations (such as heating and cooling) for the residential uses on-site.

4.17.2.6 *Applicable Plans, Polices, and Regulations*

Assembly Bill 939

Assembly Bill 939 was established by the California Integrated Waste Management Board and requires all California counties to prepare integrated waste management plans. AB 939 required all municipalities to divert 25 percent of their solid waste from landfill disposal by January 1, 1995. Fifty percent of the waste stream was to be diverted by the year 2000.

Assembly Bill 341

As of July 1, 2012, per Assembly Bill 341, all businesses that generate four or more cubic yards of garbage per week and multi-family dwellings with five or more units in California are required to recycle. Multi-family dwellings include: apartments, townhouses, and condominiums. The purpose of the law is to reduce garbage sent to landfills and reduce greenhouse gas emissions.

City of Burlingame Construction and Demolition Ordinance

Demolition, new construction projects, and alterations over $50,000 are subject to the City of Burlingame's Construction and Demolition Ordinance (C&D Ordinance). The C&D Ordinance requires applicable projects to recycle at least 60 percent of total waste during demolition or construction.

[15] Feldman, Cliff. Personal Communications with Rethink Waste Recycling Programs Manager. December 8, 2014.
[16] McGourty, Scott. Personal Communications with Environmental Manager at Ox Mountain Landfill. November 6, 2014.

4.17.3 Impacts Evaluation

a.,b.,e. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? Would the project 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? Would the project 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?

Pursuant to the Federal Clean Water Act and California's Porter-Cologne Water Quality Control Act, the RWQCB regulates wastewater discharges to surface waters, such as San Francisco Bay, through the NPDES program. Wastewater permits contain specific requirements that limit the pollutants in discharges. As required by the RWQCB, the WWTP monitors its wastewater to ensure that it meets all requirements. The RWQCB routinely inspects treatment facilities to ensure permit requirements are met.

Sewage from development on the project site would be treated at the WWTP in accordance with the existing NPDES permit. The estimated project demand for water is approximately 1,400 gallons per day (GPD) or 140 GPD per dwelling unit. For the purposes of this analysis, wastewater flow rates are assumed to be 85 percent of the total on-site water use (approximately 1,190 GPD).

According to the City Engineer the sanitary sewer pipe in Oak Grove Avenue is a 21-inch diameter pipe. An existing 12-inch water main in Oak Grove Avenue would also serve the site. Therefore, there is adequate capacity in the sanitary sewer and water system to accommodate the incremental increase of eight dwelling units from the project. The developer will be required to install water and sewer laterals to service the property. Based on the existing facilities available to serve the site, the project would not significantly impact water or wastewater facilities. **(Less Than Significant Impact)**

c. Would the project 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?

Implementation of the proposed project would increase the amount of impervious surfaces on-site from 61 to 75 percent. The project would result in a 14 percent increase in impervious surfaces, thereby resulting in an increase in runoff from the site. Due to the fact that the proposed project has a net increase of 1,208 square feet of impervious surfaces (i.e. about the area of the roof of a single-family house), it is concluded that the existing storm drain system would continue to adequately serve the project site and the project would not require the construction of new or expanded storm drain facilities as a result of the minor increase in stormwater runoff. **(Less Than Significant Impact)**

d. *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

The City of Burlingame purchases all of its water from the San Francisco Public Utilities Commission (SFPUC). Water is supplied to the City by several SFPUC pipelines that are connected to six metered connections at various locations throughout the City. Based on water usage rates of 140 gallons per unit per day (GPD) the project would require 1,400 GPD. Based on the presence of a 12-inch water main in Oak Grove Avenue there is adequate capacity in the system adjacent to the site to accommodate the proposed project. **(Less Than Significant Impact)**

f. - g. *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? Would the project comply with federal, state and local statues and regulations related to solid waste?*

The current solid waste service provider is Recology, which hauls waste collected in Burlingame to the San Carlos Transfer Station and The Recyclery of San Mateo County for sorting then disposal at Ox Mountain Landfill. Residential development on the site is anticipated to result in waste generation of approximately eight (8) tons of solid waste annually.[17] Development on the project site with 10 housing units will be required to conform to City plans and policies to reduce solid waste generation.[18] Demand for solid waste disposal services generated by the project would be adequately served by existing capacity at the transfer station and landfill. **(Less Than Significant Impact)**

4.17.4 Conclusion

The project would not result in any utility or service facility exceeding its current capacity or require the construction of new infrastructure or service facilities. **(Less Than Significant Impact)**

[17] CalRecycle. *Solid Waste Disposal Rates*. Accessed May 27, 2016. Available at: http://www.calrecycle.ca.gov/wastechar/ResDisp.htm

[18] Recology San Mateo County. http://www.recologysanmateo.com/index.php/. Accessed May 26, 2016.

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

4.18.1 Mandatory Findings Environmental Checklist

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
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?	☐	☒	☐	☐	Pgs. 13-90
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)?	☐	☐	☒	☐	Pgs. 13-90
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	Pgs. 13-90

4.18.2 Impacts 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?

As discussed in the individual sections, the proposed project would not degrade the quality of the environment with the implementation of identified General Plan policies, applicable regulations, and mitigation measures. As discussed in *Section 4.4 Biological Resources*, the project is located in an urban environment and would not impact sensitive habitat or species; however, nesting birds and retained trees may be affected during project construction if not adequately protected. While there is a potential for buried archaeological resources on-site, implementation of the identified General Plan policies in *Section 4.5 Cultural Resources*, would ensure less than significant impacts to cultural resources. Therefore, the implementation of identified mitigation measures would ensure biological and cultural

impacts related to the proposed residential redevelopment of the site would be less than significant. **(Less Than Significant Impact With Mitigation Incorporated)**

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)?

Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited, but cumulatively considerable." As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

Because criteria air pollutant and GHG emissions would contribute to regional and global emissions of such pollutants, the identified thresholds developed by BAAQMD and used by the City of Burlingame were developed such that a project-level impact would also be a cumulatively considerable impact. The project would not result in a significant emissions of criteria air pollutants or GHG emissions and, therefore, would not make a substantial contribution to cumulative air quality or GHG emissions impacts.

With the implementation of mitigation measures and standard permit conditions, residential development on the site would not result in significant geology and soils or hydrology and water quality impacts and would not contribute to cumulative impacts to these resources. Also, the project would not impact agricultural and forest resources or mineral resources and, therefore, the project would not contribute to a significant cumulative impact on these resources.

The project is located in an urban area and given its limited size would not contribute to a cumulative impact on aesthetics, population and housing, public services, recreation, and transportation with the implementation of Municipal Code requirements. **(Less Than Significant Cumulative Impact)**

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

The proposed project does not present significant environmental effects adverse to human beings, either directly or indirectly. Adverse impacts to humans that may be associated with the proposed project are related to air quality, geology and soils, hazardous materials, and noise. The project site does not contain any known hazardous materials contamination that would be disturbed by the project. Mitigation measures are included in the project to ensure temporary construction impacts to air quality and noise levels would be less than significant. Mitigation measures have also been included in the project to ensure the building is designed to account for expansive soils and high groundwater levels on the site. The proposed project with the incorporation of mitigation measures would not result in

any significant impacts on human beings directly or indirectly. **(Less Than Significant Impact With Mitigation Incorporated)**

Checklist Sources

1. Professional judgment and expertise of the environmental specialists preparing this assessment, based upon a review of the site and surrounding conditions, as well as a review of the project plans.
2. City of Burlingame. *Downtown Specific Plan IS/MND.* October 4, 2010. Accessed April 9, 2016.
3. City of Burlingame. *General Plan.* 1975. Accessed April 9, 2016.
4. City of Burlingame Municipal Code.
5. Department of Transportation. *Scenic Highway Mapping System.* 2011. Accessed February 26, 2015. <http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm>
6. Levy Design Partners, LLC. *1491-1493 Oak Grove Avenue Shadow Study.*
7. California Department of Conservation. *San Mateo County Williamson Act FY 2006/2007 Map. 2012.*
8. California Department of Conservation, Division of Land Resource Protection. *San Mateo County Important Farmland 2014 Map*. February 2016.
9. Bay Area Air Quality Management District. *Bay Area 2010 Clean Air Plan.* September 15, 2010.
10. Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines.* May 2011.
11. Illingworth & Rodkin, Inc. *Construction Health Risk Assessment.* April 21, 2016.
12. Kielty Arborist, LLC. *Arborist Report 1491-1493 Oak Grove Avenue.* January 20, 2015.
13. Carey & Company, Inc. *Draft Historic Resources Technical Report*. June 30, 2014.
14. GeoForensics, Inc. *Geotechnical Investigation for Proposed New Apartment Building at the Oak Grove Avenue Property.* July 2014.
15. City of Burlingame. *Climate Action Plan.* June 2009. Accessed April 9, 2016.
16. Federal Emergency Management Agency. *Flood Insurance Rate Map.* July 16, 2015.
17. San Mateo County Airport Land Use Commission. *Comprehensive Land Use Plan: San Francisco International Airport.*

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SECTION 6.0 LEAD AGENCY AND CONSULTANTS

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