

# 1095 ROLLINS ROAD APARTMENTS PROJECT

INITIAL STUDY / *PROPOSED* MITIGATED NEGATIVE DECLARATION



**Prepared for City of Burlingame**

October 2019



**Prepared by Circlepoint**

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**City of Burlingame**  
**1095 Rollins Road Apartments Project**  
***Proposed Mitigated Negative Declaration (MND)***

**City File No: ND-604-P**

**Prepared for:**

**City of Burlingame**  
**Community Development Department**  
**501 Primrose Road**  
**Burlingame, CA 94010**  
**(650)-558-7256**

**Prepared by:**

**Circlepoint**  
**46 South First Street**  
**San Jose, CA 95113**

**October 2019**

DRAFT

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# 1095 Rollins Road Apartments Project

## ***PROPOSED MITIGATED NEGATIVE DECLARATION (MND)***

Pursuant to the California Environmental Quality Act (CEQA)  
Division 13, Public Resources Code

City of Burlingame  
501 Primrose Road  
Burlingame, CA 94010  
(650)-558-7256

### **1. Project Description**

The project site encompasses two parcels with the address of 1095 Rollins Road (APN 026-231-250 and 026-231-260) in the central area of Burlingame (City). The project site is north of downtown and within walking distance of the Broadway Caltrain Station, and is located between Cadillac Way to the west and Toyon Drive to the east. The 1.08-acre project site is predominantly flat with existing development present. The site has frontage on Rollins Road to the north, and the western, southern, and eastern property lines are adjacent to surrounding development. Surrounding development includes a gas station to the west, Northpark Apartments to the south, and a City utility station to the east.

The project site is outside of the boundaries of both the North Burlingame/Rollins Road Specific Plan and the Bayfront Specific Plan. The North Burlingame/Rollins Road Specific Plan area terminates on the northwest side of Broadway, and the Bayfront Specific Plan only includes areas on the bayside of US-101. The City's General Plan land use designation for the project site is Commercial (Shopping & Service), and the site is zoned C-1 (Commercial). The current land use designation and zoning do not permit residential development. Land use and zoning for the project site and vicinity include areas zoned for Multifamily residential (R4) and Commercial (C1). Stepping Stone Preschool is the nearest school to the project site, approximately 0.5 mile southeast.

The project site is developed with a restaurant, Fattoria e Mare, and elevated tennis courts that are used by the adjacent Northpark Apartments. Surface parking is located under the elevated tennis courts. Aside from some minimal landscaping and the structures described above, the project site is paved and contains two trees present on the project site: a small Australian laurel (*Pittosporum tobira*) tree in the southeast corner of the site, and an olive tree (*Olea europaea*) along Rollins Road. Eight trees are located offsite but their canopies partially overhang the project site. These include Monterey pines, Monterey cypresses, and Chinese elm.

The project would include demolition of the existing structures onsite and construction of a new six-story, approximately 75-foot-tall multifamily residential building containing 150 dwelling units. The building would total 195,000 gross square feet. The building would include a mix of studio, one-bedroom, two-bedroom, and three-bedroom apartments. Ten percent of the

apartment units would be designated as affordable housing for moderate income households. The project would reduce the pervious surfaces at the site from 40,380 square feet to 39,697 square feet. The project plans are included as **Appendix A** of this initial study (IS)/ mitigated negative declaration (MND).

## 2. Determination

An MND, City File No. ND-604-P, is proposed by the City of Burlingame for the project. An IS and supporting documents have been prepared to determine if the project would result in potentially significant or significant impacts to the environment (**Exhibit A, Initial Study**). The 15 mitigation measures that have been identified are listed in Table 1 below. The supporting technical reports that constitute the record of proceedings upon which a determination is made are available for public review at the City of Burlingame Planning Division at 1500 Warburton Avenue, Santa Clara, CA 95050, between 8:00 a.m. and 5:00 p.m., Monday through Friday.

Table 1 Summary of Mitigation Measures		
<i>Environmental Factor</i>	<i>Mitigation Measures</i>	<i>Level of Environmental Impact</i>
Aesthetics	<p><b>Mitigation Measure AES-1:</b> The project developer shall install low-profile, low-intensity lighting directed downward to minimize light and glare. Exterior lighting shall be low mounted, downward casting, and shielded. In general, the light footprint shall not extend beyond the periphery the property. Implementation of exterior lighting fixtures on all buildings shall also comply with the standard California Building Code (Title 24, Building Energy Efficiency Standards) to reduce the lateral spreading of light to surrounding uses, consistent with City Municipal Code 18.16.030 that requires that all new exterior lighting for residential developments be designed and located so that the cone of light and/or glare from the light element is kept entirely on the property or below the top of any fence, edge or wall. In addition, lighting fixtures would not be located more than nine feet above adjacent grade or required landing; walls or portions of walls would not be floodlit; and only shielded light fixtures which focus light downward would be used, except for illuminated street numbers required by the fire department.</p>	Less than Significant with Mitigation Incorporated

**Table 1  
Summary of Mitigation Measures**

<i>Environmental Factor</i>	<i>Mitigation Measures</i>	<i>Level of Environmental Impact</i>
Air Quality	<p><b>Mitigation Measure AQ-1:</b> The project applicant shall require that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of diesel particulate matter. Project construction equipment shall be equipped with at least one of the following requirements:</p> <ol style="list-style-type: none"> <li>1. Mobile diesel-powered off-road equipment larger than 25 horsepower and operating on the site for more than two days continuously (or 20 hours in total) shall meet, at a minimum, one of the following: <ul style="list-style-type: none"> <li>▪ Engines meeting US Environmental Protection Agency particulate matter emissions standards for Tier 4 engines or equivalent;</li> <li>▪ Use of alternatively-fueled equipment (i.e., non-diesel) would meet this requirement; or</li> <li>▪ Other measures may include the use of added exhaust devices; or a combination of measures, provided that these measures are demonstrated to reduce community risk impacts to a less-than-significant level.</li> </ul> </li> <li>2. All diesel-powered off-road equipment larger than 25 horsepower must apply diesel particulate filters that reduce diesel particulate matter emissions by at least 95 percent.</li> </ol>	Less than Significant with Mitigation Incorporated
Air Quality	<p><b>Mitigation Measure AQ-2 (Option A):</b> A location-specific health risk assessment (HRA) shall be prepared by a qualified air quality specialist in accordance with the most recent Bay Area Air Quality Management District guidelines for modeling local risks and hazards. If the HRA indicates that the project would expose sensitive receptors to an unacceptable health risk from the project's proximity to U.S. 101 and Caltrain or if the cumulative health</p>	Less than Significant with Mitigation Incorporated

**Table 1  
Summary of Mitigation Measures**

<i>Environmental Factor</i>	<i>Mitigation Measures</i>	<i>Level of Environmental Impact</i>
	<p>risk exceeds applicable thresholds, then mitigation (such as incorporating HVAC systems with high efficiency DPFs or MERV-13 filters into the ventilation design, weatherproofing windows and doors, installation of passive electrostatic filtering systems, and adoption of a maintenance plan for the HVAC and air filtration systems) that reduces health risk below standards recommended by the Bay Area Air Quality Management District shall be incorporated into the development prior to permit issuance.</p> <p><b>Mitigation Measure AQ-2 (Option B):</b> The applicant shall submit to the City a ventilation proposal prepared by a licensed design professional for the residences that describes the ventilation design and how that design will (a) filter indoor air with an efficiency of at least 90 percent, and (b) ensure all dwelling units would be below the excess cancer risk level of 10 in 1 million established by the BAAQMD. The specific means by which these performance standards are achieved will be determined by the applicant; however, it is assumed that installation of Minimum Efficiency Reporting Value 13 filters with a Dust Spot Efficiency rating of 89 to 90 percent and an arrestance rate of over 98 percent will be required. Additional measures used to meet the aforementioned performance standards could include, but would not be limited to the following:</p> <ol style="list-style-type: none"> <li>1. If the proposed building would use operable windows or other sources of infiltration of ambient air, the development should install a heating ventilation and cooling (HVAC) system that includes high efficiency particulate filters.</li> <li>2. If the development limits infiltration through non-operable windows, a suitable ventilation system should include filtration specifications equivalent to or better than the following: (1) American Society of Heating, Refrigerating and Air- Conditioning Engineers Minimum Efficiency Reporting Value 13 supply air filters, (2) greater than</li> </ol>	

**Table 1  
Summary of Mitigation Measures**

<i>Environmental Factor</i>	<i>Mitigation Measures</i>	<i>Level of Environmental Impact</i>
	<p>or equal to one air exchanges per hour of fresh outside filtered air, (3) greater than or equal to four air exchanges per hour recirculation, and (4) less than or equal to 0.25 air exchanges per hour in unfiltered infiltration. These types of filtration methods are capable of removing approximately 90 percent of the diesel particulate matter emissions from air introduced into the HVAC system.</p> <p>3. Windows and doors should be fully weatherproofed with caulking and weatherstripping that is rated to last at least 20 years. Weatherproof should be maintained and replaced by the property owner, as necessary, to ensure functionality for the lifetime of the project.</p> <p>4. Where appropriate, install passive (drop-in) electrostatic filtering systems, especially those with low air velocities (i.e., 1 mile per hour)</p> <p>5. Ensure an ongoing maintenance plan for the HVAC and filtration systems. Manufacturers of these types of filters recommend that they be replaced after two to three months of use.</p> <p>The applicant should inform occupants regarding the proper use of any installed air filtration system</p>	
Biological Resources	<p><b>Mitigation Measure BIO-1:</b> If construction activities commence during the nesting/breeding season of native bird species potentially nesting near the site (typically February 1 through August 31 in the project region), a pre-construction survey for nesting birds shall be conducted by a qualified biologist within two weeks prior to the commencement of construction activities.</p> <p>If active nests are found in areas that could be directly affected by construction and would be subject to prolonged construction-related noise, a no-disturbance buffer zone shall be created around</p>	Less than Significant with Mitigation Incorporated

**Table 1  
Summary of Mitigation Measures**

<i>Environmental Factor</i>	<i>Mitigation Measures</i>	<i>Level of Environmental Impact</i>
	<p>active nests during the breeding season or until a qualified biologist determines that all young have fledged. The avoidance buffer size shall be 300 feet for raptor species and 150 feet for all other bird species. The size of the buffer zones and types of construction activities restricted within buffers will be determined by a qualified biologist by taking into account factors such as the following:</p> <ul style="list-style-type: none"> <li>▪ Noise and human disturbance levels at the construction site at the time of the survey and the noise and disturbance expected during the construction activity;</li> <li>▪ Distance and amount of vegetation or other screening between the construction site and the nest; and</li> <li>▪ Sensitivity of individual nesting species and behaviors of the nesting birds.</li> </ul>	
Cultural Resources	<p><b>Mitigation Measure CUL-1:</b> Prior to demolition or other ground disturbance, a qualified archaeologist will conduct further archival and field study to identify archaeological resources that may show no indication on the surface, including a good faith effort to identify whether the shellmound indicated by the California Historical Resources Information System search is present on the project site. Field study may include, but is not limited to, hand auger sampling, shovel test units, or geoarchaeological analyses as well as other common methods used to identify the presence of buried archaeological resources. If an archaeological resource is identified, the archaeologist will provide site-specific recommendations.</p> <p>In the event archaeological resources are encountered during construction, work will be halted within 100 feet of the discovered materials and workers will avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations.</p>	Less than Significant with Mitigation Incorporated

**Table 1  
Summary of Mitigation Measures**

<i>Environmental Factor</i>	<i>Mitigation Measures</i>	<i>Level of Environmental Impact</i>
Cultural Resources	<b>Mitigation Measure CUL-2:</b> In the event that human remains are discovered during project construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The county coroner shall be informed to evaluate the nature of the remains. If the remains are determined to be of Native American origin, the Lead Agency shall work with the Native American Heritage Commission and the applicant to develop an agreement for treating or disposing of the human remains.	Less than Significant with Mitigation Incorporated
Geology and Soils	<b>Mitigation Measure GEO-1:</b> Project design and construction shall adhere to Title 18, Chapter 18.28 of the City Municipal Code, and demonstrate compliance with all design standards applicable to the California Building Code Zone 4 would ensure maximum practicable protection available to users of the buildings and associated infrastructure.	Less than Significant with Mitigation Incorporated
Geology and Soils	<b>Mitigation Measure GEO-2:</b> A discovery of a paleontological specimen during any phase of the project shall result in a work stoppage in the vicinity of the find until it can be evaluated by a professional paleontologist. Should loss or damage be detected, additional protective measures or further action (e.g., resource removal), as determined by a professional paleontologist, shall be implemented to mitigate the impact.	Less than Significant with Mitigation Incorporated
Hazards and Hazardous Materials	<b>Mitigation Measure HAZ-1:</b> The contractor shall comply with Title 8, California Code of Regulations/Occupational Safety and Health Administration requirements that cover construction work where an employee may be exposed to lead. This includes the proper removal and disposal of peeling paint, and appropriate sampling of painted building surfaces for lead prior to disturbance of the paint and disposal of the paint or painted materials.	Less than Significant with Mitigation Incorporated

**Table 1  
Summary of Mitigation Measures**

<i>Environmental Factor</i>	<i>Mitigation Measures</i>	<i>Level of Environmental Impact</i>
Hazards and Hazardous Materials	<b>Mitigation Measure HAZ-2:</b> The applicant shall contract a Certified Asbestos Consultant to conduct an asbestos survey prior to disturbing potential asbestos containing building materials and shall follow the Consultant's recommendations for proper handling and disposal of asbestos containing materials.	Less than Significant with Mitigation Incorporated
Hazards and Hazardous Materials	<b>Mitigation Measure HAZ-3:</b> The contractor shall ensure the appropriate handling, storing, and sampling of any soil to be removed from the subject property to eliminate potential health and safety risks to the public, including construction workers.	Less than Significant with Mitigation Incorporated
Hazards and Hazardous Materials	<b>Mitigation Measure HAZ-4:</b> Workers handling demolition and renovation activities at the project site will be trained in the safe handling and disposal of any containments with which they are handling or disposing of on the project site.	Less than Significant with Mitigation Incorporated
Noise	<p><b>Mitigation Measure NOI-1:</b> The following mufflers and sound enclosures shall be utilized during project construction to reduce noise levels from individual pieces of construction equipment:</p> <ul style="list-style-type: none"> <li>▪ Generators and air compressors shall be surrounded by acoustic shielding and/or sound enclosures capable of reducing noise by at least 6 decibels (dB) using the A-weighted sound pressure level (dBA);</li> <li>▪ An industrial grade muffler or muffler of similar capacity capable of reducing engine noise by at least 10 dBA shall be installed on excavators, dozers, tractors, loaders, backhoes, graders, and bore/drill rigs; and</li> <li>▪ An industrial grade muffler or muffler of similar capacity capable of reducing engine noise by at least 15 dBA shall be installed on concrete/industrial saws.</li> </ul>	Less than Significant with Mitigation Incorporated
Tribal Cultural Resources	See <b>Mitigation Measure CUL-1</b> and <b>CUL-3</b> .	Less than Significant with Mitigation Incorporated

*Kevin Gardiner*

Kevin Gardiner, City of Burlingame  
Community Development Director

*10/25/19*

Date

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**EXHIBIT A**

City of Burlingame  
**1095 ROLLINS ROAD APARTMENTS PROJECT**

**Initial Study**

**Prepared for:**

City of Burlingame  
Community Development Department  
501 Primrose Road  
Burlingame, CA 94010

**Prepared by:**

Circlepoint  
46 S First Street  
San Jose, CA 95113

**October 2019**

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C	Biological Resources Technical Memorandum
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G	Geotechnical Exploration Report
H	Greenhouse Gas Report
I	Phase I Site Assessment
J	Phase II Site Assessment
K	Noise Report
L	Transportation Impact Analysis
M	NAHC Sacred Lands File Search

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# INITIAL STUDY AND ENVIRONMENTAL CHECKLIST FORM

## CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

- |                                       |   |
|---------------------------------------|---|
| 1. Project Title                      | 1095 Rollins Road Apartments  |
| 2. Lead Agency                        | City of Burlingame<br>501 Primrose Road<br>Burlingame, CA 94010   |
| 3. Contact Person and Phone Number    | Catherine Keylon, Senior Planner<br>Telephone: (650) 558-7252<br>E-Mail: <a href="mailto:ckeylon@burlingame.org">ckeylon@burlingame.org</a> |
| 4. Project Location                   | 1095 Rollins Road,<br>Burlingame, CA 94010  |
| 5. San Mateo County Parcel Number     | APN 026-231-250<br>APN 026-231-260  |
| 6. Project Sponsor's Name and Address | The Hanover Company<br>156 Diablo Road, Suite 220<br>Danville, CA 94526   |
| 7. General Plan Designation           | General Plan<br>Shopping and Commercial   |
| 8. Zoning                             | C-1 (Commercial)  |
| 9. Description of Project             | See Project Description on page 4   |
| 10. Surrounding Land Uses and Setting | Gas Station/City pump station/Multifamily<br>Residential  |

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

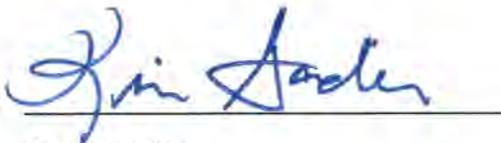
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “potentially significant impact” as indicated by the checklist on the following pages.

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Agriculture and Forestry Resources   |
| <input checked="" type="checkbox"/> Air Quality                     | <input checked="" type="checkbox"/> Biological Resources      |
| <input checked="" type="checkbox"/> Cultural Resources              | <input checked="" type="checkbox"/> Energy                    |
| <input checked="" type="checkbox"/> Geology and Soils               | <input checked="" type="checkbox"/> Greenhouse Gas Emissions  |
| <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology and Water Quality          |
| <input type="checkbox"/> Land Use and Planning                      | <input type="checkbox"/> Mineral Resources                    |
| <input checked="" type="checkbox"/> Noise                           | <input type="checkbox"/> Population and Housing               |
| <input type="checkbox"/> Public Services                            | <input type="checkbox"/> Recreation                           |
| <input type="checkbox"/> Transportation                             | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Utilities and Service Systems   | <input type="checkbox"/> Wildfire                             |
| <input type="checkbox"/> Mandatory Findings of Significance         |   |

## DETERMINATION

On the basis of this initial study:

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



Kevin Gardiner  
Community Development Director

10/25/19

Date

## PROJECT DESCRIPTION

The City of Burlingame (City) has received an application for construction of a new, six-story multifamily residential building at 1095 Rollins Road. The City is the lead agency under the California Environmental Quality Act (CEQA), and questions on the project should be directed to Catherine Keylon, Senior Planner, 650-558-7252. The project applicant is The Hanover Company, 156 Diablo Road, Suite 220, Danville, CA 94526.

### *Project Location and Setting*

The project site encompasses two parcels with the address of 1095 Rollins Road (APN 026-231-250 and 026-231-260). 1095 Rollins Road is in the central part of the City, San Mateo County, California (**Figure 1**). The project site is north of downtown and within walking distance of the Broadway Caltrain Station, and is located between Cadillac Way to the west and Toyon Drive to the east. The 1.08-acre project site is predominantly flat with existing development present. The site has frontage on Rollins Road to the north, and the western, southern, and eastern property lines are adjacent to surrounding development. Surrounding development includes a gas station to the west, Northpark Apartments to the south, and a City utility station to the east (**Figure 2**). United States (US) Route 101 (US-101) is directly opposite the project site, across Rollins Road.

### General Plan and Zoning

The City's General Plan land use designation for the project site is Commercial (Shopping & Service), and the site is zoned C-1 (Commercial). The current land use designation and zoning do not permit residential development. Land use and zoning for the project site and vicinity are shown on **Figure 3** and **Figure 4**.

The City recently completed the process of updating its General Plan. The Final Environmental Impact Report (EIR) for the General Plan update was certified in October 2018, and the updated General Plan was adopted by the City Council in January 2019. However, the project application was received by the City, deemed complete, and determined to be subject to CEQA prior to the General Plan update. Therefore, pursuant to CEQA Guidelines Section 15060, which provides direction to CEQA lead agencies on when formal CEQA review shall begin, this analysis evaluates the project against the prior General Plan land use map.

The project site is outside of the boundaries of both the North Burlingame/Rollins Road Specific Plan and the Bayfront Specific Plan. The North Burlingame/Rollins Road Specific Plan area terminates on the northwest side of Broadway, and the Bayfront Specific Plan only includes areas on the bayside of US-101.

### *Site Conditions*

The project site is developed with a restaurant, Fattoria e Mare, and elevated tennis courts that are used by the adjacent Northpark Apartments. Surface parking is located under the elevated tennis courts. Aside from some minimal landscaping and the structures described above, the project site is paved.

Two trees are present on the project site: a small Australian laurel (*Pittosporum tobira*) tree in the southeast corner of the site, and an olive tree (*Olea europaea*) along Rollins Road. These trees do not meet the City's criteria for tree protection and can be removed without a tree removal permit. Eight trees are located offsite but their canopies partially overhang the project site. These include Monterey pines, Monterey cypresses, and Chinese elm.

### ***Project Characteristics***

The project would include demolition of the existing structures onsite and construction of a new six-story, approximately 75-foot-tall multifamily residential building containing 150 dwelling units. The building would total 195,000 gross square feet. The building would include a mix of studio, one-bedroom, two-bedroom and three-bedroom apartments. Ten percent of the apartment units would be designated as affordable housing for moderate income households. The proposed site plan and elevations are shown on **Figure 5**, **Figure 6**, **Figure 7**, and **Figure 8**. The project would require combining the two existing parcels into one parcel.

The building frontage along Rollins Road would have a setback of 9 to 10 feet from the property line. The building's massing would be broken into several components through depth articulation along the façade, and a mix of building materials would present a varied façade to the street (**Figure 6**). New hardscaping installed at the ground level along Rollins Road would be predominantly impervious concrete pavement. Proposed landscape areas would be pervious, and are proposed along the western, southern, and eastern sides of the site. Up to 60 percent of the front setback along Rollins Road would consist of pervious landscaped areas.

The project would include a podium courtyard of up to 6,899 square feet and three roof decks totaling 2,245 square feet of occupiable space. These open spaces would be available to all residents. Based on the project type, this would meet the City's requirements for open space as outlined in the City's municipal code (BMC) (26.30.070), which does not require private open space for apartment projects.

### ***Transportation and Parking***

The project site is accessible by multiple forms of transportation. The project site is 0.3 miles from the Broadway Caltrain Station, and is also accessible from SamTrans lines 46 along Carolan Avenue and the 292 line along California Drive (with service to the Caltrain station). The City's Broadway Millbrae Shuttle stops at the intersection of Broadway and California Drive, adjacent to the Caltrain Station. Bicycle routes along Carolan Avenue and Broadway allow for easy access from the project site to Downtown areas and the rest of the City.

The project would include 192 parking spaces for residents, with 178 stacked parking spaces, 9 regular parking spaces, and 5 Americans with Disabilities Act (ADA) accessible parking spaces. Parking would be in a basement level and ground floor parking garage. Auto access to the parking garage would be provided via a garage door along Rollins Road. The 192 parking spaces would provide a parking ratio of just over 1 space per studio and one-bedroom unit and 2 spaces per two and three-bedroom unit.



Not to scale



**Legend**

 Project Site

**Project Location**

Figure

**1**



Not to scale



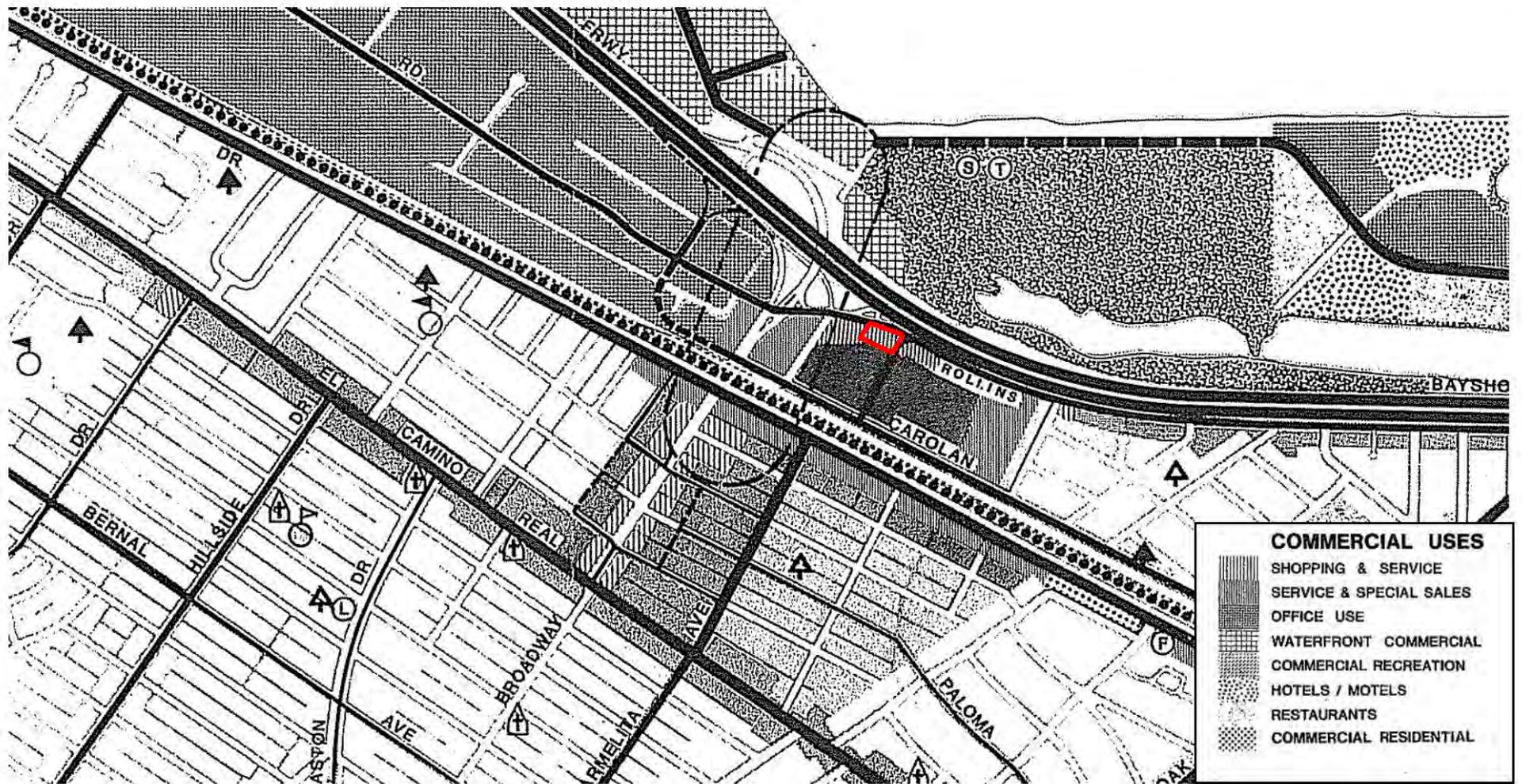
**Legend**

 Project Site

**Project Site**

Figure

**2**



**COMMERCIAL USES**

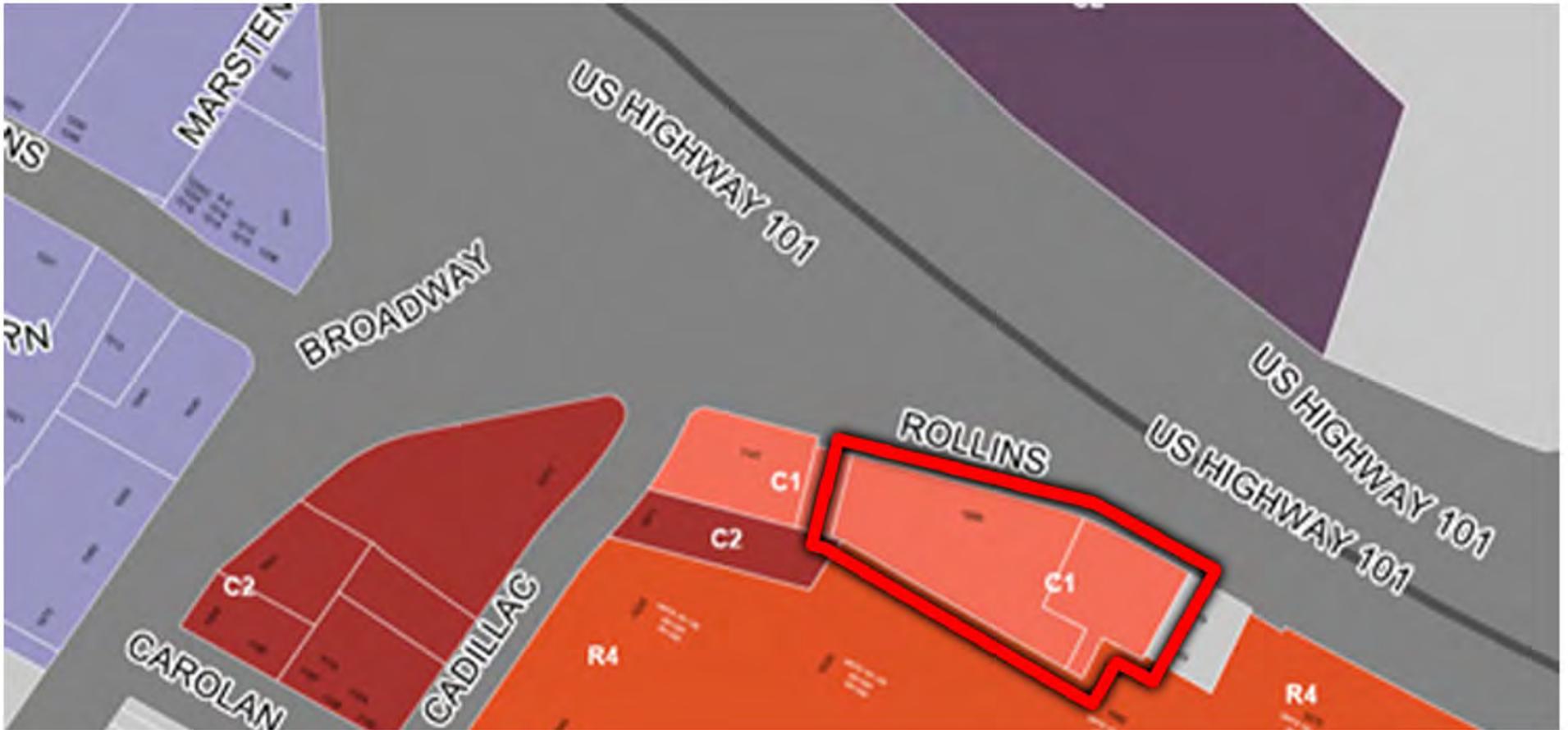
- SHIPPING & SERVICE
- SERVICE & SPECIAL SALES
- OFFICE USE
- WATERFRONT COMMERCIAL
- COMMERCIAL RECREATION
- HOTELS / MOTELS
- RESTAURANTS
- COMMERCIAL RESIDENTIAL

*Not to scale*

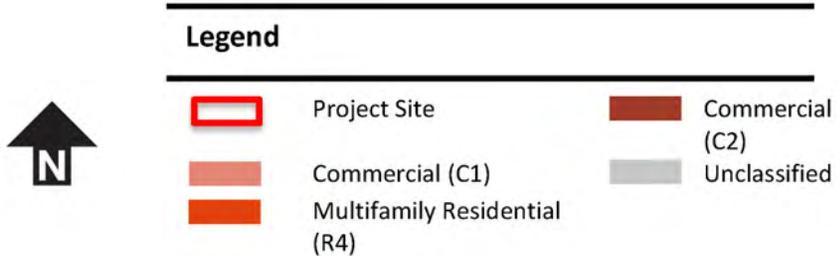
**Legend**

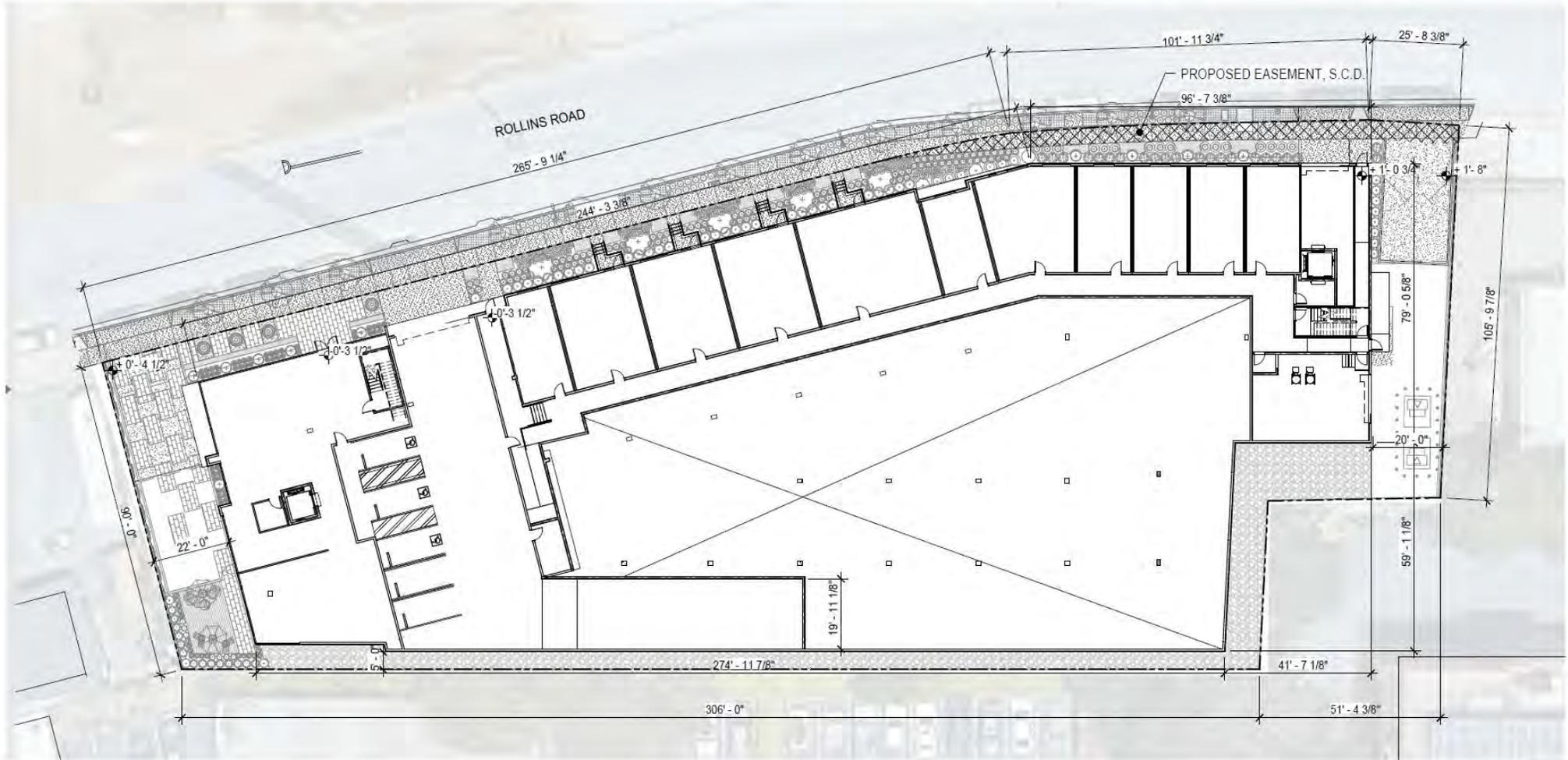
 Project Site





Not to scale





Not to scale



Site Plan

Figure

5



*Not to scale*

**North Elevation**

Figure

**6**



Not to scale

Rendering: View from Rollins Road

Figure



*Not to scale*

**Rendering: View from Rollins Road**

Figure

**8**

### *Trees and Landscaping*

The project would require removal of the two trees onsite, which would be replaced with 17 new trees along Rollins Road, 14 trees along the side setbacks of the proposed building, 13 new trees on the roof deck, and 31 trees in the outdoor courtyard. Tree species are anticipated to include coral bark maple (*Acer palmatum*), river birch (*Betula nigra*), Spartan juniper (*Juniperus chinensis*), Columbia London plane (*Platanus acerfolia* "Columbia"), and others. In addition to trees, the project would include ground level landscaping, courtyard landscaping, and roof deck landscaping. Landscaping plans indicate a mix of shrubs and groundcover.

### **Construction**

Project construction would begin in the summer of 2020 and conclude in the spring of 2022 for a total duration of 20 months. Construction would be completed in one phase, and would include typical activities such as demolition, site grading, excavation for building foundations, concrete work, framing, and interior and exterior architectural coatings. Typical construction equipment such as backhoes, heavy duty trucks, and excavators would be used at the project site. No pile driving is anticipated. Construction would require the demolition and removal of approximately 24,537 square feet of existing improvements on the site, and removal of approximately 23,500 cubic yards of excavated soil (cut) from the site. Imported fill material would not be required.

The project would require lateral connections to sanitary sewer which exists in the public right-of-way along Rollins Road, along with new connections to water and gas lines. The project site will continue to access electricity via a sub-surface PG&E transformer located on the Northpark Apartments property south of the subject property, via an easement.

### **Approvals**

The project requires the following approvals from the City:

- General Plan amendment to change land use to High Density Residential
- Rezoning to R-4 Multifamily Residential
- Design Review
- Conditional Use Permit to exceed 35-foot building height
- Lot merger to combine two existing parcels into one parcel
- Density Bonus
- BMC, Chapter 25.63.040(a): By-right parking incentive (allows for reduced parking requirement)
- BMC, Chapter 25.63.040(c): Development Concession – use of parking stackers
- BMC, Chapter 25.63.050: Waiver/Modification of Development Standard – Lot Coverage

# ENVIRONMENTAL IMPACT CHECKLIST

## 1 Aesthetics

<i>Issues</i> <i>Except as provided in Public Resources Code Section 21099, would the project:</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### *Setting*

The City is located within San Mateo County, east of the Santa Cruz Mountains and west of the San Francisco Bay (bay). The City is surrounded by the City of Millbrae to the northwest, the bay to the east, the City of San Mateo to the southeast, and the Town of Hillsborough to the southwest. Most of the City is located on gently sloping valley floor and is a highly developed, urban and suburban area. The western portions of the City are located on foothills rising to the Santa Cruz Mountains that offer scenic views of the Santa Cruz Mountains, the bay, and the East Bay Hills.

As noted in the Project Description, the City’s General Plan land use designation for the project site is Commercial (Shopping & Service), and the site is zoned C-1 (Commercial). The project site is located in an urban area adjacent to major roadways and residential and commercial development. The existing structures at the project site include a restaurant and elevated tennis/basketball courts with surface parking located underneath. US 101, a gas station, and residential and commercial buildings are visible to the surrounding residential and commercial uses and to motorists, pedestrians, and bicyclists traveling along 1095 Rollins Road. The project includes removing all existing structures on the site and redeveloping the site with a six-story apartment building.

## ***Discussion***

### **a) Have a substantial adverse effect on a scenic vista? (Less than Significant)**

According to the City's General Plan, important vistas include the hillside leading to the Skyline Ridge as seen from the bay plain, and the bay as seen from the hillside. As shown in **Figure 9** through **Figure 12**, which compare existing views to visual simulations of the project, the project would not significantly impact either scenic resource. Public views of the foothills rising to the Santa Cruz Mountains are already obscured by existing development in the project vicinity and the bay is not visible from the project site.

The new development would be six stories at its highest point (75 feet in height). The applicant is seeking a general plan amendment and a rezone to change the land use at the project site to high density residential and the zoning to R-4 multifamily residential. A conditional use permit would also be obtained to allow the building height to exceed 35 feet. Given the above, this impact would be less than significant.

### **b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (No Impact)**

The area surrounding the project is fully developed. No rock outcroppings, historic buildings, or other scenic resources are visible from the project site. Views of trees located on adjacent properties may be obstructed with implementation of the project. However, 75 new trees would be planted with implementation of the project, improving views of the project site over current conditions.

The intent of the California Scenic Highway Program is to protect and enhance California's natural beauty and to protect the social and economic values provided by the state's scenic resources. State scenic highways are officially designated by Scenic Highways Advisory Committee. According the General Plan Scenic Roads and Highways Element, the project is not located near a state scenic highway. Therefore, no impact would occur.



Existing Visual Setting From Rollins Road Facing South

Figure

9



**Visual Rendering From Rollins Road Facing South**

Figure

**10**



Existing Visual From Rollins Road Facing North



Visual Simulation From Rollins Road Facing North

Figure

- c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? (Less than Significant)**

The project is located in an urbanized area. The project seeks a zone change to allow the use, density, and the building height of the project. However, the existing zoning does not govern any visual regulations or prescribe any particular scenic quality standards or regulations. According to the General Plan, important vistas include the hillside leading to the Skyline Ridge as seen from the bay plain, and the bay as seen from the hillside. The project would not impact either scenic resource. Therefore, with a zone change, the project would not conflict with applicable zoning or other regulations governing scenic quality.

#### **Construction**

Construction of the project would involve demolition, earthmoving operations, and grading activities. Temporary fencing, construction equipment, construction vehicles, staging areas, and associated construction debris would be visible on the project site for the duration of construction (approximately 20 months). The visual character and quality of the site would change temporarily, depending on the work and equipment used. However, the visual effects of construction activities would be typical of other construction projects within the area and would be temporary in nature.

#### **Operation**

The project would change the existing character of the project site by removing all existing structures (none of which exceed two stories in height) and redeveloping the site with a six-story apartment building. At a maximum height of approximately 75 feet, the project would be taller than the buildings surrounding the site.

The new apartment building would require an application to the Planning Commission for Residential Design Review. The project would be reviewed for compliance with the Residential Design Guidebook, which offers guidance on appropriate design based on the character of the surrounding neighborhood. The project's appearance would include wood siding in brown tones, fiber cement siding in gray tones, black metal awnings, and stucco and stone veneer in off-white tones. The design's off-white and gray tones would be consistent with the tones and of the surrounding residential builds. As such, the project would not substantially degrade the existing visual character or quality of the site and the impact would be less than significant.

- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Less than Significant with Mitigation)**

The project site is currently developed and urbanized. Streetlights, exterior commercial lighting, and vehicular lights exist in the surrounding area and along adjacent corridors. The new building would contribute additional sources of light; however, exterior lighting shall be designed and installed to comply with existing regulations to reduce light pollution. Glass surfaces on the

proposed structure would also result in increased sunlight reflection, ambient light, and glare beyond existing conditions. This is considered a potentially significant impact. However, the following mitigation measure would reduce this impact to a less-than-significant level.

**Mitigation Measure AES-1:** The project developer shall install low-profile, low-intensity lighting directed downward to minimize light and glare. Exterior lighting shall be low mounted, downward casting, and shielded. In general, the light footprint shall not extend beyond the periphery the property. Implementation of exterior lighting fixtures on all buildings shall also comply with the standard California Building Code (CBC) (Title 24, Building Energy Efficiency Standards) to reduce the lateral spreading of light to surrounding uses, consistent with BMC 18.16.030 that requires that all new exterior lighting for residential developments be designed and located so that the cone of light and/or glare from the light element is kept entirely on the property or below the top of any fence, edge or wall. In addition, lighting fixtures would not be located more than nine feet above adjacent grade or required landing; walls or portions of walls would not be floodlit; and only shielded light fixtures which focus light downward would be used, except for illuminated street numbers required by the fire department.

## 2 Agriculture and Forestry Resources

<i>Issues</i>	<b>Significant or Potentially Significant Impact</b>	<b>Less Than Significant Impact with Mitigation Incorporated</b>	<b>Less than Significant</b>	<b>No Impact</b>
<b>Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### *Setting*

The two parcels that make up the project site are fully developed with a restaurant and elevated tennis/basketball courts with surface parking underneath. The California Department of Conservation, Natural Resources Agency 2016 Important Farmland Finder Map identifies the City as Urban and Built Up Land. There are no agricultural or forest resources located on or near the project site.<sup>1</sup>

<sup>1</sup>California Department of Conservation, Natural Resources Agency, 2016. California Important Farmland Finder. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed: May 1, 2019.

***Discussion***

a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (No Impact)**

and

b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract (No Impact)**

and

c) **Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (No Impact)**

and

d) **Result in the loss of forest land or conversion of forest land to non-forest use? (No Impact)**

and

e) **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? (No Impact)**

The Farmland Monitoring and Mapping Program identifies the project site as Urban and Built-up Land. Surrounding land uses include apartment complexes, a gas station, and highway 101. There are no active agricultural lands, lands under a Williamson Act contract, forest lands, or timberlands on or adjacent to the project site. Furthermore, the project site is not designated for agricultural or forest uses by the City's General Plan. Therefore, the project would not conflict with existing zoning for agricultural or forest uses, nor would it result in farmland or forest land conversion. Therefore, no impact would occur.

### 3 Air Quality

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The information in this section is based on the Air Quality Technical Report prepared in August 2019 (**Appendix B**).

#### **Setting**

The project site is located in the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). As the local air quality management agency, the BAAQMD is required to monitor air pollutant levels for conformance with state and federal air quality standards and, if they are not met, to develop strategies to meet the standards. Air quality studies generally focus on four pollutants, referred to as criteria pollutants, which are most commonly measured and regulated: carbon monoxide (CO), ground level ozone (O<sub>3</sub>), nitrogen dioxide (NO<sub>2</sub>), and suspended particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>).

Depending on whether the standards are met or exceeded, the SFBAAB is classified as being in “attainment” or “nonattainment.” Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. The BAAQMD is in non-attainment for the federal and state ozone standards, the federal and state PM<sub>2.5</sub> (particulate matter up to 2.5 microns in size) standards, and the state PM<sub>10</sub> (particulate matter up to 10 microns in size) standards. Additionally, the BAAQMD is required to prepare a plan for improvement for these pollutants in nonattainment.

## *Regulatory Setting*

### *Air Quality Management*

The BAAQMD is responsible primarily for assuring that national and state ambient air quality standards are attained and maintained in the Bay Area. It is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other functions. The BAAQMD has jurisdiction over much of the nine-county Bay Area including San Mateo County.

The BAAQMD adopted the 2017 Clean Air Plan (2017 Plan) as an update to the 2010 Clean Air Plan. The 2017 Plan provides a regional strategy to protect public health and protect the climate. Consistent with the greenhouse gas (GHG) reduction targets adopted by the state, the 2017 Plan lays the groundwork for a long-term effort to reduce Bay Area GHG emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. To fulfill State O<sub>3</sub> planning requirements, the 2017 control strategy includes all feasible measures to reduce emissions of O<sub>3</sub> precursors—reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>)—and reduce transport of O<sub>3</sub> and its precursors to neighboring air basins. The 2017 Plan builds upon and enhances the BAAQMD's efforts to reduce emissions of fine particulate matter and toxic air contaminants (TAC).

### *Toxic Air Contaminants*

The Air Toxic “Hot Spots” Information and Assessment Act of 1987 (Assembly Bill [AB] 2588) seeks to identify and evaluate risk from air toxics sources but does not directly regulate air toxics emissions. Under AB 2588, TAC emissions from individual facilities are quantified and prioritized. “High priority” facilities are required to perform a health risk assessment and, if specific thresholds are violated, are required to communicate the results to the public in the form of notices and public meetings. Although TACs and PM<sub>2.5</sub> tend to be localized and are found in relatively low concentrations in ambient air, exposure to low concentrations over long periods can result in increased risk of cancer and/or adverse health effects in local communities. Because several communities within the Bay Area experience relatively high exposure to TACs compared with other communities, the BAAQMD established the Community Air Risk Evaluation program in 2004 to identify impacted communities. Currently the City is not considered an impacted community based on the Bay Area TAC inventory developed in 2005. However, BAAQMD's CEQA Air Quality Guidelines include risk and hazard thresholds that are intended to apply to projects that would site new permitted or non-permitted sources in proximity to receptors and for projects that would site new sensitive receptors in proximity to permitted or non-permitted sources of TACs or PM<sub>2.5</sub> emissions.

### *Regional Air Emission Thresholds*

The BAAQMD CEQA Air Quality Guidelines quantify project-level air quality thresholds with defined numeric values and evaluation criteria for pollutant emissions. These project-level thresholds, shown in **Table 1**, represent the levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the SFBAAB's existing air quality conditions. The project would result in a significant impact if construction or operational emissions would exceed any of the thresholds shown in **Table 1**.

**Table 1 Air Quality Thresholds of Significance**

Pollutant/Precursor	Construction-Related Thresholds	Operational Related Thresholds	
	Average Daily Emissions (pounds per day)	Maximum Annual Emissions (tons per year)	Average Daily Emissions (pounds per day)
ROG	54	10	54
NO <sub>x</sub>	54	10	54
PM <sub>10</sub>	82 (exhaust)	15	82
PM <sub>2.5</sub>	54 (exhaust)	10	54

Source: Rincon 2019c

Notes: NO<sub>x</sub> = oxides of nitrogen; PM<sub>2.5</sub> = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM<sub>10</sub> = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; ROG = reactive organic gases

### *Toxic Air Contaminant Thresholds*

According to BAAQMD, for any proposed project that includes the siting of new receptors, an analysis of risk should be conducted following guidance developed by BAAQMD described in Recommended Methodology for Screening and Modeling Local Risks and Hazards version 3.0. BAAQMD has established the following Thresholds of Significance for local community risks and hazards associated with TACs and PM<sub>2.5</sub> for assessing individual source impacts at a local level:

- Not to exceed an increased cancer risk of greater than 10 in 1 Million
- Not to exceed increased non-cancer (i.e., Chronic or Acute) risk of greater than 1.0 Hazard Index
- Not to exceed ambient PM<sub>2.5</sub> concentration increase greater than 0.3 micrograms per cubic meters (µg/m<sup>3</sup>) annual average

A project would be considered to have a cumulatively considerable impact if the aggregate total of current and proposed TAC sources within a 1,000-foot radius of the project fence line in addition to the proposed project would exceed the following Thresholds of Significance:

- Not to exceed an increased cancer risk of greater than 100 in 1 million
- Not to exceed increased non-cancer (i.e., Chronic or Acute) risk of greater than 10 Hazard Index
- Not to exceed ambient PM<sub>2.5</sub> concentration increase greater than 0.8 µg/m<sup>3</sup> annual average

Excess cancer risks are defined as those occurring in excess of or above and beyond those risks that would normally be associated with a location or activity if toxic pollutants were not present. Non-carcinogenic health effects are expressed as a hazard index, which is the ratio of expected exposure levels to an acceptable reference exposure level.

BAAQMD defines sensitive receptors as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and the chronically ill. These facilities include residences, school playgrounds, child-care centers, retirement homes, and convalescent homes. The nearest sensitive receptors are the multifamily residential units (Northpark Apartments) located immediately southeast of the project site. Additionally, as a residential land use, the proposed project would include the siting of new receptors.

### ***Discussion***

**a) Conflict with or obstruct implementation of the applicable air quality plan? (No Impact)**

To be consistent with an air quality management plan, a project must conform to the local General Plan and must not result in or contribute to an exceedance of the local jurisdiction's forecasted growth assumptions in terms of future population, employment, or growth in Vehicle Miles Traveled (VMT). A project may be inconsistent with the air quality management plan if it would generate population, housing, or employment growth exceeding the forecasts used in the development of the air quality management plan. Population growth would lead to increased vehicle use, energy consumption, and associated air pollutant emissions. The most recent and applicable adopted air quality plan for the SFBAAB is the 2017 Plan. The project would include 150 apartment units. Based on CalEEMod defaults for the project's land use type this would result in 429 residents, which is 1.4 percent of the City's 2019 population. This is a conservative estimate because the California Department of Finance (DOF) estimates average household size in the City to be 2.4 persons in 2019, which would result in approximately 360 residents (2.4 persons per household multiplied by 150 units) (DOF 2019). As such, the population increase from the project would be nominal and not exceed the City's projected population growth.

The County's Traffic Impact Study Requirements establish a significance threshold which considers a project's impact to traffic significant if its implementation increases daily trips by 500 or more. According to the Transportation Analysis (**Appendix L**) prepared for the project, no increase in traffic is anticipated due to the higher trip generation rates associated with the existing land use (i.e. restaurant) compared with the future residential land use. On average the

project is expected to generate 198 fewer daily trips than the existing onsite use resulting in less VMT. Counts were not taken at the existing restaurant site but, as discussed in **Section 17, Transportation**, existing trip generation was based on standard ITE rates for "Quality Restaurant," in order to reflect the total number of trips to which the existing land use is entitled. Consequently, project development would not conflict with population and VMT projections used to develop the 2017 Plan planning projections. No impact would occur.

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

### *Construction Emissions*

Project construction would generate temporary air pollutant emissions. **Table 2** summarizes the estimated maximum daily emissions of pollutants during project construction. Maximum daily emissions do not account for compliance with BAAQMD Basic Construction Mitigation Measures and therefore the presented analysis is conservative. As shown in **Table 2**, the maximum daily project emissions would not exceed BAAQMD daily thresholds for any criteria pollutant.

**Table 2 Maximum Daily Production Construction Emissions**

Year	Estimated Emissions (pounds/day)					
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub> (exhaust)	PM <sub>2.5</sub> (exhaust)	SO <sub>x</sub>
2020 Maximum Daily Emissions	1.2	24.8	15.1	0.4	0.4	0.1
2021 Maximum Daily Emissions	8.4	12.3	14.0	0.6	0.6	<0.1
2022 Maximum Daily Emissions	8.3	11.4	13.9	0.5	0.5	<0.1
BAAQMD Thresholds (average daily emissions)	54	54	N/A	82	54	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A

Source: Rincon 2019c

N/A = not applicable; no BAAQMD threshold for CO or SOX

As shown in **Table 2**, construction emission would not exceed BAAQMD criteria pollutant thresholds. Therefore, this impact would be less than significant.

### Operational Emissions

Long-term emissions associated with project operation, as shown in **Table 3** and **Table 4** would include emissions from vehicle trips (mobile sources), landscape maintenance equipment, consumer projects, and architectural coating associated with onsite development (area sources). New energy and water reduction requirements including the 2016 Title 24 Building Energy Efficiency Standards were not included in CalEEMod, nor were the ten electric vehicle spaces planned for the project. Therefore, energy, water, and transportation emissions are a conservative estimate. As shown in **Table 3** and **Table 4**, emissions would not exceed BAAQMD daily or annual thresholds for any criteria pollutant. Therefore, operational impacts would be less than significant.

**Table 3 Project Operational Daily Emissions**

Sources	Average Daily Emissions (pounds/day)					
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub> (exhaust)	PM <sub>2.5</sub> (exhaust)	SO <sub>x</sub>
Area	4.3	0.3	12.4	<0.1	<0.1	<0.1
Energy	<0.1	0.3	0.1	<0.1	<0.1	<0.1
Mobile	0.7	1.8	6.4	1.5	0.4	<0.1
Total Project Emissions	5.1	2.4	18.9	1.6	0.5	<0.1
BAAQMD Threshold	54	54	N/A	82	54	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A

Source: Rincon 2019c

Notes: NO<sub>x</sub> = oxides of nitrogen; PM<sub>2.5</sub> = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM<sub>10</sub> = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; ROG = reactive organic gases; N/A = not applicable; no BAAQMD threshold for CO or SO<sub>x</sub>

**Table 4 Project Operational Maximum Annual emissions**

Sources	Maximum Annual Emission (tons/year)					
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>	SO <sub>x</sub>
Area	0.8	<0.1	1.1	<0.1	<0.1	<0.1
Energy	<0.1	0.1	<0.1	<0.1	<0.1	<0.1
Mobile	0.1	0.3	1.1	0.3	0.1	<0.1
Total Project Emissions	0.9	0.4	2.2	0.3	0.1	<0.1
BAAQMD Threshold	10	10	N/A	15	10	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A

Source: Rincon 2019c

Notes: NO<sub>x</sub> = oxides of nitrogen; PM<sub>2.5</sub> = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM<sub>10</sub> = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; ROG = reactive organic gases; N/A = not applicable; no BAAQMD threshold for CO or SO<sub>x</sub>

**c) Expose sensitive receptors to substantial pollutant concentrations? (Less than Significant with Mitigation Incorporated)**

### *Carbon Monoxide Hotspots*

A project's indirect CO emissions would be significant if they contribute to a violation of the State standards for CO (9.0 parts per million [ppm] averaged over 8 hours and 20 ppm over 1 hour). BAAQMD provides a preliminary screening methodology to conservatively determine whether a proposed project would exceed CO thresholds. If the following criteria are met, a project would not have a significant impact related to local CO concentrations:

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

Based on the Transportation Impact Analysis prepared by W-Trans (**Appendix L**) in August 2019, the project would generate 198 fewer daily trips on average than the existing uses of the project site. Therefore, the project would have no impact on affected intersections and would be consistent with the County Congestion Management Program. As a result, the project would not result in individually or cumulatively significant impacts from CO emissions and would have a less than significant impact on local CO concentrations.

### *Toxic Air Contaminants*

The following construction health risk assessment (HRA) evaluates the potential health risk to offsite receptors due to construction of the proposed project, while the results of the operational screening analyses evaluate potential health risk to future residents of the proposed project due to existing sources of TACs and PM<sub>2.5</sub>. Results of each analysis compare estimated cancer risk, PM<sub>2.5</sub>, and hazard values as single sources and cumulatively to applicable BAAQMD thresholds.

### *Health Impacts of TACs from Construction Activity*

Project construction is anticipated to begin summer 2020 and be completed around spring 2022, lasting approximately 21 months. Activities for each construction phase would be periodic and short-term and project-related TAC emissions would cease with the completion of construction activities. The results of the construction HRA are provided in **Table 5**.

**Table 5 Health Risks Associated with Construction Activity**

Scenario	Excess Cancer Risk (per million)	Chronic Health Risk <sup>1</sup>	PM <sub>2.5</sub> µg/m <sup>3</sup> annual average
Maximum Exposed Individual	137	0.09	0.49
BAAQMD Significance Threshold	>10	>1	>0.3
Threshold Exceeded?	Yes	No	Yes

Source: Rincon 2019c

Notes: <sup>1</sup>Noncancer health impacts are assessed and determined by dividing the airborne concentration at the receptor by the appropriate Reference Exposure Level (REL) for that substance. A REL is defined as the concentration at which no adverse noncancer health effects are anticipated. Because noncancer health impacts are assessed as the ratio of airborne concentration versus the REL, the resulting hazard index is unitless. See **Appendix B** for calculations and HRA data.

PM<sub>2.5</sub> = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less

The NorthPark Apartments are the nearest sensitive receptor, located approximately 35 feet east and 70 feet south of the project site. The air dispersion and risk analysis identified the maximum exposed individual (MEI) to be located at the NorthPark Apartment building closest to the project site, approximately 35 feet east. As shown in **Table 5**, at the MEI, the chronic hazard index is less than 1, however PM<sub>2.5</sub> ground level concentrations exceed 0.3 µg/m<sup>3</sup> and the excess cancer risk due to diesel particulate matter (DPM) exposure during the 21 months of construction at the MEI exceeds the 10 in one million cancer risk. Therefore, the health risk to nearby residents due to project construction would be potentially significant. In addition to the Basic Construction Mitigation Measures that BAAQMD requires for all construction activities, **Mitigation Measure AQ-1**, would be required to reduce health risks to nearby sensitive receptors associated with DPM exposure.

### *Combined Sources*

The cumulative impact of the mitigated project was further assessed by evaluating all current and proposed substantial sources of TACs within 1,000 feet of the identified construction MEI. Existing sources within 1,000 feet of the construction MEI includes US-101, Rollins Road, Broadway road, the Caltrans Rail line, and seven permitted stationary sources including two gas stations, a generator, and several permitted facilities. Additionally, a multifamily apartment complex (SummerHill Apartments) is currently under construction approximately 445 feet southeast of the construction MEI. Cumulative risk impacts on the construction MEI from these sources was estimated as described below following BAAQMD's CEQA Guidelines. Cumulative impacts from mitigated construction of the project are reported in **Table 6**.

**Table 6 Cumulative Health Risks Associated with Construction Activity at the MEI**

Source	Excess Cancer Risk (per million)	Chronic Health Risk <sup>1</sup>	PM <sub>2.5</sub> µg/m <sup>3</sup> annual average
Unmitigated project construction	137	0.09	0.49
Mitigated project construction at 1008-1028 Carolan Avenue and 1007-1025 Rollins Rd.	1.4	<0.01	0.02
City Generators at 1079 Rollins Road at ~525 feet	0.04	<0.01	0.0
Plant G8335, Gus' Unocal Service Station at ~ 570 feet	0.90	<0.01	n/a
Plant G2778, Chevron at 1095 Carolan Ave at ~540 feet	0.17	<0.01	n/a
US-101 at ~ 220 feet	34.4	n/a	0.68
Broadway Road at ~850 feet	0.10	n/a	<0.01

Source: Rincon 2019c

Notes: <sup>1</sup> Noncancer health impacts are assessed and determined by dividing the airborne concentration at the receptor by the appropriate Reference Exposure Level (REL) for that substance. A REL is defined as the concentration at which no adverse noncancer health effects are anticipated. Because noncancer health impacts are assessed as the ratio of airborne concentration versus the REL, the resulting hazard index is unitless. See **Appendix B** for calculations and HRA data.

PM<sub>2.5</sub> = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less

### *Highway TAC Impacts*

Cumulative risk, hazard, and PM<sub>2.5</sub> impacts associated with the mobile TAC emissions from US-101 were provided by BAAQMD. BAAQMD used the US Environmental Protection Agency air dispersion model (AERMOD) to model TACs associated with the highway in 20 by 20-meter grids and are based on the California Air Resources Board (CARB) Emissions Factors (EMFAC) 2014 average daily traffic count and fleet mix. The nearest segment of US-101 was approximately 220 feet north of the construction MEI. The modeled health and PM<sub>2.5</sub> risks at the construction MEI are provide in **Table 6**.

### *Roadway TAC Impacts*

Only roadways with greater than 10,000 annual average daily traffic (AADT) were considered a significant source of mobile TACs. AADT volumes for the roadways within 1,000 feet of the construction MEI were estimated based on the peak-hour traffic counts at the surrounding intersections provided by the transportation analysis. Rollins Road, immediately adjacent to the construction MEI, was estimated to have an AADT of approximately 10,500, while Broadway, approximately 850 feet west of the construction MEI, was estimated to have an AADT of 40,200. BAAQMD modeled cancer risk and PM<sub>2.5</sub> for all roadways in the Bay Area with greater than 30,000 AADT in 20 by 20-meter grids. BAAQMD's modeled health risk and PM<sub>2.5</sub> values at the construction MEI from major roadways are provided in **Table 6**.

### *Railroad TAC Impacts*

Caltrain rail lines serving diesel fueled passenger and freight locomotives are approximately 570 feet southwest of the construction MEI. Although Caltrain is in the process of converting the fleet from diesel powered to a mixed fuel, the BAAQMD provided health risk and PM<sub>2.5</sub> values based on 2014 data and an all diesel fleet, a conservative analysis given the upcoming conversion. Caltrain is currently diesel fueled; however, development is currently underway to replace 75 percent of the Caltrain fleet with electric multiple unit trains, leaving only 25 percent of the fleet as diesel powered. When this transition is completed local TAC emissions from the locomotives using the rail lines will be significantly reduced, thereby reducing the associated health risk due to DPM exposure from the railroad for future residents at the proposed project. The transition to 75 percent electric locomotives is anticipated to be completed by 2023 when the project would be operational). BAAQMD's modeled health risk and PM<sub>2.5</sub> values at the construction MEI from the railroad are provided in **Table 6**.

### *Stationary Source TAC Impacts*

The BAAQMD's Stationary Source Inquiry Form and request process was used to obtain the most updated health risk and PM<sub>2.5</sub> values associated with facilities permitted stationary sources within 1,000 feet of the construction MEI. BAAQMD's Stationary Source Risk & Hazard Analysis Tool was used to obtain health risk estimates associated with gasoline dispensing stations most recently modeled in 2014. Stationary sources that had reported screening levels less than 0.1 in one in a million at 50 feet from the source were excluded from this estimate. Therefore, only three of the identified seven permitted stationary source were considered to have a substantial risk. This included the City's generators at 1079 Rollins Road approximately 525 feet northwest of the construction MEI, and gasoline dispensing facilities that were approximately 570 feet southwest and 540 feet south, respectively, of the construction MEI.

### *Planned and Pending Projects*

In addition to the proposed project, the SummerHill Apartments complex at 1008-1028 Carolan Avenue/1007-1025 Rollins Road is currently under construction approximately 425 feet southeast of the proposed project and is anticipated to be completed in 2020. To provide a conservative analysis it is assumed that construction of the SummerHill Apartments may overlap with construction of the proposed project and is considered a source in the cumulative risk

assessment. Because the SummerHill Apartment project MEI is not at the same location as the proposed project MEI the health risk at the proposed project's construction MEI would be lower. Therefore, use of the SummerHill project MEI in the cumulative analysis for health risk associated with construction of the proposed project is conservative.

As shown in **Table 6**, cumulative sources of TACs would result in an exceedance of cancer health risk and annual PM<sub>2.5</sub> concentrations above the cumulative significance thresholds. However, cumulative sources of TACs would not exceed the cumulative chronic health risk threshold of 10 at the MEI. Cumulative impacts would be potentially significant.

Because project construction presents a potential excess cancer risk due to DPM exposure and an exceedance of annual PM<sub>2.5</sub> concentrations, the following mitigation measure focuses on reduction of DPM and PM<sub>2.5</sub> emissions for construction. **Mitigation Measure AQ-1** would reduce the excess cancer risk at the nearest sensitive receptor to a less-than-significant level.

**Mitigation Measure AQ-1:** The project applicant shall require that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of diesel particulate matter. Project construction equipment shall be equipped with at least one of the following requirements:

1. Mobile diesel-powered off-road equipment larger than 25 horsepower and operating on the site for more than two days continuously (or 20 hours in total) shall meet, at a minimum, one of the following:
  - Engines meeting US Environmental Protection Agency particulate matter emissions standards for Tier 4 engines or equivalent;
  - Use of alternatively-fueled equipment (i.e., non-diesel) would meet this requirement; or
  - Other measures may include the use of added exhaust devices; or a combination of measures, provided that these measures are demonstrated to reduce community risk impacts to a less-than-significant level.
2. All diesel-powered off-road equipment larger than 25 horsepower must apply diesel particulate filters (DPFs) that reduce DPM emissions by at least 95 percent.

In addition, the project applicant shall prepare a construction operations plan that includes specifications of the equipment to be used during construction including the type and number of equipment, engine tier rating, and emission standards certification. The plan shall also identify which equipment will apply DPF, the DPF level and DPF operation specifications. The purpose of the plan is to allow for a qualified air specialist to verify that one of the above stated requirements has been met prior to construction. The plan shall be submitted to the Planning and Public Works-Engineering Divisions prior to the issuance of a grading permit. The plan shall be accompanied by a letter signed by a qualified air quality specialist, verifying that equipment included in the plan meets the standards set forth in this mitigation measure.

As shown in **Table 7**, implementation of **Mitigation Measures AQ-1** would reduce emissions so that PM<sub>2.5</sub> concentration and excess cancer risk would not exceed the single source thresholds. Therefore, incorporation of **Mitigation Measure AQ-1** would reduce impacts to a less than-significant level.

**Table 7 Health Risks Associated with Construction Activity After Mitigation**

Source	Excess Cancer Risk (per million)	Chronic Health Risk <sup>1</sup>	PM <sub>2.5</sub> µg/m <sup>3</sup> annual average
Maximum Exposed Resident	6.1	0.004	0.03
BAAQMD Significance Threshold	>10	>1	>0.3
Threshold Exceeded?	No	No	No

Source: Rincon 2019c

Notes: <sup>1</sup> Noncancer health impacts are assessed and determined by dividing the airborne concentration at the receptor by the appropriate Reference Exposure Level (REL) for that substance. A REL is defined as the concentration at which no adverse noncancer health effects are anticipated. Because noncancer health impacts are assessed as the ratio of airborne concentration versus the REL, the resulting hazard index is unitless. See **Appendix B** for calculations and HRA data.

PM<sub>2.5</sub> = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less

### *Project Operation Risk and Hazard Screening*

There are ten permitted emission sources identified within 1,000 feet of the project's fence line using BAAQMD's Stationary Source Screening Analysis Tool. However, six of the sources had reported screening levels of 0.0 or less than 0.01 risk at over 100 feet away from the project's fence line. Therefore, only four of the identified ten permitted stationary source were considered to have a substantial risk and included in the analysis. There is also a facility with two generators located approximately 156 feet northwest of the project's fence line.

Other sources within 1,000 feet of the project fence line include US-101, a major roadway with greater than 30,000 AADT, and the Caltrain Railroad. US-101 is located approximately 70 feet northeast of the project's northern fence line. Broadway is the only major roadway within 1,000 feet of the project site and is located approximately 505 feet northwest. In addition, the southwestern boundary of the project site is approximately 565 feet from the Caltrain rail lines which service passenger and freight trains. As mentioned above under **Railroad TAC Impacts**, TAC impacts from Caltrain vehicles will be greatly reduced in the future, as Caltrain is planning to transition 75 percent of its locomotives to electric power by 2023. However, the following analysis conservatively assumes that 100 percent of the Caltrain fleet is diesel fueled. For screening purposes BAAQMD uses AERMOD to model cancer risk and PM<sub>2.5</sub> concentrations associated with highways, major roadways with greater than 30,000 AADT, and railroads in the Bay Area in 20 by 20-meter grids. For this analysis cancer risk and PM<sub>2.5</sub> concentrations associated with the above-mentioned sources at five discreet receptors located at each corner of the project's fence line were reviewed. To provide a conservative analysis, only the greatest cancer risk and PM<sub>2.5</sub> concentrations are provided in the **Table 8**.

As shown in **Table 8**, TAC emissions from US-101 and Caltrain would each individually expose future residents to PM<sub>2.5</sub> concentrations in excess of BAAQMD thresholds and a cancer risk greater than 10 in 1 million. All other sources would not exceed the cancer risk, PM<sub>2.5</sub>, or non-cancer risk at the project site. Therefore, impacts to future residents from individual sources including US-101 and Caltrain would be potentially significant.

**Table 8** also presents the sum of the screening data for all emission sources within 1,000 feet of the project's fence line and represents the potential cumulative impact on future residents. In addition to US-101 and Caltrain exceedance of individual thresholds for cancer risk and PM<sub>2.5</sub>, the cumulative threshold for cancer risk and PM<sub>2.5</sub> concentrations would be exceeded. Therefore, cumulative impacts would be potentially significant.

**Table 8 Individual and Cumulative Cancer Risk and Particulate Matter Concentration**

Source ID <sup>1</sup>	Description	Distance to Project Site (feet)	Cancer Risk (in 1 million)	PM <sub>2.5</sub> Concentration (µg/m <sup>3</sup> )	Increased Non-Cancer Risk (Chronic Hazard Index)
N/A	US-101	70	76.6	1.5	N/A
N/A	Major Roadways	505	0.1	<0.01	N/A
13079	Generator	156	0.2	<0.01	<0.01
G8335	Gasoline Station	537	1.0	N/A	<0.01
G2778	Gasoline Station	546	0.2	N/A	<0.01
G6947	Gasoline Station	753	0.4	N/A	<0.01
Railroad	Caltrain	565	28.3	0.06	N/A
BAAQMD Individual Source Screening Threshold			10	0.3	1
Individual Source Threshold Exceeded?			Yes	Yes	No
<b>Combined Total</b>			<b>106.8</b>	<b>1.60</b>	<b>&lt;0.01</b>
BAAQMD Cumulative Screening Threshold			100	0.8	10
Cumulative Threshold Exceeded?			Yes	Yes	No

<sup>1</sup> Source IDs presented here are those used in the Stationary Source Screening Analysis Tool. See **Appendix B** for screening HRA data. PM<sub>2.5</sub> = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less

Because the screening analysis for the operation of the proposed project would potentially expose future residents to excess cancer risk and PM<sub>2.5</sub> concentrations that exceed the single source and cumulative health risk thresholds, **Mitigation Measure AQ-2** would be required to reduce impacts to a less-than-significant level.

**Mitigation Measure AQ-2 (Option A):** A location-specific health risk assessment (HRA) shall be prepared by a qualified air quality specialist in accordance with the most recent Bay Area Air Quality Management District guidelines for modeling local risks and hazards. If the HRA indicates that the project would expose sensitive receptors to an unacceptable health risk from the project's proximity to U.S. 101 and Caltrain or if the cumulative health risk exceeds applicable thresholds, then mitigation (such as incorporating HVAC systems with high efficiency DPFs or MERV-13 filters into the ventilation design, weatherproofing windows and doors, installation of passive electrostatic filtering systems, and adoption of a maintenance plan for the HVAC and air filtration systems) that reduces health risk below standards recommended by the Bay Area Air Quality Management District shall be incorporated into the development prior to permit issuance.

**Mitigation Measure AQ-2 (Option B):** The applicant shall submit to the City a ventilation proposal prepared by a licensed design professional for the residences that describes the ventilation design and how that design will (a) filter indoor air with an efficiency of at least 90 percent, and (b) ensure all dwelling units would be below the excess cancer risk level of 10 in 1 million established by the BAAQMD. The specific means by which these performance standards are achieved will be determined by the applicant; however, it is assumed that installation of Minimum Efficiency Reporting Value 13 filters with a Dust Spot Efficiency rating of 89 to 90 percent and an arrestance rate of over 98 percent will be required. Additional measures used to meet the aforementioned performance standards could include, but would not be limited to the following:

1. If the proposed building would use operable windows or other sources of infiltration of ambient air, the development should install a heating ventilation and cooling (HVAC) system that includes high efficiency particulate filters.
2. If the development limits infiltration through non-operable windows, a suitable ventilation system should include filtration specifications equivalent to or better than the following: (1) American Society of Heating, Refrigerating and Air-Conditioning Engineers Minimum Efficiency Reporting Value 13 supply air filters, (2) greater than or equal to one air exchanges per hour of fresh outside filtered air, (3) greater than or equal to four air exchanges per hour recirculation, and (4) less than or equal to 0.25 air exchanges per hour in unfiltered infiltration. These types of filtration methods are capable of removing approximately 90 percent of the DPM emissions from air introduced into the HVAC system.
3. Windows and doors should be fully weatherproofed with caulking and weatherstripping that is rated to last at least 20 years. Weatherproof should be maintained and replaced by the property owner, as necessary, to ensure functionality for the lifetime of the project.
4. Where appropriate, install passive (drop-in) electrostatic filtering systems, especially those with low air velocities (i.e., 1 mile per hour)
5. Ensure an ongoing maintenance plan for the HVAC and filtration systems. Manufacturers of these types of filters recommend that they be replaced after two to three months of use.

6. The applicant should inform occupants regarding the proper use of any installed air filtration system

Preparation of an HRA under **Mitigation Measure AQ-2 Option A** would first involve refined modeling specific to the project to determine the level of health risk. Because BAAQMD's screening tools represent a reasonable worst-case assumption it is possible that the results of a site-specific HRA would not exceed the applicable thresholds and the additional ventilation mitigation measures discussed above would not be necessary. However, if the HRA determines that the project would expose sensitive receptors to an unacceptable health risk resulting from the project's proximity to US-101 and Caltrain then **Mitigation Measure AQ-2 Option A** would require the incorporation of mitigation that reduces residence exposure to DPM from indoor air into the development of the project such that health risk would be reduced to an acceptable level. **Mitigation Measure AQ-2 Option B** similarly requires the incorporation of ventilation mitigation measures however does not include conducting an HRA first. To evaluate the level of significance after the incorporation of **Mitigation Measure AQ-2**, it is assumed that additional ventilation mitigation (such as installation of MERV-13 filters) would be required to be incorporated into the development whether or not the refined HRA was conducted first.

With implementation of ventilation design features specified in **Mitigation Measure AQ-2**, indoor air is assumed to be filtered with an efficiency of 90 percent. The recommended MERV-13 filters have a Dust Spot Efficiency rating of 89 to 90 percent and an arrestance rate of over 98 percent. As shown in **Table 9**, implementation of air filters and improved HVAC systems under **Mitigation Measure AQ-2** would reduce health risk to below BAAQMD individual and cumulative thresholds and would therefore ensure the project does not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

**Table 9 Health Risks Associated with Construction Activity After Mitigation**

Source	Cancer Risk (in 1 million) <sup>2</sup>	PM <sub>2.5</sub> Concentration (µg/m <sup>3</sup> )
US-101 Source	7.1	0.15
Caltrain Railroad Source	2.8	<0.01
BAAQMD Individual Source Screening Threshold	10	0.3
Individual Source Threshold Exceeded?	No	No
<b>Combined Total of All Sources<sup>1</sup></b>	<b>9.9</b>	<b>0.15</b>
BAAQMD Cumulative Screening Threshold	100	0.8
Cumulative Threshold Exceeded?	No	No

Source: Rincon 2019c

Notes:

<sup>1</sup>A reduction efficiency of 90 percent is assumed

<sup>2</sup>Only cancer risk and PM<sub>2.5</sub> concentrations from US-101 and Caltrain Railroad have been included in the reduction estimation as the risk associated with the stationary sources would become so low that they would be negligible.

PM<sub>2.5</sub> = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less

With implementation of **Mitigation Measure AQ-2** and **Mitigation Measure AQ-3**, this impact would be less than significant.

**d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)? (Less than Significant)**

During construction activities, only short-term, temporary odors from vehicle exhaust and construction equipment engines would occur. Construction-related odors would disperse and dissipate and would not cause substantial odors at the closest sensitive receptors (adjacent residences). In addition, construction-related odors would be short-term and would cease upon completion of construction.

The project would involve construction of a multifamily residential apartment building and would not include uses that generate substantial objectionable odors. Therefore, the operational impact would be less than significant.

## 4 Biological Resources

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

The information in this section is based on the Biological Resources Technical Memorandum prepared in August 2019 (**Appendix C**) and Tree Inventory Report prepared in November 2018 (**Appendix D**).

### *Setting*

The project site contains two structures, a restaurant and an elevated tennis court with parking underneath. The remainder of the site is a paved parking lot. Walls or fences surround the site on all sides except for the north side, along Rollins Road. The site is landscaped with ornamental vegetation, including a lawn with ornamental plants at the front entrance of the restaurant.

Ornamental trees and shrubs planted within the site include Japanese privet (*Ligustrum japonicum*), Japanese pittosporum (*Pittosporum tobira*), feijoa (*Acca sellowiana*), olive (*Olea europaea*), fig (*Ficus carica*), and heavenly bamboo (*Nandina domestica*). Most of the ornamental shrubs and a lone coyote bush (*Baccharis pilularis*) are overgrown with ivy (*Hedera helix*). One cypress (*Cupressus spp.*) and two to three pine (*Pinus spp.*) trees are planted immediately adjacent along the property fence line just south of the site, with canopies that extend into the site. Three additional cypress are planted along the property line to the south of the restaurant building.

## ***Methodology***

A Rincon biologist conducted a site reconnaissance survey of the project site on Friday, August 16, 2019. Observed site conditions were recorded and documented in a field notebook and photographs of the site were taken. The reconnaissance survey was conducted to document existing conditions relating to the potential for special status plant and animal species to occur and to determine if protected trees, as defined by the City, are present and would be impacted by the proposed development.

## ***Discussion***

- 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 and Game or US Fish and Wildlife Service? (Less than Significant with Mitigation Incorporated)**

### ***Special Status Plants***

A review of agency databases for known special status plant occurrences within the nine US Geological Survey quadrangles containing and surrounding the project site identified 78 special status plant species. The developed nature of the site and absence of natural vegetation communities, appropriate soils and other suitable habitat features preclude the potential for rare plants to occur on the site. Therefore, special status plant species are not expected to occur within or adjacent to the project site.

### ***Special Status Wildlife***

The review of the resource agency databases for known special status animal occurrences within the nine US Geologic Survey quadrangles containing and surrounding the project site identified 68 special status animal species. However, the project site is fully developed and has no natural or native vegetation communities that would support special status animal species. For those select few special status species that can occur in disturbed or ruderal areas, the site is sufficiently isolated from existing natural areas and surrounded with urban residential, and commercial development, such that access to the site is significantly restricted. The site is not considered viable to support federal or state listed species or other special status wildlife.

Although vegetation communities observed in the project site are primarily non-native, the site could be used by numerous species of migratory birds that utilize trees, shrubs or man-made structures as nesting habitat. Native bird nests are protected by California Fish and Game Code Section 3503. The nesting season generally extends from February 1 through August 31 in California but can vary based upon annual climatic conditions. Thus, construction activities could result in the mortality or injury of birds or their nests during vegetation removal, or disturbance-related nest abandonment. This would constitute a significant impact. Impacts to most non-listed bird species through nest destruction or abandonment would not be considered a significant impact under CEQA; however, this would be a violation of California Fish and Game Code. Impacts to special status birds may be considered significant under CEQA if those impacts would jeopardize the viability of a local or regional population. **Mitigation Measure BIO-1** would be required to reduce this impact to less-than-significant levels.

**Mitigation Measure BIO-1:** If construction activities commence during the nesting/breeding season of native bird species potentially nesting near the site (typically February 1 through August 31 in the project region), a pre-construction survey for nesting birds shall be conducted by a qualified biologist within two weeks prior to the commencement of construction activities.

If active nests are found in areas that could be directly affected by construction and would be subject to prolonged construction-related noise, a no-disturbance buffer zone shall be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The avoidance buffer size shall be 300 feet for raptor species and 150 feet for all other bird species. The size of the buffer zones and types of construction activities restricted within buffers will be determined by a qualified biologist by taking into account factors such as the following:

- Noise and human disturbance levels at the construction site at the time of the survey and the noise and disturbance expected during the construction activity;
- Distance and amount of vegetation or other screening between the construction site and the nest; and
- Sensitivity of individual nesting species and behaviors of the nesting birds.

With implementation of **Mitigation Measure BIO-1**, this impact would be less than significant.

**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 Game or US Fish and Wildlife Service? (No Impact)**

The review of the resource agency databases for sensitive natural communities within the nine US Geologic Survey quadrangles containing and surrounding the project site identified five sensitive natural communities: northern coastal salt marsh, northern maritime chaparral, serpentine bunchgrass, valley needlegrass grassland, and valley oak woodland. However, the project site is fully developed and none of these sensitive natural communities are present. Therefore, no impact would occur.

- c) Would the project have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) or state-protected wetlands, through direct removal, filling, hydrological interruption, or other means? (No Impact)**

Based on a review of information on biological resources within the project region and data collected during the reconnaissance site visit, no vegetated wetlands or potentially jurisdictional features occur within the project site. Therefore, no impact would occur.

- 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, or impede the use of native wildlife nursery sites? (No Impact)**

The project area consists of developed and disturbed areas with primarily ornamental vegetation. Land use in the vicinity is primarily residential or commercial with no connectivity to natural habitats and is therefore not expected to support wildlife movement. Therefore, no impact would occur.

- e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (No Impact)**

Two trees are present on the project site: a small Australian laurel (*Pittosporum tobira*) tree in the southeast corner of the site, and an olive tree (*Olea europaea*) along Rollins Road. These trees do not meet the City's criteria for tree protection and can be removed without a tree removal permit. Eight trees are located offsite but their canopies partially overhang the project site. These include Monterey pines, Monterey cypresses, and Chinese elm spread across the south side of the project site. With the exception of a Monterey pine that overhangs the project site by 20 feet at the south east corner of the project site, the offsite trees overhang the project site minimally and would be unlikely to require pruning or trimming. As none of these offsite trees have a diameter of greater than 48 inches at breast height, none are considered protected trees and a permit would not be required to disturb their root zones. It is unlikely that substantial trimming will be required, however if more than 1/3 of a tree's mass would be trimmed, a tree removal permit would be sought to ensure compliance with the City's protected tree ordinance. The project would require removal of the two trees onsite, which would be replaced with 17 new trees along Rollins Road, 14 trees along the side setbacks of the proposed building, 13 new trees on the roof deck, and 31 trees in the outdoor courtyard. The removal of trees at the project site would not conflict with a tree preservation policy or ordinance. Therefore, no impact would occur.

- f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (No Impact)**

There are no habitat conservation plans, natural community conservation plans, or other similar plans that govern activities on the project site. Therefore, the proposed project would not conflict with a habitat conservation plan. No impact would occur.

## 5 Cultural Resources

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<b><i>Would the project:</i></b>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### ***Setting***

A cultural records search for the project site was conducted through the California Historical Resources Information System (CHRIS) at the Northwest Information Center (NWIC) in September of 2019 (**Appendix E**). The CHRIS results consider prehistoric resources to be those created prior to the arrival of non-indigenous peoples to California. Historic resources are considered to be those created after this arrival.<sup>2</sup> The results of this records search are discussed below.

### ***Discussion***

**a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? (No Impact)**

The existing structures on the project site that are proposed for development were developed between 1974 and 1978. According to the CHRIS records search, no recorded buildings or structures are located on or adjacent to the project site, including structures listings in the State Office of Historic Preservation History Property Director. Therefore, no impact would occur.

**b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? (Less than Significant with Mitigation Incorporated)**

As described above, the project site is fully developed with a restaurant, surface parking lot, and elevated tennis courts. The project site is located along the margins of the historic bayshore within an area of artificial fill. According to the CHRIS results, Native American resources have been found in this part of San Mateo County along the general margin of the bay and its associated wetlands, near sources of water (including perennial and intermittent springs and

<sup>2</sup>California Historical Resources Information System, 2016. Information Center Rules of Operations Manual. Available: [http://ohp.parks.ca.gov/pages/1068/files/CHRIS\\_IC\\_Rules\\_of\\_Operation\\_Manual.pdf](http://ohp.parks.ca.gov/pages/1068/files/CHRIS_IC_Rules_of_Operation_Manual.pdf). Accessed: October 3, 2019.

streams), and near the interface between low-lying terrain and higher elevation foothills. Given these environmental factors and the ethnographic sensitivity of the area, there is a high potential for unrecorded Native American resources in the proposed 1095 Rollins Road project area. Additionally, the CHRIS results show that the project site may contain one recorded archaeological resource: a shellmound.<sup>3</sup> Shellmounds are a form of prehistoric midden consisting of human-made mounds of earth and organic matter built up by Native Americans over thousands of years. These middens include domestic waste that generally includes numerous mounds of oyster, mussel, or snail shells. However, shellmounds may also contain burial sites or artifacts, including ceramics and tools.

Although there is a high probability for unrecorded prehistoric cultural resources to occur at the project site, review of historical literature and maps gave no indication of the possibility of historic-period activity within the project site. Therefore, there is a low potential for unrecorded historic-period archaeological resources on the project site.

Given the potential presence of both recorded and unrecorded archaeological resources on the project site, **Mitigation Measure CUL-1** would be required to reduce this impact to a less-than-significant level.

**Mitigation Measure CUL-1:** Prior to demolition or other ground disturbance, a qualified archaeologist will conduct further archival and field study to identify archaeological resources that may show no indication on the surface, including a good faith effort to identify whether the shellmound indicated by the CHRIS search is present on the project site. Field study may include, but is not limited to, hand auger sampling, shovel test units, or geoarchaeological analyses as well as other common methods used to identify the presence of buried archaeological resources. If an archaeological resource is identified, the archaeologist will provide site-specific recommendations.

In the event archaeological resources are encountered during construction, work will be halted within 100 feet of the discovered materials and workers will avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations.

If an archaeological site is encountered in any stage of development, a qualified archaeologist will be consulted to determine whether the resource qualifies as an historical resource or a unique archaeological resource. In the event that it does qualify, the archaeologist will prepare a research design and archaeological data recovery plan to be implemented prior to or during site construction. The archaeologist shall also prepare a written report of the finding, file it with the appropriate agency, and arrange for curation of recovered materials.

With implementation of **Mitigation Measure CUL-1**, this impact would be less than significant.

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<sup>3</sup> While the CHRIS results indicate that a shellmound *is* located on the project site, a subsequent phone call with Bryan Much of the NWIC revealed that the presence of the resource is less than certain. The resource was recorded in a 1909 survey, which indicated a broad area in which the shellmound may be located. A portion of the project site falls within this area (NWIC, 2019).

**c) Disturb any human remains, including those interred outside of formal cemeteries?  
(Less than Significant with Mitigation Incorporated)**

As described above, the CHRIS search did not reveal evidence of human habitation in the historical period. However, given the potential presence of the nearby recorded archaeological resource and the project site's location along the historic bay shore, the CHRIS search concluded there is a high probability of unrecorded prehistoric Native American sites, specifically shellmounds, occurring at the project site. As noted in **Question "B"** above, these Native American shellmound sites could contain burials. If human remains are uncovered, the project applicant would comply with the California Health and Safety Code Section 7050.5 regarding human remains, and the California Public Resources Code Section 5097.98 regarding the treatment of Native American human remains. Implementation of **Mitigation Measure CUL-2** would further reduce any potential impacts.

**Mitigation Measure CUL-2:** In the event that human remains are discovered during project construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The county coroner shall be informed to evaluate the nature of the remains. If the remains are determined to be of Native American origin, the Lead Agency shall work with the Native American Heritage Commission (NAHC) and the applicant to develop an agreement for treating or disposing of the human remains.

With implementation of **Mitigation Measure CUL-2** this impact would be less than significant.

## 6 Energy

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The information in this section is based on the Energy Study prepared in August 2019 (**Appendix F**).

### *Setting*

#### *Electricity and Natural Gas*

In 2018, California used 285,488 gigawatt-hours (GWh) of electricity, of which 31 percent were from renewable resources. California also consumed approximately 12,638 million US therms (MMthm) of natural gas in 2018. Electricity and natural gas for the project site would be provided by Pacific Gas and Electric (PG&E).

#### *Petroleum*

In 2018, approximately 28 percent of the state’s energy consumption was used for transportation activities. Californians presently consume over 19 billion gallons of motor vehicle fuels per year. Though California’s population and economy are expected to grow, gasoline demand is projected to decline from roughly 15.8 billion gallons in 2017 to between 12.3 billion and 12.7 billion gallons in 2030, a 20 to 22 percent reduction. This forecast decline is due to both increasing use of electric vehicles and improved fuel economy for new gasoline vehicles.

### *Discussion*

#### *Methodology*

The project’s construction and operational energy usage were estimated using CalEEMod. Consumption factors were drawn from CalEEMod for project natural gas and electricity consumption. Energy demand for off-road construction equipment is based on anticipated equipment, usage hours, horsepower, load factors, and construction phase duration provided by the CalEEMod output, as well as estimates of emissions from nonroad engines.

Operational energy is currently required for the existing restaurant and tennis court on the project site. These existing uses were modelled using CalEEMod to consider the existing energy demand in the form of electricity and natural gas consumption to compare with future project consumption. Based on these models, estimated electricity consumed by existing uses is 0.4 GWh per year and natural gas consumed by the existing uses is 0.02 MMthms.

Operational energy demand considers transportation-based fuel consumption as well as electricity and natural gas consumption associated with the project. Transportation fuel demand for operation of the project was estimated based on the annual VMT generated after project buildout. Electricity and natural gas consumption were also based on CalEEMod outputs and compared to existing consumption in the PG&E service areas.

- a) **Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (Less than Significant)**

### *Construction Energy Demand*

Construction activity would use energy in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the site. The project would require demolition of existing structures; site preparation and grading, including hauling material offsite; pavement and asphalt installation; building construction; architectural coating; and landscaping and hardscaping.

**Table 10** summarizes the estimated construction energy consumption for the project. Diesel fuel consumption, including construction equipment operation, hauling trips, and vendor trips, would consume an estimated 91,965 gallons of fuel over the project construction period. Worker trips would consume an estimated 10,175 gallons of petroleum fuel during project construction. Refer to **Table 10** for the overall estimated fuel consumption during construction.

**Table 10 Estimated Fuel Consumption During Construction**

Fuel Type	Gallons of Fuel	MMBtu <sup>1</sup>
Diesel Fuel (Construction Equipment)	23,644	3,014
Diesel Fuel (Hauling & Vendor Trips)	68,321	8,708
Other Petroleum Fuel (Worker Trips)	10,175	1,117
<b>Total</b>	<b>102,140</b>	<b>12,839</b>

Source: Rincon 2019a

Notes: <sup>1</sup>MMBtu = Million British Thermal Units

The construction energy estimates represent a conservative estimate as the construction equipment used in each phase of construction was assumed to be operating every day of construction. Construction equipment would be maintained to all applicable standards as required, and construction activity and associated fuel consumption and energy use would be temporary and typical for construction sites. It is also reasonable to assume contractors would avoid wasteful, inefficient, and unnecessary fuel consumption during construction to reduce

construction costs. Therefore, the proposed project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction-phase impact related to energy consumption would be less than significant.

### *Operational Energy Demand*

Operation of the project would require energy use in the form of electricity, natural gas, and gasoline consumption. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, water use, and the overall operation of the project. Gasoline consumption would be attributed to vehicular travel from residents and guests traveling to and from the project site. The project's estimated number of average daily trips from CalEEMod is used to determine the energy consumption associated with fuel use from project operation. According to the CalEEMod calculations, the project would result in 690,152 annual VMT. **Table 11** shows the estimated total annual fuel consumption of the project using the estimated VMT with the assumed vehicle fleet mix.

**Table 11 Estimated Project Annual Transportation Energy Consumption**

Vehicle Type	Percent of Vehicle Trips	Annual VMT	Average Fuel Economy (miles/gallon)	Total Annual Fuel Consumption (Gallons)	Total Fuel Consumption (MMBtu)
Passenger Cars	47.1	324,803	24.0	13,533	1,486
Light/Medium Trucks	45.7	315,145	17.4	18,112	1,988
Heavy Trucks/Other	6.4	43,883	7.4	5,930	756
Motorcycles	0.9	6,321	43.9	144	16
<b>Total</b>	<b>100.0</b>	<b>690,152</b>	-	<b>37,719</b>	<b>4,246</b>

Source: Rincon 2019a

As shown in **Table 11**, the project would consume an estimated 37,719 gallons of fuel, or 4,246 MMBtu, each year for transportation uses from the operation.

The project's electricity demand would be served by PG&E, which provided 79,776 GWh of electricity in 2018. Operation of the project would consume approximately 0.8 GWh of electricity per year, which would be less than 0.01 percent of PG&E's current electricity demand. The project would include the use of 12 mechanical parking garage stackers that would require additional electrical energy. Each stacker would require 0.96 kilowatts of energy and would operate for 30 seconds to lift cars in the proposed parking structure. According to the traffic study prepared for the project, approximately 816 trips would occur to and from the parking garage each day that would require stacking in the parking garage. In comparison to the overall operation of the project, the electricity use required to run the stackers would be minimal, and would not result in wasteful, inefficient, or unnecessary consumption of energy use. The project's natural gas demand would be met by PG&E, which provided approximately 4,795 MMthm per year in 2018. Estimated natural gas consumption for the project would be approximately 0.01 MMthm per year, which would be less than 0.01 percent of PG&E's current

natural gas demand. Therefore, PG&E would have sufficient electricity and natural gas supplies for the project. It is important to note that calculated energy consumption estimates did not deduct existing energy use from the restaurant and tennis court currently on the project site and therefore represent a highly conservative estimate.

The project would be required to comply with all standards set in CBC Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. California's Green Building Standards Code (CALGreen; California Code of Regulations, Title 24, Part 11) requires implementation of energy efficient light fixtures and building materials into the design of new construction projects. The project would continue to reduce its use of nonrenewable energy resources as the electricity generated by renewable resources provided by PG&E continues to increase to comply with state requirements through Senate Bill (SB) 100, which requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045. Operational impacts related to energy consumption would be less than significant.

In conclusion, energy demand associated with project construction would be temporary and typical of similar projects, and would not result in the wasteful, inefficient, or unnecessary consumption of energy. While project operation would involve the consumption of fuel, natural gas, and electricity, the project's energy usage would comply with the CALGreen Building Standards Code and the Building Energy Efficiency Standards. In addition, PG&E has sufficient supplies to serve the project, and 15 percent of the rooftop would be designated for potential future installation of photovoltaic panels that could further offset energy consumption. Therefore, this impact would be less than significant.

**b) Conflict with or obstruct a state or local plan or renewable energy or energy efficiency? (Less than Significant)**

As mentioned above, SB 100 mandates 100 percent clean electricity for California by 2045. Because the project would be powered by the existing electricity grid, the project would eventually be powered by renewable energy mandated by SB 100 and would not conflict with this statewide plan. Additionally, the project would be subject to energy efficiency standards pursuant to California Code of Regulations Title 24 requirements.

The City's Climate Action Plan (CAP) contains emissions-reduction measures the City may implement, several of which are energy-related. The CAP was adopted by the City in June of 2009, and an updated 2030 Climate Action Plan and amendment to the City's General Plan has been completed and was adopted by City Council on September 3. The 2030 CAP Update is intended to build on and replace the City's previous CAP. It also contains the City's new GHG emissions reduction strategy, addresses the community's potential vulnerability to climate change impacts, and provides clear implementation and monitoring programs to direct climate action in the City.

The City's existing CAP includes five major strategies to reduce emissions for the City, one of which specifically identifies energy efficiency and green building as a strategy to meet emissions targets in the City. The project would be consistent with measures and actions from the CAP and

General Plan. Those policies specifically pertaining to energy include General Plan Policy CC-1.9: Green Building Practices and Standards, Policy HP-2.7: Residential Solar Power, and Policy HP-2.8: Energy Efficiency. Policy CC-1.9, states that the City shall encourage new residential development to comply with the State's Tier 1 and Tier 2 voluntary energy efficiency provisions. The project would incorporate several green building features including installation of energy efficient LED light fixtures with daylight dimming, use occupancy, and automatic shut-off requirements, use of Energy Star-rated appliances in the proposed clubhouse and all apartment units, and designation of 15 percent of the roof area for the potential future installation of photovoltaic solar panels. The project would not interfere with the CAP or General Plan's energy performance and efficiency strategies and would not conflict with or obstruct the state plan for renewable energy. This impact would be less than significant.

## 7 Geology and Soils

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

## ***Setting***

The City is in the Coast Ranges geomorphic province, in eastern San Mateo County, adjacent to the San Francisco Bay. Based on the Geotechnical Exploration report that was prepared by ENGEO Incorporated for the project in July 2018, it was determined that the project site is suitable for multi-story residential development with incorporation of structural recommendations outlined in the report (see **Appendix G**).

The Bay Area is a seismically active area and is subject to the effects of future earthquakes. Most of the City is essentially flat (less than 1 percent slope) and is underlain by geologic materials consisting mostly of dense clay and clayey sand alluvial fan deposits dating 1.6 million to 10,000 years. These soils tend toward general stability and have a low infiltration rate (less than 0.2 inches per hour).

Surface conditions at the project site are relatively flat and are currently occupied by a restaurant building, minor landscaping, and elevated tennis/basketball courts. No bedrock outcrops were encountered, as expected for the mapped geological unit dominating the site. According to the Geotechnical Exploration report, the project site contains undocumented fill between 5 and 15 feet underneath the site.

## ***Discussion***

- a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (No Impact)**

Three historically active faults are located within 15.5 miles of the project site:

- San Andreas Fault (approximately 2.3 miles west)
- San Gregorio Fault (approximately 8.9 miles south west)
- Monte Vista-Shannon Fault (approximately 12 miles southeast)

The Alquist-Priolo Earthquake Fault Zoning Act (1972) and the Seismic Hazards Mapping Act (1990) direct the State Geologist to delineate regulatory zones to assist cities and counties in preventing the construction of buildings used for human occupancy on the surface trace of active faults. According to the California Department of Conservation, the project site is not located within an Alquist-Priolo Earthquake Fault Zone, nor is the City affected by Alquist-Priolo Earthquake Fault Zones.<sup>4</sup> Additionally, no known surface expression of fault traces crosses the site. The Geotechnical Exploration report further confirmed that there are no indications of active faults at the project site. Therefore, no impact would occur.

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<sup>4</sup>California Department of Conservation 2018. Earthquake Zones of Required Investigation. Available: <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. Accessed: March 8, 2019

**ii) Strong seismic ground shaking? (Less than Significant with Mitigation Incorporated)**

The City is relatively close to historically active faults; as such, the project site would potentially be subject to strong seismic ground shaking. The intensity of earthquake ground motions would depend on the characteristics of the generating fault, distance to the fault and rupture zone, earthquake magnitude, earthquake duration, and site-specific geologic conditions. The San Andreas Fault is the closest active fault to the project site and lies approximately 2.3 miles to the southwest. Numerous active and potentially active Bay Area faults are capable of producing moderate to major earthquakes that could cause severe ground shaking at the site in the future. As stated in the City's General Plan, the City's soils are reasonably stable under seismic conditions. Given this, implementation of the project would expose people and structures to strong seismic ground shaking if an earthquake were to occur in the area. Adherence to **Mitigation Measure GEO-1** would reduce the potential impact to a less-than-significant level.

**Mitigation Measure GEO-1:** Project design and construction shall adhere to Title 18, Chapter 18.28 of the BMC, and demonstrate compliance with all design standards applicable to the CBC Zone 4 would ensure maximum practicable protection available to users of the buildings and associated infrastructure.

**iii) Seismic-related ground failure, including liquefaction? (Less than Significant)**

Some potential for seismic-related ground failure exists given that the project site is located in a seismically active region. The project site is flat and is underlain predominantly by undocumented fill consisting of clay, sand, and gravel. While the uppermost layers of the project site are not susceptible to liquefaction, some minor subsurface layers are susceptible, which could manifest in the form of sand boils or fissures (ENGEO 2018). However, given that much of the undocumented fill would be removed during construction and that other improvements, including retaining walls and secondary slabs, would reduce the chance of liquefaction-induced settlement there is little chance of seismic-related ground failure. Additionally, only the minor subsurface layers are potentially susceptible to liquefaction. Therefore, the impact would be less than significant.

**iv) Landslides? (No Impact)**

Based on review of existing topographic maps, the area is relatively flat, without steep or unstable slopes, and does not have an irregular surface.<sup>5</sup> As such, natural slope instability does not affect the project site. Landslides are not considered a hazard in the area. Therefore, no impact would occur.

**b) Result in substantial soil erosion or the loss of topsoil? (Less than Significant)**

The project site is currently developed with a restaurant and elevated tennis/basketball courts. The site is covered by 40,380 square feet of impervious surfaces, which includes roof areas and pavement, along with 6,449 square feet of pervious surfaces, including landscaping. All existing

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<sup>5</sup>US Geologic Survey, 2018. San Mateo Quadrangle. California – San Mateo 7.5 Minute Series.

structures on the site would be demolished and removed as part of the project. Construction activities would be required to comply with the provisions in Appendix J of the 2007 CBC regarding grading, excavating, and earthwork construction. Soil erosion after construction would be controlled by implementation of approved landscape and irrigation plans, as needed.

After construction, the site would be covered with 39,687 square feet of impervious surfaces and 7,142 square feet of pervious surface resulting from landscaping, a 693 square foot increase in pervious surface on the site from the existing condition. Conformance to the City grading standards and the required County Stormwater Management Plan would prevent substantial erosion through the implementation of practices including, but not limited to the following:

- All excavation and grading work will be scheduled in dry weather months or construction sites will be weatherized.
- Stockpiles and excavated soils will be covered with secured tarps or plastic sheeting.
- Ditches would be installed, if necessary, to divert runoff around excavations and graded areas.

These practices would minimize erosion and topsoil loss. Therefore, the impact would be less than significant.

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

As previously discussed, the project site is relatively flat and is not located in an area with high susceptibility to landslide effects or liquefaction. Groundwater depth is estimated to be 5 feet below ground surface. For these reasons, the potential for lateral spreading is determined to be low. Because the undocumented fill at the site could result in unpredictable settlement under the project, this soil layer will be removed during construction. Constructing retaining walls, secondary slabs on grade, or flatwork would further reduce the risk of subsidence. With the improvements and removal of fill outlined above, the impact would be less than significant.

**d) Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? (No Impact)**

Based on the Geotechnical Exploration report, the project is not located on expansive soil. Therefore, no impact would occur.<sup>6</sup>

**e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (No Impact)**

The project site would dispose of wastewater using existing wastewater infrastructure operated by the City. No aspect of the project would entail any new use of septic tanks or alternative wastewater disposal systems. Therefore, no related impact would occur.

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<sup>6</sup>ENGEO, 2018b. 1095 Rollins Road, Burlingame Geotechnical Exploration.

**f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Less than Significant with Mitigation Incorporated)**

No known paleontological resources have been recorded at the project site or within the vicinity. Further, the site is fully developed with a restaurant, surface parking, and elevated tennis and basketball courts. Given this, the probability of encountering paleontological resources is low. However, construction activities could potentially destroy unknown paleontological resources, which would be a potentially significant impact. In the event that paleontological resources are discovered during site development, implementation of **Mitigation Measure GEO-2** would mitigate this potentially significant impact to a less-than-significant level.

**Mitigation Measure GEO-2:** A discovery of a paleontological specimen during any phase of the project shall result in a work stoppage in the vicinity of the find until it can be evaluated by a professional paleontologist. Should loss or damage be detected, additional protective measures or further action (e.g., resource removal), as determined by a professional paleontologist, shall be implemented to mitigate the impact.

## 8 Greenhouse Gas Emissions

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

The information in this section is based on the Greenhouse Gas Report prepared in August 2019 (**Appendix H**).

### *Setting*

#### *Climate Change and Greenhouse Gases*

Gases that absorb and re-emit infrared radiation in the atmosphere are called GHGs. The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxides (N<sub>2</sub>O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere, and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, CO<sub>2</sub> and CH<sub>4</sub> are emitted in the greatest quantities from human activities. Emissions of CO<sub>2</sub> are largely by-products of fossil fuel combustion, whereas CH<sub>4</sub> results from offgassing associated with agricultural practices and landfills.

Man-made GHGs, many of which have greater heat-absorption potential than CO<sub>2</sub>, include fluorinated gases and SF<sub>6</sub>. Different types of GHGs have varying global warming potentials (GWPs). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO<sub>2</sub>) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as “carbon dioxide equivalent” (CO<sub>2</sub>e), and is the amount of a GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. In contrast, CH<sub>4</sub> has a GWP of 25, meaning its global warming effect is 25 times greater than CO<sub>2</sub>.

## *Regulatory Setting*

### **Assembly Bill 32**

California's major initiative for reducing GHG emissions is outlined in AB 32, the "California Global Warming Solutions Act of 2006," which was signed into law in 2006. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires the CARB to prepare a Scoping Plan that outlines the main strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Based on this guidance, CARB approved a 1990 statewide GHG level and 2020 limit of 427 million metric tons of carbon dioxide-equivalent (MMT CO<sub>2</sub>e). The Scoping Plan was approved in 2008 and included measures to address GHG emission reduction strategies related to energy efficiency, water, recycling and solid waste. CARB has approved two updates to the Scoping Plan in 2014 and 2017. These set the groundwork to reach post-2020 statewide goals.

### **Senate Bill 32**

On September 8, 2016, the governor signed SB 32 into law, extending AB 32 by requiring the State to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies and policies, such as SB 1383 for solid waste reduction. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with statewide per capita goals of 6 MT CO<sub>2</sub>e by 2030 and 2 MT CO<sub>2</sub>e by 2050. As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects because they include all emissions sectors in the state.

### **Senate Bill 100**

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard Program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

### **Executive Order B-55-18**

On September 10, 2018, the governor issued Executive Order (EO) B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

## ***Methodology***

Calculations of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O emissions are provided to identify the magnitude and nature of the project's potential GHG emissions and environmental effects. The analysis focuses on CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O, because these make up 98.9 percent of all GHG emissions by volume and are the GHG emissions that the project would emit in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF<sub>6</sub>, were also considered for the analysis. However, since fluorinated gases are primarily associated with industrial processes, and the proposed project involves a residential use, the quantity of fluorinated gases would not be significant. Small amounts of other GHGs (such as chlorofluorocarbons) would also be emitted; however, these other GHG emissions would not substantially add to the total GHG emissions. Emissions of all GHGs are converted into their equivalent GWP in MT of CO<sub>2</sub>e. GHG emissions associated with the project were calculated using the CalEEMod.

## ***Construction Emissions***

Construction activities emit GHGs primarily through combustion of fuels (mostly diesel) in the engines of off-road construction equipment and through combustion of diesel and gasoline in on-road construction vehicles and in the commute vehicles of construction workers. Smaller amounts of GHGs are also emitted indirectly through the energy use embodied in any water use for fugitive dust control and lighting for construction activity. Every phase of the construction process, including demolition, grading, paving, and building, emits GHG emissions in volumes proportional to the quantity and type of construction equipment used. Heavier equipment typically emits more GHGs per hour of use than lighter equipment due to greater fuel consumption and engine design.

Construction-related emissions are quantified and amortized (i.e., evenly distributed) over the lifetime of a project. The amortized construction emissions are added to the operational emissions to calculate the total annual emissions. If the annual emissions are below quantitative thresholds, construction-related GHG emissions would be less than significant.

Neither the City nor BAAQMD have an adopted threshold of significance for construction-related GHG emissions, although the BAAQMD recommends quantifying emissions and disclosing GHG construction emissions. Therefore, construction-related GHG emissions were amortized over a 30-year period as recommended by the Bay Area Air Quality Management District to determine the annual construction-related GHG emissions over the life of the project.

## ***Operational Emissions***

CalEEMod calculates operational emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O associated with energy use, area sources, waste generation, water use and conveyance. CalEEMod also calculates emissions of CO<sub>2</sub> and CH<sub>4</sub> generated by project-generated vehicle trips. However, CalEEMod does not calculate N<sub>2</sub>O emissions from mobile sources; therefore, N<sub>2</sub>O emissions were quantified separately using guidance from CARB.

### Energy Use Emissions

Project design features such as use of energy efficient appliances, high efficiency lighting, smart irrigation systems and low flow fixtures have been incorporated into CalEEMod in conformance with the 2016 CALGreen Building Standards. New energy and water reduction requirements were not incorporated in CalEEMod, including residential energy efficiency improvements and indoor water use efficiency improvements per the 2016 Title 24 Building Energy Efficiency Standards. Similarly, ten electric vehicle spaces planned for the project parking area are not incorporated in CalEEMod. Therefore, energy, water, and transportation emissions are a conservative estimate.

The project would be served by PG&E. Therefore, PG&E's specific energy intensity factors (i.e., the amount of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O per kilowatt-hour) are used in the calculations of GHG emissions. PG&E had renewable energy procurement of 14.1 percent in 2009. Per SB 100, the statewide Renewable Portfolio Standard Program requires electricity providers to increase procurement from eligible renewable energy sources to 33 percent by 2020, 44 percent by 2024 and 60 percent by 2030. However, the default energy intensity factors included in CalEEMod are based on data from 2009. Therefore, the 2009 PG&E intensity factor of 641 pounds per megawatt hour (MWh) for CO<sub>2</sub>e was used to calculate energy intensity in 2030 in compliance with the Renewable Portfolio Standard Program. This 2030 energy factor was included in CalEEMod for the proposed project scenario.

### Mobile Source Emissions

N<sub>2</sub>O emissions were quantified using guidance from CARB. CalEEMod does not list the percentage breakdown of gasoline and diesel vehicles used in the model's fleet mixes. To determine this percentage, the CARB EMFAC 2014 Emissions Inventory obtained in a spreadsheet output for the San Mateo County region for the operational year, using EMFAC 2011 categories. The vehicle population totals for gasoline and for diesel vehicles were separately summed, and the total for each was divided by the overall total vehicles to determine their percentage. The percentage of gasoline vehicles was multiplied by the NO<sub>x</sub> emissions output from CalEEMod. This result was then multiplied by 4.16 percent and converted to MT to result in MT of N<sub>2</sub>O per year from gasoline vehicles. For diesel vehicles, miles per gallon were converted to MT of N<sub>2</sub>O per year for diesel vehicles by multiplying 0.3316 grams of N<sub>2</sub>O per gallon and the yearly VMT (multiplied by the percentage of diesel vehicles compared to total vehicles). Finally, the MT of N<sub>2</sub>O per year for gasoline and diesel vehicles were added together and converted into CO<sub>2</sub>e by using the global warming potential of N<sub>2</sub>O of 298, and then added to the mobile source emissions for CO<sub>2</sub> and CH<sub>4</sub> outputted in CalEEMod.

### Service Population

The project's service population is estimated at 429 residents based on CalEEMod defaults for the project's land use types. This is a conservatively high estimate because the California DOF estimates average household size in the City to be 2.4 persons in 2019, which would result in approximately 360 residents (2.4 persons per household multiplied by 150 units) (DOF 2019). The project's service population includes only residents and no employees, as the project would not contain commercial land use types.

## ***Thresholds***

The vast majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects.

To determine whether a project would have a significant GHG impact, Appendix G to the CEQA Guidelines requires consideration of the above thresholds. In addition, CEQA Guidelines Section 15064.4(b) states that a lead agency should consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of GHG emissions.

### ***Regional Reduction Plan Threshold***

According to the CEQA Guidelines and guidance provided in the California Air Pollution Control Officers Association (CAPCOA) white paper CEQA & Climate Change, the significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds or consistency with a regional GHG reduction plan (such as a Climate Action Plan). The City adopted the CAP in June 2009 with the goal of reducing the City's GHG emissions in line with AB 32 targets for 2020. However, the CAP is not a qualified Climate Action Plan under CEQA because it does not reflect state regulations beyond 2020. Similarly, the BAAQMD is currently updating its GHG thresholds to reflect new GHG legislation and case law. On September 3, 2019, the City Council adopted a 2030 CAP Update alongside the General Plan Update. The 2030 CAP is designed to conform with recent state emissions reduction legislation including EO S-03-05, establishing a GHG reduction target of 80 percent below 1990 levels by 2050, EO B-30-15 and SB 32, establishing an interim statewide GHG emission reduction target of 40 percent below 1990 GHG levels by 2030.

### *Project-Specific Efficiency Threshold*

Efficiency thresholds are quantitative thresholds based on a measurement of GHG efficiency for a given project, regardless of the amount of mass emissions. Efficiency thresholds identify the emission level below which new development would not interfere with attainment of statewide GHG reduction targets. A project that attains such an efficiency target, with or without mitigation, would result in less than significant GHG emissions. A locally-appropriate 2030 project-specific threshold is derived from the CARB recommendations in the 2017 Plan Update, as discussed below.

California has codified a target of reducing emissions to 40 percent below 1990 emissions levels by 2030 (SB 32) and has developed the 2017 Climate Change Scoping Plan Update to demonstrate how California will achieve the 2030 target and make substantial progress toward the 2050 goal of an 80 percent reduction in 1990 GHG emission levels set by EO S-3-05. In the recently signed EO B-55-18, which identifies a new goal of carbon neutrality by 2045 and supersedes the goal established by EO S-3-05, CARB has been tasked with including a pathway toward the EO B-55-18 carbon neutrality goal in the next Scoping Plan update.

With the release of the 2017 Climate Change Scoping Plan Update, CARB recognized the need to balance population growth with emissions reductions and in doing so, provided a new local plan level methodology for target setting that provides consistency with state GHG reduction goals using per capita efficiency thresholds. A project-specific efficiency threshold can be calculated by dividing statewide GHG emissions by the sum of statewide jobs and residents. However, not all statewide emission sources would be impacted by the proposed land use (e.g., agriculture and industrial). In 2018, the 2030 statewide inventory target was modified with substantial evidence provided to establish a locally-appropriate, evidence-based, commercial project-specific threshold consistent with the SB 32 target.

To develop the project-specific efficiency threshold, land use areas in the City's General Plan were first evaluated to determine emissions sectors that are present and would be directly affected by potential land-use changes. Agricultural, Industrial, and Cap and Trade emissions were excluded from the locally appropriate target, the remaining emissions sectors with sources within the City planning area were then summed to create a locally-appropriate emissions total for a residential project in the City. This locally-appropriate emissions total was divided by the statewide 2030 service person population to determine a locally-appropriate, project-level threshold of 3.2 MT of CO<sub>2</sub>e per service population that is consistent with SB 32 targets, as shown in **Table 12**.

Table 12 **SB 32 Locally-Appropriate Project-Specific Threshold**

Threshold Source	Threshold Determination Variable	
California 2017 Climate Change Scoping Plan	California 2030 Population (persons)	43,939,333
	California 2030 Employment Projection (persons)	23,459,500
	Service Population (persons)	67,398,833
Locally-Appropriate Project Threshold	2030 Locally-Appropriate Emissions Sectors (MT of CO <sub>2</sub> e)	213,000,000 <sup>3</sup>
	2030 California Service Population (persons)	67,398,833
	2030 Service Person Target (MT of CO <sub>2</sub> e per Service Person)	3.24

Source: Rincon 2019a

### Discussion

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

#### Construction Emissions

Project-related construction emissions are confined to a relatively short period in relation to the overall life of the project. As noted in **Methodology** above, construction-related GHG emissions were amortized over a 30-year period to determine the annual construction-related GHG emissions over the life of the project. **Table 13** shows the project construction would result in an average of approximately 16.2 MT of CO<sub>2</sub>e per year. GHG emissions associated with construction were computed to be 486 MT of CO<sub>2</sub>e for the total construction period.

Table 13 **Estimated Construction GHG Emissions**

Construction Year	Project Emissions Mt/yr Construction Year <sup>1</sup>
2020	179.1
2021	256.1
2022	50.4
<b>Total</b>	<b>485.6</b>
<b>Total Amortized over 30 Years</b>	<b>16.2</b>

Source: Rincon 2019a

Notes: <sup>1</sup>Construction emissions are a conservative estimate as they do not reflect air quality **Mitigation Measure AQ-1** noted in the project's Air Quality Technical Report (**Appendix B**). These include extension of the construction hauling phase and using Best Available Control Technology on diesel equipment

### *Operational Emissions*

Operational emissions include area sources (consumer products, landscape maintenance equipment, and painting), energy use (electricity and natural gas), solid waste, electricity to deliver water, and transportation emissions. Project operational emissions are shown in **Table 14**.

**Table 14 Combined Annual Emissions of GHGs**

<b>Emission Source</b>	<b>Annual Emissions (MT CO<sub>2</sub>e)</b>
<b>Construction</b>	<b>16.2</b>
<b>Operational</b>	
Area	2.6
Energy	177.1
Solid Waste	34.7
Water	19.2
Mobile	
CO <sub>2</sub> and CH <sub>4</sub>	258.8
N <sub>2</sub> O	3.5
<b>Total</b>	<b>495.9</b>
Service Population <sup>1</sup>	429
Emissions per Service Population (MT CO <sub>2</sub> e/SP/year)	1.2
Project-Specific Efficiency Threshold (MT CO <sub>2</sub> e/SP/year)	3.2
<b>Exceed Project-Specific Threshold?</b>	<b>No</b>

Source: Rincon 2019a

Notes: <sup>1</sup> Service population based on CalEEMod estimate of 429 residents

As shown in **Table 14**, total emissions associated with the project are estimated to be approximately 496 MT of CO<sub>2</sub>e per year. Given an estimated 429 building residents, GHG emissions would be approximately 1.2 MT CO<sub>2</sub>e per service person per year. This is a conservative estimate, as it does not account for emissions from the current site use that would be replaced by the project to reflect net change in emissions. This per service person emissions level would not exceed the locally-appropriate, project-specific threshold of 3.2 MT of CO<sub>2</sub>e per service person per year described under **Thresholds** above. Therefore, net new GHG emissions associated with the project would not conflict with SB 32's emission reduction target or the State 2017 Scoping Plan and the impact would be less than significant.

**b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Less than Significant)**

The project would be subject to the most recent requirements under rule making developed at the State and local levels regarding GHG emissions. Local thresholds include the BAAQMD May 2017 CEQA Air Quality Guidelines for GHG emissions and the 2009 CAP. These regulations identify emissions levels for which the project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions.

The project would comply with the BAAQMD's updated CEQA Air Quality Guidelines. BAAQMD has not adopted a threshold of significance for construction-related GHG emissions; however, construction emissions were calculated for transparency, as preferred under the guidelines, and estimated over the lifetime of the project. The current guidelines include evaluating project-level GHG impact significance by using one of three thresholds, including that of 4.6 MT CO<sub>2</sub>e per service person per year. As noted above, project emissions are expected to be in conformance with this threshold. However, BAAQMD notes that thresholds do not reflect newer legislation and should be used for informational purposes. Adjusting the 2017 Scoping Plan efficiency threshold based on land uses local to the project area is intended to provide a more appropriate project-level efficiency threshold in line with state GHG reduction goals. Further, by utilizing the more stringent project-level efficiency threshold, the project would not conflict with thresholds included in the current guidelines.

As mentioned in the thresholds listed in **Section 8, Greenhouse Gas Emissions, Regional Reduction Plan Threshold**, the City's 2009 CAP included a 2020 GHG reduction target in conformance with AB 32 of 15 percent below the 2005 emissions level in 2020. As the project-level GHG efficiency threshold is based on the longer term and more stringent Scoping Plan GHG target for 2030, the project would comply with the 2009 City CAP if it demonstrates conformance with the Scoping Plan-based project-level efficiency threshold. The project's per service person emissions are expected to be below the Scoping Plan project-level efficiency threshold; therefore, the project would not conflict with the emissions reduction plan of the City's 2009 CAP.

The City's 2030 CAP Update was adopted on September 3, 2019 and the General Plan was adopted in January 2019. Nonetheless, as the project application was completed before the adoption of the 2030 CAP Update, only the 2009 CAP would apply to the project. The project would be in compliance with the 2030 CAP Update as described below. Emissions targets identified in the CAP Update are reflective of SB 32 and Scoping Plan emissions targets and supportive of the state's reach newer long-term emission goals. Therefore, by applying a Scoping Plan-based project-level efficiency threshold, the project is expected to conform with the 2030 CAP Update emissions target.

In addition, there are twenty identified GHG reduction measures in the 2030 CAP and the project design would meet several of these measures including: green building practices and standards, energy efficiency, preparation for residential solar power, water conservation, electric vehicle infrastructure and construction BMPs. The project is intended to comply with 2016 CALGreen Building Standards; use energy efficient LED controls, low-flow water fixtures, drought-tolerant landscape plants, low-water irrigation and Energy Star-rated appliances; prepare at least 15 percent of roof area with electric conduit for future photovoltaic installation; include ten electric vehicle charging spaces, 75 bicycle spaces and a bicycle maintenance and repair space; and recycle or salvage at least 65 percent of construction and demolition waste.

Similarly, the project incorporates several features supporting the Climate Policy Portfolio of actions outlined in the State Scoping Plan Update. Portfolio actions include doubling building efficiency, incorporating 50 percent renewable power, using zero- or low-emission vehicles and creating walkable and bikeable communities with transit. As noted, the project is intended to comply with CALGreen Building Standards, utilize various energy and water efficiency controls and fixtures, designate 15 percent of the rooftop for potential future photovoltaic panel installation, support the local electric vehicle network with ten charging stations and the local bicycling network with 75 spaces and a maintenance space. Given the project's conformance with local and state GHG thresholds and emission reduction measures, project implementation would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and any impacts would be less than significant.

## 9 Hazards and Hazardous Materials

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

### *Setting*

The project site is currently developed with a restaurant and elevated tennis/basketball courts with a parking garage. The site contains 40,380 square feet of impervious surfaces and 6,449 square feet of pervious landscaping. Phase I and Phase II Environmental Site Assessments (ESA) were conducted by ENGEO, Inc. in July 2017 and June 2018 respectively. These reports identify and evaluate any potential hazards to human health in the vicinity of the project site (see **Appendix I and J**).

The existing structures on the project site proposed for demolition include the elevated tennis/basketball courts and associate parking garage and the restaurant. Both are located at 1095 Rollins Road and were developed between 1974 and 1998. The 2017 Phase I ESA found no recognized environmental conditions (RECs) in connection with the above property. However, the Phase I ESA did encounter a gas fireplace, stoves, and cooking appliances that could potentially contain hazardous substances and petroleum products. No drums, storage tanks, odors, or other evidence of hazardous materials were observed at the site. A Phase II ESA subsurface investigation was subsequently conducted in June 2018. An onsite environmental impact to groundwater, including cobalt, and diesel at a concentration in excess of the environmental screening level (ESL), was observed on the property. The volatile organic compound, methyl tertiary butyl ether was observed on the property, but did not have a concentration in excess of the ESL.

A groundwater plume exists at the adjacent gasoline station site west of the property. There is the potential for hydrocarbon vapor intrusion within 1/10 mile of the property, and volatile organic compounds vapor intrusion within 1/3 mile of the property.

Furthermore, the existing building was constructed before the 1976 Toxic Substances and Control Act, and therefore has the potential to contain asbestos and lead-based paint. Health hazards associated with asbestos include increased risks of cancer and respiratory-related illnesses and diseases, while lead may cause a range of health effects, including behavioral problems, learning disabilities, seizures, and death. Exposure to groundwater contamination, asbestos, and lead-based paint during construction and demolition activities could result in a potentially significant hazard to human health unless properly mitigated.

## ***Discussion***

### **a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Less than Significant)**

The project would include the construction of a new 195,000-gross-square-foot residential building including two levels of subterranean parking. The demolition of the restaurant and tennis/basketball courts would not involve substantial use, transport, and disposal of hazardous materials.

During construction of the project, paint, building material finishing products, and automotive oil would be used as well. However, such materials would be used temporarily and typically do not generate hazardous air pollutant emissions or pose a long-term threat to human health or the environment. Improper disposal could increase risk of exposure for nearby residents through direct contact or by adversely affecting soil, groundwater, or other surface waters. However, any hazardous materials transportation, use, and disposal as part of the project would be subject to federal and state hazardous materials laws and regulations. Primary federal laws pertaining to hazardous materials and wastes include the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Responsibility, Compensation, and Liability Act of 1980 (CERCLA). RCRA includes procedures and requirements for managing hazardous materials and for cleanup of hazardous materials releases. CERCLA delineates the

liability for contamination between current property owners and others. The Hazardous Materials Transportation Act regulates the transport of hazardous materials. The federal government delegates enforcement authority to the states.

With adherence to such regulations regarding the transport, use, and disposal of hazardous materials, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and any impacts would be less than significant.

**b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Less than Significant with Mitigation Incorporated)**

According to the Phase I ESA, the project site has no documented hazardous material use and storage associated with the past property uses.<sup>7</sup>

Groundwater samples collected as part of the Phase II ESA revealed cobalt and diesel in concentrations in excess of their respective ESLs. Methyl tertiary butyl ether was detected in several samples below the corresponding ESL. Chromium was also detected in soil samples at a concentration below chromium's soluble threshold limit concentration. The Phase II ESA recommended that sampling data be provided to the permitting agency for review when planning for future construction dewatering activities.<sup>8</sup>

**Construction**

The project would require demolition of structures that could potentially expose construction workers, or others, to asbestos and lead-based paint products, if present. Implementation of **Mitigation Measures HAZ 1** through **HAZ-4** would reduce impacts associated with demolition and construction to a less-than-significant level.

As stated above, hazardous chemicals might be found in the groundwater at the site. Groundwater is present at an estimated depth of 5 to 13 feet below ground surface, while the project would involve mass excavation. Excavation would extend beyond 13 feet to construct the basement parking area. Therefore, construction workers would be likely to encounter groundwater or soil contamination, and there would be a risk of exposure to contaminants during construction. Also, Additional soil testing will need to be performed for characterization prior to offsite disposal or reuse of excess soil resulting from site grading and/or excavation. **Mitigation Measures HAZ 3** and **HAZ-4** would reduce impacts associated with contaminated groundwater and soils at the site.

**Mitigation Measure HAZ-1:** The contractor shall comply with Title 8, California Code of Regulations/Occupational Safety and Health Administration (OSHA) requirements that cover construction work where an employee may be exposed to lead. This includes the

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<sup>7</sup>ENEGO, 2017. 1095 Rollins Road, Burlingame Phase I Environmental Assessment.

<sup>8</sup>ENEGO, 2018a. 1095 Rollins Road, Burlingame Phase II Environmental Assessment.

proper removal and disposal of peeling paint, and appropriate sampling of painted building surfaces for lead prior to disturbance of the paint and disposal of the paint or painted materials.

**Mitigation Measure HAZ-2:** The applicant shall contract a Certified Asbestos Consultant to conduct an asbestos survey prior to disturbing potential asbestos containing building materials and shall follow the Consultant's recommendations for proper handling and disposal of asbestos containing materials.

**Mitigation Measure HAZ-3:** The contractor shall ensure the appropriate handling, storing, and sampling of any soil to be removed from the subject property to eliminate potential health and safety risks to the public, including construction workers.

**Mitigation Measure HAZ-4:** Workers handling demolition and renovation activities at the project site will be trained in the safe handling and disposal of any containments with which they are handling or disposing of on the project site.

With implementation of the above-mentioned mitigation measures, impacts associated with reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction would be reduced to a less-than-significant level.

### *Operation*

The project would connect to the existing municipal services, which would not use the extraction of groundwater for supply. Therefore, residents of the project site would not encounter contaminated groundwater during project operation. Additionally, no substantial quantities of hazardous materials would be stored onsite during operation, save for small amounts of common cleaning and landscaping products that are typically found in most residences, commercial buildings, and institutional facilities. Given the above, potential impacts from foreseeable upset and accident conditions involving the release of hazardous materials would be less than significant.

**c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Less than Significant with Mitigation Incorporated)**

The project site is not located within one-quarter mile of an existing school. Furthermore, there are no newly proposed schools currently in the City.<sup>9</sup> Stepping Stone Preschool is the nearest school to the project site, approximately 0.5 mile southeast. Demolition of the existing building would potentially involve the handling and disposal of hazardous waste products, including asbestos, lead, motor and transmission oils, etc. Most of these substances are typically found within commercial sites. Additionally, the excavation and grading associated with construction activities at the project site could result in encountering potentially contaminated soils, soil vapors, and groundwater. Handling of such substances would be regulated by federal and state

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<sup>9</sup>City of Burlingame, 2018. Major Projects. Available: [https://burlingame.org/departments/planning/major\\_projects.php?page=1727](https://burlingame.org/departments/planning/major_projects.php?page=1727) Accessed: May 24, 2019.

hazardous materials laws that would minimize the risk of exposure to nearby land uses, including schools. Additionally, implementation of Mitigation Measures **HAZ-1** and **HAZ-2** would further reduce potential risk of exposure to nearby land uses. Therefore, this impact would be less than significant.

**d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (No Impact)**

According to the Phase I ESA, the property at 1095 Rollins Road was not identified on the California Department of Toxic Substances Control (DTSC) Hazardous Waste Tracking System (HWTS) or on the DTSC Envirostor Database. Therefore, there would be no impact.

**e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? (No Impact)**

San Francisco International Airport (SFO) is approximately 1.5 miles northwest of the project site; however, the project site does not fall within any of the airport's "safety compatibility zones" and is, therefore, not within an area of potential danger involving the operation of SFO.<sup>10</sup> Therefore, no impact would occur.

**f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Less than Significant)**

The project would build a new structure on previously developed commercial and residential land. Access points to the site would be constructed to ensure proper access for emergency vehicles. The City does not have an established evacuation plan. However, the proposed project would adhere to the guidelines established within the Safety Element of the General Plan. Additionally, the Safety Operations Plan between the City and the City of Hillsborough would be implemented in the case of an emergency, and the project would comply with procedures determined by the Safety Operations Plan, if such an event arose.<sup>11</sup> Furthermore, the project plans would be subject to review and approval by the City and the Fire Department prior to issuance of a building permit. Therefore, the project would not conflict with and adopted emergency response or evacuation plan and the impact would be less than significant.

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<sup>10</sup>City/County Association of Governments of San Mateo County, 2012. Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. Available at: [http://ccag.ca.gov/wp-content/uploads/2014/10/Consolidated\\_CCAG\\_ALUCP\\_November-20121.pdf](http://ccag.ca.gov/wp-content/uploads/2014/10/Consolidated_CCAG_ALUCP_November-20121.pdf). Accessed: November 2012.

<sup>11</sup>City of Hillsborough, 2007. Emergency Operations Plan. Available at: <http://www.hillsborough.net/DocumentCenter/View/591>. Accessed: May 24, 2019.

**g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (No Impact)**

The project site and surrounding vicinity are entirely developed. The area does not contain, nor is it adjacent to, wildlands. Accordingly, implementation of the project would not result in the exposure of people or structures to significant loss, injury, or death involving wildland fires and no impact would occur.

## 10 Hydrology and Water Quality

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements? or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in manner which would:				
i) result in substantial erosion or siltation on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Setting

San Mateo County is within the San Francisco Bay portion of the Coast Range Geologic Province. Annual average precipitation in San Mateo County is reported at approximately 19.6 inches. The State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB) monitor water quality in the Bay Area. These agencies oversee the implementation of the National Pollutant Discharge Elimination System (NPDES) stormwater discharge permits. The

City participates in the San Mateo Countywide Pollution Prevention Program (SMCWPPP) and is required to implement Low Impact Development (LID) BMPs under Municipal Regional Stormwater Permit (MRP) (Provision C.3.b.). LID practices include source control BMPs, site design BMPs, and stormwater treatment BMPs onsite or at a joint stormwater treatment facility.

Burlingame Water Division of the Public Works Department, which purchases treated water from the San Francisco Public Utilities Commission,<sup>12</sup> provides potable water to the project site. Approximately 85 percent of the water supply comes from the Hetch Hetchy watershed in the Sierra Nevada Mountains and approximately 15 percent comes from local watersheds.<sup>13</sup> The project area does not contain any natural surface drainage. A catch basin at the project site connects to a gravity main that drains to the northwest.<sup>14</sup> The project site does not include any surface waters; the nearest body of surface water to the subject property is Sanchez Creek, located approximately 258 feet north of the project site. Groundwater is present at an estimated depth of 5 to 13 feet below ground surface. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (Panel No. 06081C0153F), the project site is located within Zone X which is an area subject to inundation by a 0.2 percent annual chance flood event and a 0.1 percent annual chance of flooding of less than one foot.<sup>15</sup>

## ***Discussion***

### **a) Violate any water quality standards or waste discharge requirements? or otherwise substantially degrade surface or groundwater quality? (Less than Significant)**

Construction of the new building would involve ground disturbing activities such as trenching, grading, demolition, and vegetation removal. The maximum depth of these activities could be approximately up to 20 feet below ground surface. Groundwater depth is estimated at 5 feet below ground surface. Fluctuations in the level of groundwater may occur due to variations in rainfall, irrigation practice, and other factors not evident at the time measurements were made. Furthermore, watering conditions of nearby properties can produce varying groundwater conditions. Perched groundwater and seeps from the adjacent properties may be encountered during excavations during construction activities. Dewatering would occur during excavation and shoring activities. The Phase II Hazardous Materials Report indicated that there may be contaminated groundwater onsite. However, dewatering would be conducted in accordance with the SMCWPPP (County of San Mateo, 2016). Furthermore, compliance with the

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<sup>12</sup> City of Burlingame, 2018c. Water. Available: [https://www.burlingame.org/departments/public\\_works/water.php](https://www.burlingame.org/departments/public_works/water.php). Accessed: May 28, 2019.

<sup>13</sup> Bay Area Water Supply and Conservation Agency, n.d. Water Supply & System. Available: <http://bawasca.org/water/supply>. Accessed: May 28, 2019.

<sup>14</sup> City of Burlingame, 2019. Municipal Separate Storm Sewer System. Available: <http://bgmaps.maps.arcgis.com/apps/webappviewer/index.html?id=8f4f7accd3054ba5a4fde951fc45b601>. Accessed: June 5, 2019

<sup>15</sup> Federal Emergency Management Agency (FEMA), 2019. Fema Flood Map Service Center. Panel No. 06081C0153F. Available: <https://msc.fema.gov/portal/search?AddressQuery=1095%20Rollins%20road%2C%20Burlingame%2C%20CA#searchresultsanchor>. Accessed: May 28, 2019.

requirements of the NPDES General Construction Permit would ensure that the project would not release any contaminated groundwater during construction. Therefore, construction dewatering activities would not violate any water quality standards or waste discharge requirements.

Construction activities also have the potential to result in runoff that contains sediment and other pollutants that could degrade water quality if not properly controlled. Sources of pollution associated with construction include chemical substances from construction materials and hazardous or toxic materials, such as fuels. Because the project would disturb over one acre of soil during construction, the project would be subject to a State NPDES General Construction Permit.

The finished condition of the project would result in approximately 39,687 square feet of impervious area and 7,142 square feet of pervious area throughout the project site. Under existing conditions, there is approximately 40,380 square feet of impervious surfaces and 6,449 square feet of pervious on the project site. Construction and operation of the project would not substantially interfere with groundwater recharge due to the small amount of pervious area and the level of clay in the soils at the site which are generally not very permeable. Therefore, this impact would be less than significant.

**b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (Less than Significant)**

The project site is largely paved and developed and does not directly contribute to groundwater recharge. The groundwater basin in the existing project site is not currently utilized for potable water. Additionally, the project does not include plans to use groundwater resources for future uses. The project would not substantially deplete groundwater, as there is no plan to create water wells on the site and the site would continue to receive municipal water from the City of Burlingame Water Division of Public Works.

Dewatering activities would occur during excavation for the subterranean parking garage. Such activities would be conducted in accordance with the SMCWPPP (San Mateo County, 2016) and the NPDES General Construction Permit. BMPs to ensure safe dewatering would include the following:

- Discharges of groundwater or captured runoff from dewatering operations would be properly managed and disposed of. When possible, dewatering discharge would be set to a landscaped area or sanitary sewer.
- Run-on water from offsite would be diverted away from all disturbed areas.
- The relevant local municipality (i.e., the City) would be notified and approval would be obtained before discharging water to a street gutter or storm drain. If required, discharged water would be filtered or diverted through a basin, tank, or sediment trap.
- In areas of known or suspected contamination, local agencies would be contacted to determine whether the groundwater must be tested. If necessary, pumped groundwater would be collected and hauled offsite for treatment and proper disposal.

With implementation of these BMPs, impacts from dewatering activities would be less than significant.

**c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in manner which would:**

**i) Result in substantial erosion or siltation on- or offsite; (Less than Significant)**

**and**

**ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; (Less than Significant)**

There are no natural drainage features at the project site. The existing drainage pattern entails stormwater pipes that connect to the City's stormwater system. Project construction would involve ground-disturbing activities. Because the project size is above the 1-acre threshold (1.08 acres in total), project construction would be subject to the NPDES General Construction Permit that imposes strict requirements and control on construction and post-construction activities.

Implementation of the project would include the construction of a new onsite stormwater drainage system to collect and convey stormwater runoff. The existing stormwater system would be redesigned to accommodate the new building and comply with the City's stormwater requirements. The construction of new drainage is included in the overall construction footprint and construction equipment assumptions for the project. As described under **question "a"** above, the project would increase the amount of pervious surface on the project site by approximately 693 square feet. With the construction of new drainage and stormwater infrastructure, the project would help offset the amount of stormwater runoff by lessening the stormwater volume entering the City's storm drains and larger stormwater conveyance system.

No new water-intensive activities are proposed that would contribute substantial additional runoff that could exceed the capacity of stormwater drainage systems in the area. Additionally, with compliance to state and local regulations and the implementation of BMPs, impacts to drainage patterns and surface runoff, resulting in erosion or siltation would be minimized. As such, the project would not contribute substantial amounts of sediment to storm drain systems or alter existing drainage patterns to the extent that would result in flooding on-or offsite. The impact would be less than significant.

**ii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Less than Significant)**

As described in **9b**, dewatering activities would be conducted in accordance with the San Mateo Countywide SWPPP and would not contribute to degradation of water quality. As stated above in **9c** and **9d**, the proposed project would not alter the existing impervious surface to a point at which the drainage, and surface runoff, in the area would be increased. Additionally, the project is subject to the requirements of Provision C.3 of the Municipal Regional Stormwater NPDES

Permit, which requires the inclusion of appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address both soluble and insoluble stormwater runoff pollutant discharges and prevent increases in runoff flows from new development and redevelopment projects. Sanchez Creek lies within roughly 330 feet of the project site. However, this creek is almost entirely paved over. Onsite stormwater treatment would be incorporated into project design prior to draining into the local stormwater drainage system. Therefore, no new significant sources of polluted runoff would be created. Compliance with relevant NPDES regulations would ensure that any potential impacts would be less than significant.

**iv) Impede or redirect flood flows? (Less than Significant)**

and

**d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (Less than Significant)**

As discussed in the project setting, the project site is in a Flood Zone X, which is used to designate area of low to moderate flood hazard. Because the project site is not within a high-risk area for flooding, the potential to impede or redirect flood flows would be low.

Tsunamis are large ocean waves generated by earthquakes and can be damaging to lowland coastal areas. The project site is approximately 10 miles away from the Pacific coast, and the risk of damage due to a tsunami is low. The City is not located within a tsunami inundation zone.<sup>16</sup> Large earthquakes can also generate oscillating waves in enclosed bodies of water (seiche), such as bays, lakes, and reservoirs. The project site is located approximately 1 mile west of the San Francisco Bay, and 3 miles northeast of the Crystal Springs Reservoir. Since the project site is not located in the immediate vicinity of any bays, lakes, or reservoirs, the probability of a seiche from either the San Francisco Bay or the Crystal Springs Reservoir having enough momentum to affect the property site is low. Furthermore, as no steep slopes are in close proximity to the project site, the possibility of inundation by landslides or mudflows would be remote. Because the project site is not located in a high-risk area for flooding and the possibility of inundation at the project site is remote, the project would be unlikely to impede or redirect flood flows. Therefore, impacts would be less than significant.

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<sup>16</sup>California Emergency Management Agency, California Geologic Survey, and University of Southern California, 2009. Tsunami Inundation Map for Emergency Planning San Mateo Quadrangle. Available: Available: [https://www.conservation.ca.gov/cgs/Documents/Tsunami/Maps/Tsunami\\_Inundation\\_SanMateo\\_Quad\\_SanMateo.pdf](https://www.conservation.ca.gov/cgs/Documents/Tsunami/Maps/Tsunami_Inundation_SanMateo_Quad_SanMateo.pdf). Accessed: August 19, 2019.

**e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (Less than Significant)**

As described in **10a**, the project would comply with the SMCWPPP and RWQCB NPDES requirements. All the groundwater basins within San Mateo County are designated as very low priority basins and thus, a sustainable groundwater management plan is not required for these basins.<sup>17</sup> Therefore, the project would not conflict with a sustainable groundwater management plan and impacts would be less than significant.

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<sup>17</sup>County of San Mateo Office of Sustainability, 2019. Groundwater. Available: <https://www.smcsustainability.org/energy-water/groundwater/>. Accessed: August 21, 2019.

# 11 Land Use and Planning

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<b><i>Would the project:</i></b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Setting

The City’s General Plan land use designation for the project site is Commercial (Shopping & Service), and the site is zoned C-1 (Commercial).<sup>18</sup> The current land use designation and zoning do not permit residential development. Land use and zoning for the project site and vicinity are shown on **Figure 3** and **Figure 4**. The project proposes to change the land use designation to a high-density residential designation.

## Discussion

### a) Physically divide an established community? (No Impact)

As previously discussed, the project would replace an existing restaurant building and elevated tennis courts/surfacing parking. The project proposes to alter the existing land use on the site and rezone the site from C-1 (Commercial) to R-4 High Density Residential. However, the project would consist of infill of an already developed site and would not propose any structures that would interfere with nearby roadways or sidewalks. In addition, there does not appear to a commercial (or other) community that would be physically divided by the presence of new residential uses on the project site due to mix of restaurant and recreational uses on the site. Given this, the project would not result in physical division of an established community; therefore, no impact would occur.

<sup>18</sup> As noted in the **Project Description**, the City recently completed the process of updating its General Plan. The Final EIR for the General Plan update was certified in October 2018, and the updated General Plan was adopted by the City Council in January 2019. However, the project application was received by the City, deemed complete, and determined to be subject to CEQA prior to the General Plan update. Therefore, pursuant to CEQA Guidelines Section 15060, which provides direction to CEQA lead agencies on when formal CEQA review shall begin, this analysis evaluates the project against the prior General Plan land use map.

**b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (Less than Significant)**

The project proposes a High-Density Residential use at a location currently designated by the General Plan for Commercial uses. To address this conflict with the General Plan, the project applicant is requesting that the City rezone the project site and is seeking a General Plan amendment to change the land use. The proposed project would have 150 units, with a density of 140 dwelling units per acre proposed, where the General Plan designates high-density residential as 50+ units per acre. As detailed above, the project was submitted and deemed complete prior to the adoption of the City's new General Plan in 2019 therefore this request was made and is being evaluated under the old General Plan regulations. With fulfillment of both the rezoning request and the General Plan amendment, the project would not conflict with any land use plan, policy or regulation. Therefore, the impact would be less than significant.

## 12 Mineral Resources

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

### *Setting*

The California Geological Survey (CGS) is responsible under the Surface Mining Control and Reclamation Act (SMARA) for classifying land into Mineral Resource Zones (MRZs) based on the known or inferred mineral resource potential of that land. Based upon available data, the project site and area surrounding the project limits have been classified as MRZ-1, which is defined as “areas where geologic information indicates no significant mineral deposits are present.”<sup>19</sup> This finding is reflected in the City’s General Plan Draft Environmental Impact Report (DEIR), which states that there are no areas within the planning area where mineral resources of value to the state or region are found.<sup>20</sup> The geology of the project site supports these findings, as there are no notable mineral resources types based on the findings in the Geotechnical Exploration report.

### *Discussion*

a) **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (No Impact)**

and

b) **Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? (No Impact)**

The project site is currently developed and not used for mineral recovery activities. Additionally, no known mineral resources exist within the project site or surrounding area, as indicated by The Mineral Resource Zones and Resource Sectors San Francisco and San Mateo Counties Maps

<sup>19</sup>California Department of Conservation, n.d. *Guidelines for Classification and Designation of Mineral Lands*. Available: <http://www.conservation.ca.gov/smgb/guidelines/documents/classdesig.pdf>. Accessed: October 17, 2019.

<sup>20</sup>City of Burlingame, 2018b. Draft Environmental Impact Report. Available: [https://www.envisionburlingame.org/app\\_pages/view/17](https://www.envisionburlingame.org/app_pages/view/17) Accessed: May 24, 2019

and the San Mateo County General Plan DEIR.<sup>21</sup> Implementation of the project would not result in the loss of availability of a known mineral resource of value to the region and residents of the state, nor of a locally important mineral resource recovery site. Therefore, no impact would occur.

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<sup>21</sup> California Geological Survey, 1982. Mineral Land Classification Map Aggregate Resources Only. Special Report 146, Plate 2.43, San Francisco and San Mateo Counties.

## 13 Noise

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project result in:</i>				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Setting

Noise is defined as unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Because of the logarithmic scale of the decibel unit, sound levels cannot be added or subtracted arithmetically. If a sound's physical intensity is doubled, the sound level increases by 3 dBA, regardless of the initial sound level. For example, 60 dBA plus 60 dBA equals 63 dBA. Where ambient noise levels are high in comparison to a new noise source, the change in noise level would be less than 3 dBA. For example, when 70 dBA ambient noise levels are combined with a 60-dBA noise source, the resulting noise level equals 70.4 dBA.

The time period in which noise occurs is important since noise that occurs at night tends to be more disturbing than that which occurs during the day. Community noise is usually measured using Day-Night Average Level ( $L_{dn}$ ), which is the 24-hour average noise level with a 10-dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours, or Community

Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5-dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a 10-dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. Noise levels described by  $L_{dn}$  and CNEL typically do not differ by more than 1 dBA. In practice, CNEL and  $L_{dn}$  are often used interchangeably.

Noise that is experienced at any receptor can be attenuated by distance or the presence of noise barriers or intervening terrain. Sound from a single source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance. A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by this shielding depends on the size of the object, proximity to the noise source and receiver, surface weight, solidity, and the frequency content of the noise source. Natural terrain features (such as hills and dense woods) and human-made features (such as buildings and walls) can significantly reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dBA of noise reduction. The manner in which buildings in California are constructed generally provides a reduction of exterior-to-interior noise levels of approximately 25 dBA with closed windows (Federal Transit Administration [FTA] 2006).

### *Regulatory Setting*

The City's General Plan Noise Element includes goals and policies related to noise to guide development and to protect citizens from the harmful and irritating effects of excessive noise. The element establishes land use compatibility categories of new uses within the onsite noise environment, as shown in **Table 15**. For residential uses the City considers noise levels less than 60 dBA CNEL acceptable.

Table 15 Outdoor Noise Level Planning Criteria

Maximum Outdoor Noise Levels (dBA)	
Land Use Categories	CNEL
Public, Quasi-Public and Residential: Schools, Hospitals, Libraries, Auditoriums, Intensively Used Parks and Playgrounds, Public Buildings, Single-Family Homes, Multifamily Apartments and Condominiums, Mobile Home Parks	60
Passively Used Open Space: Wilderness-Type Parks, Nature or Contemplation Areas of Public Parks	45
Commercial: Shopping Centers, Self-Generative Business, Commercial Districts, Offices, Banks, Clinics, Hotels and Motels	65
Industrial: Non-Manufacturing Industry, Transportation, Communications, Utilities, Manufacturing	75

Source: Rincon 2019b

Note: These criteria may be invoked for the following purposes:

1. To determine the suitability of development on lands considered as receptors to which the standards apply
2. To determine the suitability of building types and proposed construction materials to be applied to the site

The City's General Plan Noise Element also provides allowable limits for construction equipment, as shown in **Table 16**. The General Plan also states that no construction noise may be emitted past the property line so as to result in a noise level increase of a more than 5 dBA maximum sound level ( $L_{max}$ ) above ambient  $L_{max}$  noise levels. The General Plan also provides guidelines for determining whether significant acoustical impacts from a project would occur.

**Table 16 Maximum Allowable Noise Levels from Construction Equipment**

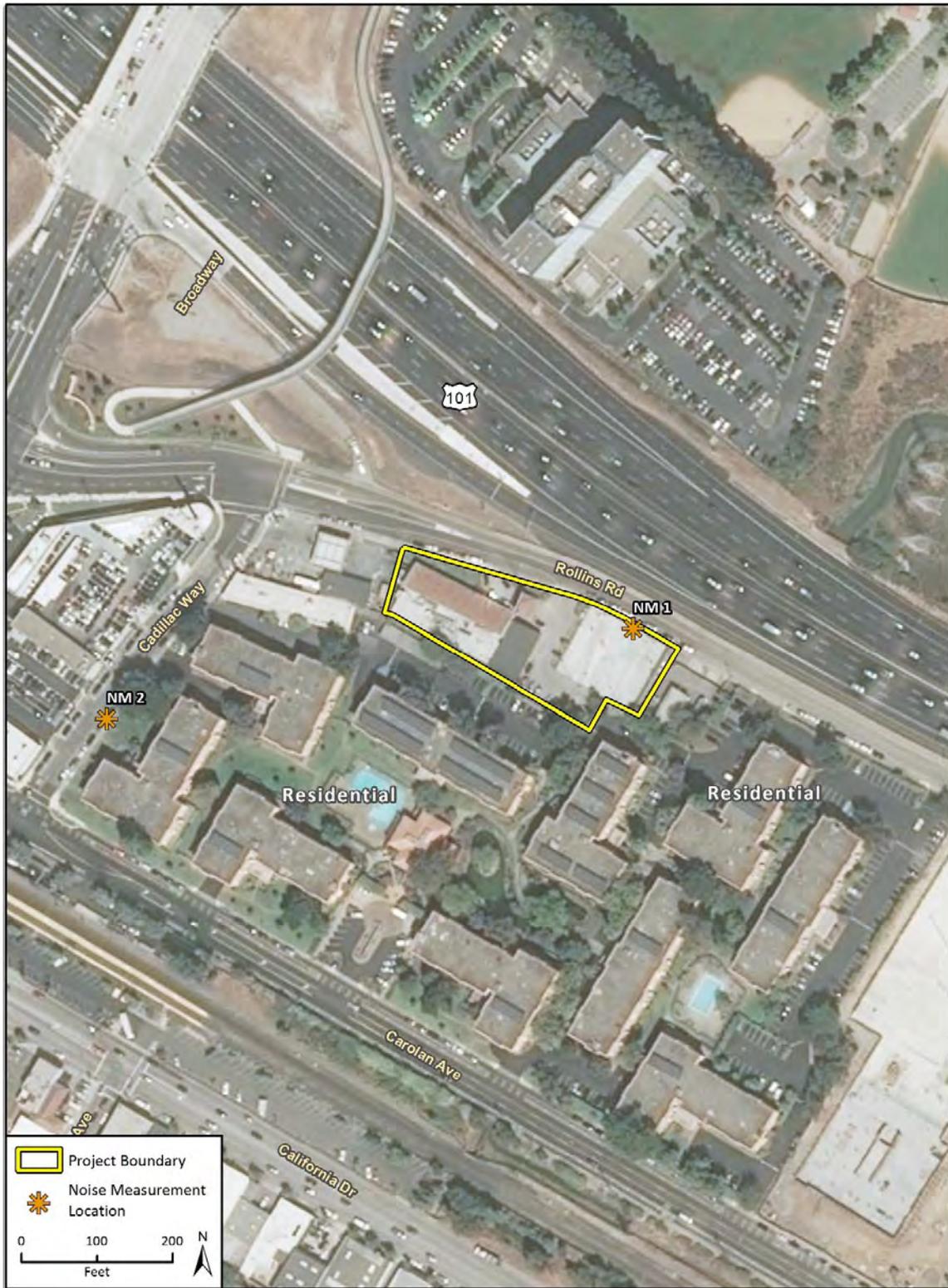
<b>Equipment</b>	<b>Peak Noise Level (dBA) at 50 feet</b>
<b>Earthmoving</b>	
Front loaders	75
Backhoes	75
Dozers	75
Tractors	75
Scrapers	80
Graders	75
Trucks	75
Pavers	80
<b>Materials Handling</b>	
Concrete mixers	75
Concrete pumps	75
Cranes	75
Derricks	75
<b>Stationary</b>	
Pumps	75
Generators	75
Compressors	75
<b>Impact</b>	
Pile drivers	95
Jackhammers	75
Rock drills	80
Pneumatic tools	80
<b>Other</b>	
Saws	75
Vibrators	75

Source: Rincon 2019b

BMC Chapter 18.07.110 states that the allowable hours of construction in the City are between 8:00 a.m. and 7:00 p.m. on weekdays and 9:00 a.m. and 6:00 p.m. on Saturdays. Construction is not allowed on Sundays and holidays.

### *Project Site Noise Environment*

To characterize ambient sound levels, two short-term measurements were conducted at the project site on August 14, 2019. **Table 17** summarizes the result of the short-term noise measurements. Detailed sound level measurement data are included in **Appendix K. Figure 13** shows the locations at which noise measurements were taken.



Noise Measurement Locations

Figure

13

Table 17 **Project Noise Monitoring Results**

Measurement Number	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	L <sub>eq</sub> (dBA)	L <sub>max</sub> (dBA)
1	Northern boundary of project site along Rollins Road	10:35 – 10:50 a.m.	25 feet to the centerline of Rollins Road, 135 feet to the centerline of Highway 101	68	86
2	Cadillac Way near adjacent apartment complex south of the project site	11:02 – 11:17 a.m.	15 feet from the centerline of Cadillac Way	62	81

Source: Rincon 2019b

The City's General Plan Noise Element establishes the most restrictive noise standards for wilderness-type parks, nature or contemplation areas of public parks, schools, hospitals, libraries, auditoriums, intensively used parks and playgrounds, public buildings, single family homes, multifamily apartments and condominiums, and mobile home parks. Therefore, this analysis considers these categories to be noise-sensitive land uses. The nearest noise-sensitive receivers to the project site are multifamily residences located adjacent to the project site's southern and eastern boundaries.

### ***Discussion***

- a) **Would the project result in the Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Less than Significant with Mitigation)**

### ***Construction Noise***

Maximum noise levels were estimated for each piece of construction equipment at a distance of 50 feet and for each phase of construction at a distance of 75 feet (the approximate distance from the center of the project site to the property line) in accordance with the City's construction noise thresholds. Maximum construction noise levels from individual pieces of equipment and from each phase of construction are shown in **Table 18**.

Table 18 Maximum Noise Levels from Project Construction

Noise Source	Noise Level	Threshold	Threshold Exceeded?
<b>Demolition</b>			
Concrete/Industrial Saws	90 dBA L <sub>max</sub>	75 dBA L <sub>max</sub>	Yes
Excavators	81 dBA L <sub>max</sub>	75 dBA L <sub>max</sub>	Yes
Dozers	82 dBA L <sub>max</sub>	75 dBA L <sub>max</sub>	Yes
75 dBA L <sub>max</sub>	78 dBA L <sub>max</sub>	75 dBA L <sub>max</sub>	Yes
<i>Highest L<sub>max</sub> at Property Line</i>	<i>86 dBA L<sub>max</sub></i>	<i>86 dBA L<sub>max</sub></i>	<i>No</i>
<b>Site Preparation</b>			
Graders	85 dBA L <sub>max</sub>	75 dBA L <sub>max</sub>	Yes
Dozers	82 dBA L <sub>max</sub>	75 dBA L <sub>max</sub>	Yes
Tractors/Loaders/Backhoe	78 dBA L <sub>max</sub>	75 dBA L <sub>max</sub>	Yes
<i>Highest L<sub>max</sub> at Property Line</i>	<i>82 dBA L<sub>max</sub></i>	<i>86 dBA L<sub>max</sub></i>	<i>No</i>
<b>Grading/Excavation</b>			
Excavators	81 dBA L <sub>max</sub>	75 dBA L <sub>max</sub>	Yes
Bore/Drill Rig	84 dBA L <sub>max</sub>	80 dBA L <sub>max</sub>	Yes
Tractors/Loaders/Backhoes	78 dBA L <sub>max</sub>	75 dBA L <sub>max</sub>	Yes
Generator	81 dBA L <sub>max</sub>	75 dBA L <sub>max</sub>	Yes
<i>Highest L<sub>max</sub> at Property Line</i>	<i>81 dBA L<sub>max</sub></i>	<i>86 dBA L<sub>max</sub></i>	<i>No</i>
<b>Building Construction</b>			
Forklift	75 dBA L <sub>max</sub>	n/a	n/a
Welders	74 dBA L <sub>max</sub>	n/a	n/a
<i>Highest L<sub>max</sub> at Property Line</i>	<i>71 dBA L<sub>max</sub></i>	<i>86 dBA L<sub>max</sub></i>	<i>No</i>

Noise Source	Noise Level	Threshold	Threshold Exceeded?
<b>Architectural Coating</b>			
Air Compressors	78 dBA $L_{max}$	75 dBA $L_{max}$	Yes
Aerial Lifts	75 dBA $L_{max}$	n/a	n/a
<i>Highest <math>L_{max}</math> at Property Line</i>	<i>74 dBA <math>L_{max}</math></i>	<i>86 dBA <math>L_{max}</math></i>	<i>No</i>
<b>Paving</b>			
Paver	77 dBA $L_{max}$	80 dBA $L_{max}$	No
Roller	80 dBA $L_{max}$	80 dBA $L_{max}$	n/a
Tractor/Loader/Backhoe	78 dBA $L_{max}$	75 dBA $L_{max}$	Yes
<i>Highest <math>L_{max}</math> at Property Line</i>	<i>77 dBA <math>L_{max}</math></i>	<i>86 dBA <math>L_{max}</math></i>	<i>No</i>

Source: Rincon 2019b

As shown in **Table 18**, average maximum noise levels during each phase of construction at the property line would not exceed the threshold of 86 dBA  $L_{max}$  (i.e., 5 dBA  $L_{max}$  above the ambient  $L_{max}$ ). However, average maximum noise levels generated by several pieces of equipment (including saws, excavators, dozers, backhoes, generators, and air compressors) would exceed the City's maximum allowable noise levels for construction equipment at 50 feet. Therefore, construction noise impacts would be potentially significant. Implementation of **Mitigation Measure NOI-1** would be required to reduce construction noise impacts to a less than significant level.

**Mitigation Measure NOI-1:** The following mufflers and sound enclosures shall be utilized during project construction to reduce noise levels from individual pieces of construction equipment:

- Generators and air compressors shall be surrounded by acoustic shielding and/or sound enclosures capable of reducing noise by at least 6 dBA;
- An industrial grade muffler or muffler of similar capacity capable of reducing engine noise by at least 10 dBA shall be installed on excavators, dozers, tractors, loaders, backhoes, graders, and bore/drill rigs; and
- An industrial grade muffler or muffler of similar capacity capable of reducing engine noise by at least 15 dBA shall be installed on concrete/industrial saws.

### *Operational Noise*

Project operation would generate noise from trash hauling services, residents' use of common space areas, landscaping activities, and HVAC equipment. Each of these noise sources is discussed separately below.

Periodic trash hauling services would not be a significant new source of noise because trash trucks already frequent the project site to remove solid waste generated by the existing onsite restaurant. Furthermore, the project site is located in an urban area and is surrounded by existing residential and commercial uses that require similar trash hauling services. Therefore, because trash trucks are already a common occurrence in the project vicinity, trash hauling services would not result in a substantial permanent increase in ambient noise levels above levels existing without the project.

The project would include an outdoor courtyard with a bocce ball court and multiple roof decks with barbecues, fire pits, and outdoor seating along with associated landscaping. Operational noise associated with outdoor use areas would include conversations, laughter, music, other sound-generating equipment, and landscape equipment. Noise from conversation would be an intermittent and temporary noise source, which would typically be limited to the daytime, outside of noise-sensitive hours of sleep. In addition, residents and property owners would be subject to BMC Section 10.40.035, which prohibits the creation of nuisance noise; BMC Section 10.40.020, which governs noise generated by sound-amplifying devices; and BMC Sections 10.40.037 and 10.40.038, which contain restrictions on noise generated by landscaping equipment. Furthermore, these noise-generating activities would be similar to those of the existing multifamily residential complex located immediately adjacent to the south and east and would result in a negligible change to existing noise levels.

The project would include rooftop HVAC equipment. HVAC equipment is a continuous noise source, and noise levels can reach up to 70 dBA  $L_{eq}$  at a distance of 15 feet from the source. Rooftop equipment would be located as close as 72 feet from the project site's southern property line. Assuming approximately one ton of HVAC systems would be required for every 600 square feet of residential floor space, the project would require approximately 210 tons of HVAC systems, or approximately 42 HVAC units. To accommodate these on the roof, approximately one HVAC unit would be placed every 557 square feet, or approximately every 24 linear feet on the rooftop. Therefore, the southernmost portion of the proposed building, which is the closest part of the building to the adjacent property line, would accommodate three HVAC units. Assuming worst-case exposure of noise from up to three HVAC units at any point on the adjacent property, noise levels generated by HVAC equipment would be approximately 61 dBA at 72 feet. As a result, HVAC equipment noise would increase the existing ambient noise level of 62 dBA  $L_{eq}$  on the adjacent property to approximately 64 dBA  $L_{eq}$ , which would be an increase of approximately 3 dBA above ambient noise levels. Therefore, given that the project would not increase ambient noise levels by more than 3 dBA, impacts related to HVAC equipment noise would be less than significant.

### *Offsite Traffic Noise*

Existing traffic on local roadways and highways near the project site generates noise. The project would contribute to traffic noise levels if the project would increase daily traffic volumes on these roadways. However, according to the project traffic study, the project would generate approximately 816 daily vehicle trips, which would be 198 fewer trips as compared to the daily traffic volume generated by the existing restaurant onsite, using ITE trip generation rates for restaurants. Therefore, the project would result in a decrease in traffic noise levels on local roadways and highways because the project would decrease daily traffic volumes as compared to existing conditions. Furthermore, under cumulative plus project conditions, the project would result in a decrease in cumulative traffic noise levels because the project would result in lower daily traffic volumes than if the existing use continued operating. Therefore, no traffic noise impact would occur.

- b) Would the project result in excessive groundborne vibration or groundborne noise levels? (Less than Significant)**

### *Construction-Related Vibration*

Certain types of construction equipment can generate high levels of groundborne vibration. The equipment utilized during project construction that would generate the highest levels of vibration would include rollers, loaded trucks, and bulldozers. This analysis conservatively assumes that construction equipment may operate at the southeastern corner of the project site at a distance of approximately 20 feet from the nearest building located at the gas station immediately west of the project site.

**Table 19** shows typical vibration levels for various pieces of construction equipment used in the assessment of construction vibration. These pieces of construction equipment are anticipated to be used during project construction and would generate the highest levels of vibration as compared to construction equipment not included in this analysis.

**Table 19 Vibration Levels Measured during Construction Activities**

Equipment	Peak Particle Velocity (PPV) at 25 feet (in/sec)	Approximate $L_v$ vibration decibels (VdB) at 25 feet
Vibratory Roller	0.210	94
Large Bulldozer	0.089	87
Loaded Trucks	0.076	83

Source: Rincon 2019b

As shown in **Table 19**, vibration levels from individual pieces of construction equipment at a distance of 20 feet would not exceed 100 VdB, the threshold at which damage can occur to fragile buildings. Construction vibration levels at all other buildings in the immediate vicinity,

including multifamily residences to the south and east, would be less than the levels shown in **Table 20** because vibration levels would attenuate with distance. Furthermore, in accordance with BMC Section 18.07.110, project construction would be required to occur during daytime hours and would not disturb residences to the south and east during sensitive hours of sleep; therefore, project construction would not exceed the threshold of 72 VdB for residential uses during nighttime hours. Construction vibration impacts would be less than significant.

**Table 20            Vibration Levels at Nearest Building**

Equipment	Approximate L, VdB at 25 feet
Vibratory Roller	94
Large Bulldozer	87
Loaded Trucks	83

Source: Rincon 2019b

### *Operational Vibration*

The project includes residential land uses and would not generate significant stationary sources of vibration, such as manufacturing or heavy equipment operations. Therefore, no operational vibration impacts would occur.

- c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (No Impact)**

The project site is located 1.5 miles southwest of San Francisco International Airport. However, the project site is located outside the 65-dBA contour for airport operations. The project site is not in close proximity to a private airport. Therefore, the project would not expose people residing or working in the project area to excessive noise levels from airport operations. No impact would occur.

## 14 Population and Housing

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

### Setting

According to the DOF the population of the City in 2019 was 30,317.<sup>22</sup> The City General Plan Housing Element predicts that the City’s population will grow by 10,000 between 2010 and 2040 for a total of 40,317 people by 2040. Jobs in the city are expected to increase by 27.9 percent between 2010 and 2040.<sup>23</sup> Overall, the community is becoming increasingly built-out due to the lack of undeveloped land within the city boundary.

### Discussion

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

The California DOF estimates that the 2019 population of the City is 30,317 with 13,120 housing units and an average of 2.40 persons per household (DOF 2019). There are currently no existing residences on the site. The project would add approximately 360 residents (150 units x 2.40 persons per household). The project applicant is seeking a General Plan amendment and rezone to change the land use to high density residential and the zoning to R-4 multifamily residential. With this amendment in place, the population growth caused by the project would be accounted for in the General Plan. Therefore, this impact would less than significant.

<sup>22</sup>California Department of Finance, 2019. E-5 Population and Housing Elements for Cities Counties, and the Sate, 2011-2019 with 2010 Census Benchmark. Available: <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>. Accessed: May 24,2019

<sup>24</sup>City of Burlingame, 2015a. City of Burlingame 2015-2023 Housing Element. Available: [https://www.burlingame.org/document\\_center/Planning/1-Burlingame\\_2015-2023-HE\\_Adopted\\_01.05.15\\_Final\\_01.29.pdf](https://www.burlingame.org/document_center/Planning/1-Burlingame_2015-2023-HE_Adopted_01.05.15_Final_01.29.pdf) Accessed: May 24, 2019

**b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (No Impact)**

The project site currently contains no residences and would not displace any existing people or housing. Therefore, no impact would occur.

## 15 Public Services

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

### *Setting*

The Central County Fire Department (CCFD) provides fire protection services within the City, Millbrae, and Hillsborough. Currently, the department operates six Engine Companies and one Truck Company out of six fire stations, with two stations in each city. CCFD's daily staffing consists of six engine companies, a ladder truck and a battalion chief on duty to provide fire, emergency medical services (EMS), and rescue services to approximately 70,000 residents and visitors to the area.<sup>24</sup> CCFD's stations can house a total of 26 staff including two battalion chiefs. The closest fire station is located one mile southeast of the project site at 799 California Drive. This station houses a fire engine, fire truck, and a battalion chief with a total of 7 employees. The average response time across all CCFD stations was less than 7 minutes as of May 2019. CCFD's general standard for emergency response times is seven minutes; however, a realistic average response time for the project site would be significantly less due to the proximity of fire stations (Reed 2019).

The Burlingame Police Department (BPD) provides emergency services to the City. BPD has one police station located at 1111 Trousdale Drive, an approximately five-mile drive from the project site. The BPD employs 70 total employees, including 40 sworn officers. The average emergency response time as of May 2019 was 8 minutes and 35 seconds (Kiely 2019).

<sup>24</sup> Central County Fire Department, 2019. CCFD Overview. Available: <https://www.conservation.ca.gov/smgf/guidelines/documents/classdesig.pdf>. Accessed: June 4, 2019.

The City contains five neighborhood schools that serve Kindergarten through grade 5 (K-5), one middle school for grades 6 through 8, and one high school. Of these, Washington Elementary School, McKinley elementary School, Roosevelt Elementary School, Lincoln Elementary School and Burlingame High School, in the San Mateo Union High School District, would serve the project.

### ***Discussion***

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

**i) Fire protection? (Less than significant)**

**and**

**ii) Police protection? (Less than significant)**

The project would replace the existing restaurant and tennis/basketball court uses with residential uses, thereby intensifying the use of the site and generating additional residents in the area. This would incrementally increase the demand for fire and police protection services compared to existing conditions.

The project site is located within the existing service area of both the CCFD and BPD, so development of the project would not expand the service area of either agency or substantially affect the response time of CCFD or BPD to the site. Furthermore, the City would require the payment of Development Impact Fees as part of the entitlement process. Such fees would include a Public Facilities Impact Fee, which would help to support any required improvements to fire or police facilities. Therefore, impacts to fire and police protection services would be less than significant.

**iii) Schools? (Less than Significant)**

Introduction of 150 new housing units would contribute to increased enrollment at nearby schools. Burlingame School District uses a generation rate of 0.15 new students per multifamily housing unit for elementary schools. Therefore, the project would be expected to generate approximately 23 new students (Hellier 2019). Current enrollment and capacity are listed below in **Table 21**. Of the schools near the project site, only Washington Elementary School is over capacity with 379 students for a capacity of 358.

**Table 21 Nearby Elementary School Capacity**

School Name	Capacity (Students)	Current Enrollment (Students)
McKinley Elementary	583	549
Roosevelt Elementary School	358	356
Lincoln Elementary School	560	462
Washington Elementary School	358	379

Source: Hellier 2019

San Mateo Unified High School District (SMUHSD) serves the City's High School, which has approximately 1,475 students and is currently impacted. SMUHSD uses a generation rate of 0.8 students per unit, resulting in 120 new students added to Burlingame High School (McManus, 2019).

Under Section 65996 of the State Government Code, payment of the required school impact fees established by SB 50 is deemed to constitute full and complete mitigation for school impacts from development. Developers of new housing units under the General Plan would be required to pay these school impact fees (\$3.17 per square foot for developments of 500 square feet or more) at the time of building permit issuance. The project applicant would pay \$618,150 for its 195,000 gross square feet. Fulfillment of this requirement would mitigate the development of residential uses' impacts to schools to a less-than-significant level.

**iv) Parks? (Less than Significant)**

**and**

**v) Other public facilities? (Less than Significant)**

The City's Parks and Recreation Department manages 22 facilities:

- Alpine Playground
- Bayside Fields
- Bayside Dog Exercise Park
- Community Garden at Bayside Fields
- Cuernavaca Park
- Heritage Park
- "J" Lot Playground
- Laguna Park
- Mills Canyon Wildlife Area
- Murray Field
- Paloma Playground
- Pershing Park
- Ray Park
- Shorebird Sanctuary Natural Marsh
- Trenton Playground
- Victoria Park
- Village Park
- Washington Park
- Bocce Ball Courts
- Burlingame Golf Center
- Burlingame Aquatic Center
- Tennis Courts

The project does not include new park space, but it is located approximately 570 feet from Bayside Fields. The City has 106.6 acres of parks.<sup>25</sup> Thus, with its current population of 30,467, the City has 1 acre of parks for every 286 residents.<sup>26</sup> The project would therefore only increase this rate to 289 residents for every 1 acre of parks. The General Plan does not currently have a park acreage-to-resident ratio standard. Increased tax revenue from the residents at the project site would contribute to the improvement of local recreational facilities. Additionally, with a General Plan amendment secured, the increase in residents and use of parks due to the project would be consistent with the General Plan. Furthermore, Public Facilities Impact Fees, at a rate of \$350 per unit to a total of \$52,500, would be collected to support improvements at parks and recreation facilities. Therefore, this impact would be less than significant.

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<sup>25</sup>City of Burlingame, 2015b. Existing Conditions Report. Available: <https://www.envisionburlingame.org/files/managed/Document/121/Ch%207%20Burlingame%20ECR%20Final%20Draft%20PARKS.pdf>. Accessed: August 19, 2019.

<sup>26</sup>US Census, 2018. QuickFacts Burlingame City, California Available: <https://www.census.gov/quickfacts/burlingamecitycalifornia>. Accessed: August 16, 2019.

## 16 Recreation

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

### ***Setting***

The City has approximately 22 recreation sites that consist of 17 parks and open space, 12 playgrounds, a community garden, bocce ball courts, a recreation center, and an aquatic center.<sup>27</sup> The 30-acre Bayside Fields Park is located approximately 570 feet to the north of the project site.

### ***Discussion***

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

and

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? (Less than Significant)**

The project would create 150 new housing units and may result in approximately 360 net new residents. While this increase in population will affect existing neighborhood parks and recreational facilities, it is consistent with population growth anticipated in the City of Burlingame General Plan Housing Element. As discussed in Section 15, Public Services, the City also will collect Development Impact Fees as part of the entitlement process. A portion of these

<sup>27</sup>Burlingame Parks & Recreation Foundation, 2019. Facilities. Available at: <https://www.burlingame.org/parksandrec/facilities/index.php>. Accessed: June 4, 2019.

fees will be dedicated directly to the Parks and Recreation Department, allowing Burlingame to implement public improvement, public services, and community amenities at the City parks; therefore, the impact would be less than significant.

## 17 Transportation

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Setting

W-Trans prepared a Transportation Impact Analysis (TIA) for the project in August 2019 (see **Appendix L**). The TIA estimates the expected trip generation potential for the project and analyzes the project's potential impacts at proposed access points and on alternative modes of transportation.

The study area for transportation/traffic includes the following intersections:

- US 101 Northbound Ramps/Bayshore Highway
- Broadway-Airport Boulevard/Bayshore Highway
- US 101 Southbound Ramps/Broadway
- Rollins Road/Broadway
- Rollins Road/Cadillac Way
- Rollins Road/Toyon Drive
- Carolan Avenue/Broadway
- Carolan Avenue/Cadillac Way
- California Drive/Broadway
- California Drive/Carmelita Avenue
- Chula Vista Avenue/Broadway
- Carolan Avenue/Oak Grove Avenue
- California Drive/Oak Grove Avenue

Rollins Road runs on a diagonal in the Northwest-Southeast direction and has two travel lanes (one in each direction) with on-street parallel parking provided on the west side of the street. Rollins Road generally runs parallel to US 101. The posted speed limit is 35 miles per hour.

The project site is located south of US 101, a major traffic corridor providing access to and from the City. Transit facilities serving the project site include public transit and pedestrian and bicycle facilities. San Mateo Transit provides fixed route bus service through San Mateo County. SamTrans Route 292 runs between San Mateo and Downtown San Francisco and stops approximately 0.4 miles from the project site near the Caltrain Broadway Station. Route 292 operates Monday through Friday at approximately one-half hour intervals between 4:00 a.m. and 1:00 a.m. Weekend service operates at approximately one-hour intervals between 4:30 a.m. and 1:00 a.m.

The project site is in the vicinity of two major Congestion Management Program corridors: on El Camino Real between Trousdale Drive and East Third Avenue, and US 101 between Broadway Avenue and Peninsula Avenue. Both corridors are located less than one mile from the project site.

Although the existing restaurant is known to be underutilized, this analysis uses standard “Quality Restaurant” ITE trip generation rates to establish a baseline. This standard practice is appropriate, given that the restaurant could return to full utilization at any time. Existing trip generation estimates, therefore, represent the number of trips to which the existing land use is entitled. Following this methodology, the existing restaurant land use is considered to generate an estimated 1,014 daily trips—8 during a.m. peak hours and 94 during p.m. peak hours. The proposed land use is estimated to reduce daily trips by 19.5 percent to 816 daily trips—54 during the a.m. peak hour and 66 during the p.m. peak hour. The existing site is accessible by two driveways along Rollins Road, while onsite parking would be accessible through a driveway to a subterranean parking garage.

## ***Discussion***

- 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? (Less than Significant)**

The proposed project would result in the removal of one commercial building and a basketball court with surface parking below and the construction of a multistory apartment complex. As proposed, the project would result in less than 50 net new additional trips during the a.m. peak hour and a reduction in trips during the p.m. peak hour. Therefore, roadway impacts would be less than significant, and no mitigation measures are required.

### **Pedestrian Facilities**

The proposed project includes interior walkways to provide pedestrian circulation between Rollins Road and the courtyard, along with the rest of the site and connecting to continuous sidewalks along the street frontage. Therefore, pedestrian impacts would be less than significant, and no mitigation measures are required.

### **Bicycle Facilities**

There are currently no bike lanes on Rollins Road along the project frontage. therefore, there would be no bicycle impacts and no mitigation measures are required.

### **Transit**

SamTrans provides fixed route bus service through San Mateo County. SamTrans Route 292 runs between San Mateo and Downtown San Francisco and stops approximately 0.4 miles from the project site near the Caltrain Broadway Station. Route 292 operates Monday through Friday at approximately one-half hour intervals between 4:00 a.m. and 1:00 a.m. Weekend service operates with approximately one-hour headways between 4:30 a.m. and 1:00 a.m.

Two bicycles can be carried on most SamTrans buses. Bike rack space is on a first-come, first-served basis. Additional bicycles are allowed on SamTrans buses at the discretion of the driver.

Dial-a-ride, also known as paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. Redi-Wheels Paratransit is designed to serve the needs of individuals with disabilities within the City and the greater area of the City.

Caltrain is the commuter rail line serving the San Francisco Peninsula. It connects the City with San Francisco to the north and San Jose and Gilroy to the south. The Broadway Station is less than one-half mile from the project site; however, the stop is only used on weekends. On weekends there are ten to twelve trains that stop at the station daily. On weekdays there are 30 trains servicing the Burlingame Station in the northbound and southbound directions which is approximately 1.2 miles from the project location. There are four trains during the 7:00 to 9:00 a.m. and 4:00 to -6:00 p.m. peak periods in the northbound direction, and four to five trains during each of the a.m. and p.m. peak periods in the southbound direction. Bicycle racks are available on a first-come-first-served basis, while lockers must be reserved. Paid vehicle parking is available at both the Broadway and Burlington stations for riders.

Therefore, transit impacts would be less than significant, and no mitigation measures are required.

### **b) Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)? (Less than Significant)**

CEQA Guidelines §15064.3, subdivision (b) specifies the use of VMT as a metric for determining transportation impacts. VMT analysis will become mandatory in July 2020. Because the City has not specifically adopted VMT methodology, conventional traffic analysis (delay-based – level of service) is used for the purposes of CEQA analysis. However, a VMT analysis is also included for informational purposes.

Expected trip generation potential for the project is summarized in **Table 22** with deductions taken for trips made to and from the restaurant at the site, which would cease with the construction of the project. The proposed project is expected to generate an average of 816 trips per day, including 54 trips during the a.m. peak hour and 66 during the p.m. peak hour. After deductions are taken into account, the project would be expected to generate 198 fewer

trips on a daily basis, though with 46 new trips during the morning peak hour but 28 fewer trips during the evening peak hour; these new trips represent the increase in traffic associated with the project compared to existing volumes. The impact of the project on nearby roadways are summarized in **Table 23**.

**Table 22 Trip Generation Summary**

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
<b>Existing</b>											
Quality Restaurant	12.1 ksf	83.84	1,014	.73	8	4	-4	7.80	94	63	31
<b>Proposed</b>											
Multifamily housing (Mid-Rise)	150 du	5.44	816	0.36	54	10	40	0.44	66	40	26
<b>Total Net New Trips</b>			<b>-198</b>		<b>46</b>	<b>10</b>	<b>36</b>	<b>-28</b>	<b>-23</b>	<b>-5</b>	

Source: W-Trans, 2019

<sup>a</sup> du = dwelling unit

<sup>b</sup> ksf = 1,000 square feet

**Table 23 Trip Distribution Assumptions**

Route	Percent	Daily Trips	AM Trips	PM Trips
To/from north on California Drive	2	-4	1	-0
To/from north on Rollins Road	3	-6	1	-1
To/from north on US 101	30	-59	14	-8
To/from north on Old Bayshore Highway	4	-7	2	-1
To/from south on Broadway	10	-20	5	-3
To/from east on Airport Boulevard	3	-6	1	-1

Route	Percent	Daily Trips	AM Trips	PM Trips
To/from south on US 101	20	-40	9	-6
To/from south on Rollins Road	3	-6	1	-1
To/from south on Carolan Avenue	2	-4	1	-0
To/from south on California Drive	10	-20	5	-3
To/from west on Oak Grove Avenue	10	-20	5	-3
To/from east on Oak Grove Avenue	3	-6	1	-1
Total	100	-198	46	-28

Source: W-Trans, 2019

According to the *County of San Mateo Traffic Impact Study Requirements, 2013*, a project would have a significant impact if the project would cause an intersection to operate at a level of service that violates that standard overall LOS of C with no individual movement operation at worse than D. With project-related traffic added to baseline volumes, the study intersections are expected to operate at the same LOS as without the proposed project as demonstrated in **Table 24**. Because the project's expected trip generation preserve the existing LOS of all study intersections, operational impacts to traffic and level-of-service (LOS) standards would be less than significant.

**Table 24 Levels of Service**

Study Intersection Approach	Baseline Conditions				Baseline Plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
US 101 Northbound Ramps/Bayshore Highway	30.4	C	26.2	C	30.5	C	26.2	C
Broadway-Airport Boulevard/Bayshore Highway	12.4	B	15.3	B	12.3	B	15.4	B
US 101 Southbound Ramps/Broadway	21.0	C	14.7	B	20.8	C	14.7	B

Study Intersection <i>Approach</i>	Baseline Conditions				Baseline Plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Rollins Road/Broadway	25.7	C	20.5	C	26.7	C	20.4	C
Rollins Road/Cadillac Way	7.4	A	6.8	A	7.4	A	6.8	A
Rollins Road/Toyon Drive	10.6	B	29.4	D	10.6	B	29.4	D
Carolan Avenue/Broadway	21.7	C	25.9	C	21.7	C	25.9	C
Carolan Avenue/Cadillac Way	4.5	A	7.2	A	4.5	A	7.2	A
<i>Westbound approach</i>	28.5	D	24.8	C	28.5	D	24.8	C
California Drive/Broadway	32.3	C	40.0	D	32.2	C	40.0	D
California Drive/Carmelita Avenue	15.6	B	12.0	B	15.6	B	12.0	B
Chula Vista Avenue/Broadway	1.4	A	3.2	A	1.4	A	3.2	A
California Drive/Oak Grove Avenue	30.0	C	24.0	C	30.4	C	24.0	C

Source: W-Trans, 2019.

### Informational VMT Analysis

An evaluation of VMT is not a requirement contained in either the City or the County of San Mateo guidelines but is provided for informational purposes as lead agencies work to adopt revised transportation significance criteria in alignment with the Final Adopted Text for Revisions to the CEQA Guidelines, December 2019. Specifically, Section 15064.3, Determining the Significance of Transportation Impacts, which states that for land use projects where the “VMT exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along

an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease VMT in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.” The proposed project is located within approximately one-quarter of a mile of the Broadway Millbrae Shuttle, and based on the Final Adopted Text would be presumed to have a less than significant impact upon adoption of updated significance criteria.

An informational VMT analysis has been prepared; and as noted above, the project would be presumed to have a less than significant impact based on transit access. Since the City has not yet adopted an applicable threshold of significance regarding VMT analysis, the recommended threshold of significance from the California Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impact in CEQA, November 2017 for residential projects has been applied to this study. The recommended threshold generally states that a proposed project that fails to decrease per capita VMT (from baseline existing conditions) by at least 15 percent may indicate a significant transportation impact. Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capita.

To develop an estimate of the VMT per capita generated by the proposed project three pieces of data are required; the total number of daily vehicle trips anticipated to be generated by the project, the average length of those trips, and the total number of residents for the proposed project. The daily trip generation estimate was developed as part of this study. The average daily trip length data was collected from Table 4.3 Trip Type Information from Appendix A of the City General Plan DEIR. An estimate for the number of residents was developed using the total number of proposed apartments and the estimated total number of residents living in apartments at buildout of the General Plan, from Appendix A of the DEIR. The following data was used to develop the estimate of VMT per capita:

- Daily Trip Generation: 816 trips
- Average trip length: 5.26 miles

The estimated VMT per capita for the projected project, without taking into consideration travel demand management strategies, is 10.01 VMT per capita. The existing VMT per capita for the City was published in Appendix D of the DEIR for the City’s General Plan TIA Hexagon Supporting Analysis and Data, Hexagon Transportation Consultants, Inc. This study estimated the existing VMT per capita at 8.18 miles. The proposed project exceeds a level of 15 percent below the existing VMT per capita. However, as noted above, the proximity to high-quality transit service along a transit corridor would be presumed to result in a less than significant impact.

**c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Less than Significant)**

The project would relocate an existing driveway by a few feet but would not otherwise involve changes to vehicle infrastructure. To achieve adequate sight distance, parking would be prohibited for a distance of 20 feet on either side of the driveway through the addition of red curbing. Parking would also be prohibited in two on-street spaces approximately 165 feet south of the driveway and a loading zone would be adjacent to the southern red curb. These measures

would improve the sight distance of automobiles and bicyclists approaching and exiting the project site. Furthermore, any site improvements would need to conform to current design standards. Therefore, there would be a less than significant impact caused by the project related to an increase in hazards due to design features or incompatible uses.

**d) Result in inadequate emergency access? (Less than Significant)**

Emergency access would be provided via Rollins Road. The project would not impact emergency access on nearby streets. Because the project site would have adequate emergency access, the impact would be less than significant.

## 18 Tribal Cultural Resources

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<b><i>Would the project:</i></b>				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### ***Setting***

Information in this section was incorporated from a Sacred Lands File search completed for the project site in August 2019 (**Appendix M**) and a CHRIS records search (**Appendix E**) conducted in September 2019.

### ***Discussion***

- i) Cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? (No Impact)**

As stated above in **Section 5, Cultural Resources**, according to a CHRIS records search completed in September 2019, The State Office of Historic Preservation Historic Property Directory (OHP HPD) (which includes listings of the California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and the

National Register of Historic Places) lists no recorded buildings or structures within or adjacent to the project site. In addition to these inventories, the NWIC base maps show no recorded buildings or structures within the proposed project area. Therefore, no impact would occur.

- ii) **Cause a substantial adverse change in the significance of a tribal cultural resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (Less than Significant with Mitigation Incorporated)**

As discussed in **Section 5, Cultural Resources** a recorded shellmound may be located on the project site. Given the potential presence of this resource on the project site, **Mitigation Measure CUL-1** would require a pre-construction survey and review of the site by a qualified archaeologist, as well as a halt to construction if archaeological resources are encountered during construction.

A Sacred Lands File search was requested on August 9, 2019 (**Appendix M**). The Sacred Lands File, operated by the NAHC, is a confidential set of records containing places of religious or social significance to Native Americans. A response from the NAHC was received on August 16, 2019. This response indicated that no Native American cultural sites had previously been identified on the project site. The NAHC recommended that the City to consult with five tribes associated with the region. In accordance with Section 21080.3.1 of the California Public Resources Code and AB 52, the City of Burlingame has provided a Notice of Opportunity to Native American tribes to request consultation for project within the city. On August 20, 2019, letters were sent to the following five Native American tribes: Costanoan Rumsen Carmel Tribe, Amah Mutsun Tribal Band of Mission San Juan Bautista, Muwekma Ohlone Indian Tribe of the San Francisco Bay Area, Ohlone Indian Tribe, and Indian Canyon Mutsun Band of Coastanoan. The letters contained information about the project; an inquiry for any unrecorded Native American cultural resources or other areas of concern within or adjacent to the project site; and a solicitation of comments, questions, or concerns regarding the project. To date, one response from the Ohlone Indian Tribe has been received, requesting the results of the CHRIS search. The City shared the CHRIS results and no further correspondence was received. The tribes that were identified and contacted by the City will be given a copy of the draft IS/MND to ensure that they have the opportunity to comment on the project during the public circulation period.

In addition to tribal consultation, implementation of **Mitigation Measure CUL-1** and **CUL-2** would ensure any previously unidentified Native American archeological resources or remains encountered during construction are handled appropriately, as the CHRIS search suggest that there is a high potential for Native American sites to occur at the project site. With implementation of these mitigation measures, impacts to tribal cultural resources would be less than significant.

## 19 Utilities and Service Systems

<i>Issues</i> <i>Would the project:</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater or storm water drainage, electric power, natural gas, or telecommunications facilities the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### *Setting*

The Burlingame Public Works Department administers the City’s water system. According to the General Plan, the City receives its water supply from the San Francisco Public Utilities Commission which obtains 85 percent of its water supply from Hetch Hetchy Reservoir and 15 percent from local watersheds. According to the General Plan, the City’s average water demand is 4.8 million gallons per day (mgd), or 91 percent of the City’s 5.24 mgd allotted supply. The City also uses .3 mgd of recycled water and operates one groundwater well for irrigation purposes. Generally, 41 percent of water consumption is from single-family residential uses, 17 percent by

multifamily residential uses, 12 percent by industrial uses, 13 percent from commercial uses, 5 percent from irrigation uses, and 5 percent from institutional uses.<sup>28</sup>

The City's Public Works Department services the project site's water and wastewater system. Wastewater flows are carried to the Waste Water Treatment Plant (WWTP) at 1103 Airport Boulevard, which serves the entire City as well as approximately one-half of the Town of Hillsborough. The average daily flow through the WWTP ranges between 3.0 and 3.5 mgd, or 55 to 64 percent of the facility's 5.5 mgd capacity.

The City's stormwater system consists of a series of storm drains, catch basins, manholes, inlets, storm drain pipes and other features located through the city. The City's stormwater system is entirely separate from the sanitary sewer system and feeds water directly into natural water features (City of Burlingame, 2018d). A catch basin at the project site connects to a gravity main that drains to the northwest.

Recology San Mateo (Recology) provides solid waste, recycling, and organic materials collection, transportation, and disposal services to the City. Recology hauls recyclables and organic solid waste to the Shoreway Environmental Center in San Carlos for sorting. The solid waste and recyclables are processed and sent to the appropriate facility. Solid waste is sent to the Ox Mountain Landfill in Half Moon Bay. This facility has a maximum throughput of 3,598 tons per day and is estimated to close in 2039.<sup>29</sup>

The Burlingame Public Works Department provides water and wastewater service to the project site. The project site is connected to the City's utility infrastructure which includes an existing 14-inch domestic water service line, 51-inch sanitary sewer line. A fire service line between 6 and 8 inches will be created to connect to the existing domestic water service line. The new building would also connect to existing natural gas and electricity lines. Stormwater at the site will drain into an existing catch basin on Rollins Road that connects to a 12-inch stormwater line. The new building would tie-in to this existing line to convey stormwater infrastructure. The project would comply with the 2016 CBC, 2016 California Mechanical Code, 2016 California Electrical Code, 2016 California Plumbing Code, 2016 California Energy Code, 2016 California Fire Code, and 2016 California Green Building Standards Code.

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<sup>28</sup>City of Burlingame, 2016. *2015 Urban Water Management Plan*. Available: [https://www.burlingame.org/document\\_center/Water/2015%20Urban%20Water%20Management%20Plan.pdf](https://www.burlingame.org/document_center/Water/2015%20Urban%20Water%20Management%20Plan.pdf). Accessed: May 29, 2019.

<sup>30</sup>Devincenzi, Monica; Municipal Relationships Manager; Personal Communication September 17, 2019.

## ***Discussion***

- a) **Require or result in the relocation or construction of new or expanded water, wastewater or storm water drainage, electric power, natural gas, or telecommunications facilities the construction or relocation of which could cause significant environmental effects? (Less than Significant)**

and

- b) **Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (Less than Significant)**

The project site is largely paved and developed with a restaurant and elevated tennis/basketball courts. Wastewater generated on the project site would originate from the new residential building and no industrial wastewater would be generated by the project. As a result, no specific changes to the wastewater treatment plan would be required to treat these flows. The project would increase water demand and wastewater generation because the project would introduce 150 housing units. Although the proposed project would increase contributions to existing wastewater volumes, the City's wastewater infrastructure is currently operating below capacity; the City has the capacity to treat 5.5 million gallons of water per day, but currently only treats between 3.0 and 3.5 mgd.<sup>30</sup>

As stated in the General Plan, the City currently uses less than its allocated amount of water from the San Francisco Public Utilities Commission and is not expected to exceed its water allocations through 2030. The City's Urban Water Management Plan identifies the City's Individual Supply Guarantee as 1,909 million gallons of water and the City used 1,283 million gallons in 2015. Based on the City's average residential water use of 75 gallons of water per day, the project would require 9.9 million gallons annually.<sup>31</sup> Therefore, the project would require the use of less than 2 percent of the City's remaining Individual Supply Guarantee. As such, the project would have sufficient water supply during normal, dry and multiple dry years.

The project site is connected to the City's utility infrastructure and includes 14-inch water lines and 51-inch sanitary sewer lines that would adequately supply the project's needs. Therefore, this impact would be less than significant.

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<sup>30</sup>City of Burlingame, 2016. *2015 Urban Water Management Plan*. Available: [https://www.burlingame.org/document\\_center/Water/2015%20Urban%20Water%20Management%20Plan.pdf](https://www.burlingame.org/document_center/Water/2015%20Urban%20Water%20Management%20Plan.pdf). Accessed: May 29, 2019.

<sup>31</sup>City of Burlingame, 2016. *2015 Urban Water Management Plan*. Available: [https://www.burlingame.org/document\\_center/Water/2015%20Urban%20Water%20Management%20Plan.pdf](https://www.burlingame.org/document_center/Water/2015%20Urban%20Water%20Management%20Plan.pdf). Accessed: May 29, 2019.

- c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments (Less than Significant)**

The project site is developed with urban uses including a restaurant and elevated tennis/basketball courts. The project would reduce the pervious surfaces at the site from 40,380 square feet to 39,697 square feet. State regulations require that projects involving the removal or replacement of over 10,000 square feet of impervious surfaces must implement measures to cleanse stormwater runoff prior to leaving the site. As part of the developer's Stormwater Management Plan, the project would include stormwater treatment onsite. Because stormwater would be treated onsite, no new or expanded stormwater drainage facilities would be required, and the impact would be less than significant.

- d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (Less than Significant)**

Construction activities such as utility trenching and foundation excavation would generate construction debris and excavated materials onsite. The project would be subject to City and state requirements to recycle up to 60 percent of its construction and demolition wastes. Additionally, a minimum of 25 percent of structural material must be recycled.<sup>32</sup> Material that cannot feasibly be used onsite or recycled would be off-hauled by trucks to the Ox Mountain Landfill.

Californians create an average of 6.2 pounds of waste per day.<sup>33</sup> At this rate, project operation would create 2,232 pounds of waste per day, less than 1 percent of the Ox Mountain Landfill's remaining daily capacity. Therefore, this impact would be less than significant.

- e) Comply with federal, state, and local statutes and regulations related to solid waste? (No Impact)**

The project proposes to increase residential development and change the land use to residential, and therefore would not result in the generation of unique types of solid waste that would conflict with existing regulations applicable to waste disposal. The project would be required to comply with the City's solid waste disposal requirements, including recycling programs established under AB 939. As a result, the project would comply with federal, state, and local statutes and regulations related to solid waste and there would be no impact.

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<sup>32</sup>City of Burlingame, n.d. Construction and Demolition Recycling Requirements. Available: [https://www.burlingame.org/document\\_center/Building/1704%20New%20Recycling%20Handout%208-1-08.pdf](https://www.burlingame.org/document_center/Building/1704%20New%20Recycling%20Handout%208-1-08.pdf). Accessed: August 19, 2019.

<sup>33</sup>CalRecycle, 2019. California's 2017 Per Capita Disposal Rate Estimate. Available: <https://www.calrecycle.ca.gov/Igcentral/goalmeasure/disposalrate/mostrecent>. Accessed: August 19, 2019.

## 20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones,

<i>Issues</i> <i>Would the project:</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### *Setting*

The California Department of Forestry and Fire Protection (CAL FIRE) Fire Hazard Severity Zones (FHSZ) Maps includes proposed Fire Hazard Severity Zone Maps for State Responsibility Area lands and separate draft Very High Fire Hazard Severity Zone Maps for Local Responsibility Area lands. CAL FIRE allows those reviewing local responsibility area hazard zone maps to verify any adopted ordinances that may affect communities' hazard mapping and building code requirements. The project site is not located within a Fire Hazard Severity Zone <sup>34</sup>

<sup>34</sup> California Department of Fire and Forestry Protection, 2008. California Fire Hazard Severity Zone Map Update Project. Available at [http://www.fire.ca.gov/fire\\_prevention/fhsz\\_maps\\_sanmateo](http://www.fire.ca.gov/fire_prevention/fhsz_maps_sanmateo). Accessed May 5, 2019.

***Discussion***

- a) **Substantially impair an adopted emergency response plan or emergency evacuation plan? (Less Than Significant)**  
  
and
- b) **Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? (Less Than Significant)**  
  
and
- c) **Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (Less Than Significant)**  
  
and
- d) **Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (Less Than Significant)**

Less than Significant. As mentioned above in **Section 9**, Hazards and Hazardous Materials, the project would build a new structure on previously developed commercial and residential land. Access points to the site would be constructed to ensure proper access for emergency vehicles. The City does not have an established evacuation plan. The existing land uses local to the project preclude factors such as slopes or strong winds from exacerbating wildfire risk. The topography of the surrounding area is generally flat and dense development on all sides of the project apart from the north prevents strong winds from other directions. The north side of the project could potentially face strong winds coming from the north, but these winds would be halted by surrounding development. Similarly, post-fire impacts such as drainage changes and landslides would not occur as the project site and its surroundings are highly urbanized and flat and do not have any steep slopes or hillsides that would be susceptible to landslides or flooding. The project would not require the installation or maintenance of infrastructure that may exacerbate fire risk. Further, the project site is not located within a FHSZ. This impact would be less than significant.

## 21 Mandatory Findings of Significance

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Does the project have the potential to substantially 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### *Discussion*

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

The project site is located in a densely developed area and contains no valuable or sensitive habitats. While trees located on and near the site may provide habitat for nesting birds, **Mitigation Measure BIO-1** described in **Section 4, Biological Resources** would ensure that impacts to biological resources would be less than significant. There is a possibility of encountering buried cultural resources during construction; however, **Mitigation Measure CUL-1** and **CUL-2** would ensure that any impacts would be less than significant.

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

The existing project site is currently developed for restaurant, parking, and recreation-related uses, which would be replaced with new residential uses with implementation of the project. The project would have potential impacts to aesthetics, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, tribal cultural resources, and utilities and service systems. Incorporation of mitigation measures discussed within this initial study would reduce these impacts to a less-than-significant level.

Furthermore, the project site is governed by the City’s General Plan and the BMC, Title 25-Zoning. The project would require a General Plan amendment to change the land use to High Density Residential and a rezoning to R-4 Multifamily Residential. With approval of these amendments, this impact would be less than significant.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Less than Significant with Mitigation Incorporated)**

The implementation of the mitigation measures identified herein would reduce all potential impacts to a less-than-significant level. Therefore, the project would not result in impacts that would cause substantial adverse effects on human beings, either directly or indirectly.

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