

1433 FLORIBUNDA AVENUE

INITIAL STUDY AND ENVIRONMENTAL CHECKLIST FORM CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

1. **Project Title:** 1433 Floribunda Avenue – Construction of a New Four-story, 10-Unit Residential Condominium
2. **Lead Agency Name and Address:** City of Burlingame
501 Primrose Road
Burlingame, CA 94010
3. **Contact Person and Phone Number:** Ruben Hurin, Senior Planner
Telephone: (650) 558-7250
E-Mail: rhurin@burlingame.org
4. **Project Location:** 1433 Floribunda Avenue
Burlingame, CA
5. **Assessor’s Parcel Number:** 029-112-050
6. **Project Sponsor’s Name and Address:** Samir Sharma
1281 Lawrence Station Road #340
Sunnyvale, CA 94089
7. **General Plan Designation:** High Density Residential
Downtown Specific Plan:
R-3 Base District
8. **Zoning:** R-3
9. **Description of Project:** The applicant is proposing a new, four-story, 10-unit residential condominium project with below-grade parking at 1433 Floribunda Avenue, zoned R-3. The project site currently contains 5 residential units in two buildings, which would be demolished to build the proposed 10-unit residential condominium building. The site is bordered by a two-story multifamily building to the west, and three-story multifamily buildings to the north, south and east (see Figure 1).

The proposed building would contain ten residential units in four floors and a below-grade parking garage. Each of the ten condominium units will contain an entry, living and dining areas, kitchen, two bedrooms, bathrooms and a space for a washer/dryer. The average unit size proposed is 1,125 SF (1,250 SF average maximum unit size permitted). Bicycle parking and an area for trash receptacles is provided in the below-grade garage.

The zoning code requires 15 parking spaces for the residents of the units (1.5 spaces for each two-bedroom unit) and an area for on-site deliveries, for a total of 16 on-site parking spaces. There are no guest parking spaces required for properties located within the Downtown Specific Plan area. Four of the required parking spaces would be provided by way of parking lifts located at the rear of the garage (parking lifts would provide four parking spaces above four ground spaces). Access to the proposed below-grade garage would be from Floribunda Avenue by way of a driveway at the east end of the property. A gate is proposed to enclose the driveway and parking area (see Figure 2).

The property is an existing lot with a public street frontage of 49.63' where 55' is required, and the property narrows to 44.83' at the rear of the lot. Given the narrow width of the lot, accommodating all of the required parking spaces, service vehicle space and backup areas is challenging, even with the reduced parking requirements of the Downtown Specific Plan. The proposed project includes parking lifts to provide four of the required parking spaces. By relocating spaces that would have been on the ground, the parking lifts also provide room to accommodate a service vehicle space on the site.

The applicant is proposing to use Klaus parking lifts (see attached specifications). The proposed parking lifts can accommodate vehicles up to 8'-2" wide x 17'-0" long. Building Section 1 on sheet A4.1 shows that the proposed floor-to-ceiling garage height in the area where the parking lifts are located is 12'-0". This height would be sufficient to accommodate Klaus lift #26061-190, which requires a clearance of 137.79 inches (11'-6"). This lift would be able to accommodate a medium size SUV on the lower level of the lift (vehicle up to 5'-10" tall) and a standard vehicle on the upper level (vehicle up to 4'-11" tall). The applicant provided specifications for a 2014 Ford Explorer which shows that it is 5'-10" tall, 7'-6" wide and 16'-5" long.

Materials proposed for the exterior of the building include stucco, simulated limestone veneer, metal panels, cement panels and cement board siding, composite wood at the balconies and an aluminum fascia along the roof edge. Aluminum clad wood windows and doors would be used throughout the building. Steel structural posts are proposed at the front of the building. The overall height of the building is proposed at 46'-0" above average top of curb level where 46'-0" is the maximum allowed (using the Inclusionary Zoning incentive). On sheet A3.3, two visual simulations are provided looking north-east and south-west along Floribunda Avenue.

There is a total of 1,117 SF (111.7 SF/unit) of common open space proposed for the condominium project where 1,000 SF (100 SF/unit) is required. Of the required common open space, a minimum of 50% must be in soft landscaping (500 SF); 581 SF of the provided common open space is proposed to be landscaped and therefore is in compliance. There is 79 SF to 358 SF in private open space per unit (75 SF/unit is the minimum required) provided in balconies and at grade. The applicant is proposing 52% (423 SF) landscaping in the front yard where 50% (403 SF) is the minimum required. The project meets all other zoning code and condominium permit requirements.

Currently, there are four existing oak trees (9-inch and 11-inch diameter along the left side property line; 32-inch and 34-inch diameter along the right side property line) and one existing 29-inch diameter palm tree on the subject property. The applicant is proposing to remove the four existing oak trees and transplant the existing palm tree closer to the front of the lot if feasible. An arborist report prepared by Ralph Osterling Consultants, Inc., dated May 16, 2013, notes that the two larger oak trees are in fair condition and that "past pruning for existing building clearances on the subject property and on the adjacent property have resulted in off-balance crowns and have restricted rooting areas." The arborist report recommends that with the proposed development these oak trees should be removed.

The existing 32-inch and 34-inch diameter oak trees meet the definition of a protected-size tree in the Burlingame Urban Reforestation and Tree Protection Ordinance. In his memo dated March 11, 2013, the City Arborist notes that a Tree Removal Permit will be required from the City of Burlingame to remove these trees. The existing 9-inch and 11-inch oak trees are not protected size and may be removed without a permit.

In accordance with the City's requirements, each lot developed with a multifamily residential use is required to provide a minimum of one 24-inch box-size minimum non-fruit trees for every 2,000 SF of lot coverage. Based on the proposed project, a total of four landscape trees are required on site. The proposed landscape plan for the project complies with the on-site reforestation requirements. There will

be a total of seventeen trees on site, including an existing palm tree at the front of the lot, four new 24-inch box Japanese maple trees (*Acer palmatum* “fireglow”) at the rear of the lot and twelve new 24-inch box Fern Pine trees (*Podocarpus gracilior*) along the right side property line (sixteen new trees on site proposed, where a minimum of four landscape trees are required). Two new street trees, *Acer Rubrum* “October Glory”, will be planted as part of the project.

This project is subject to Inclusionary Zoning regulations which require that an affordable unit be included with any residential projects with four or more units. The 10-unit proposal requires one affordable unit. The applicant is proposing that Unit B1, a 1,065 SF two-bedroom unit will be the affordable unit.

The inclusionary zoning ordinance allows the applicant to apply up to two of three incentives offered including increasing the building height (up to 46'-0" without a conditional use permit), reducing the common open space by up to 50% or 200 SF (whichever is greater), or increasing the number of compact parking stalls to 50% of the required parking. The applicant is using the incentive to increase the building height without a conditional use permit (46'-0" building height proposed). Based on this proposal, the affordable unit must be maintained at that market rate for 10 years.

10. Surrounding Land Uses and Setting: The project site currently contains five residential units in two buildings. The existing buildings were not identified on the Draft Inventory of Historic Resources of the Burlingame Downtown Specific Plan.

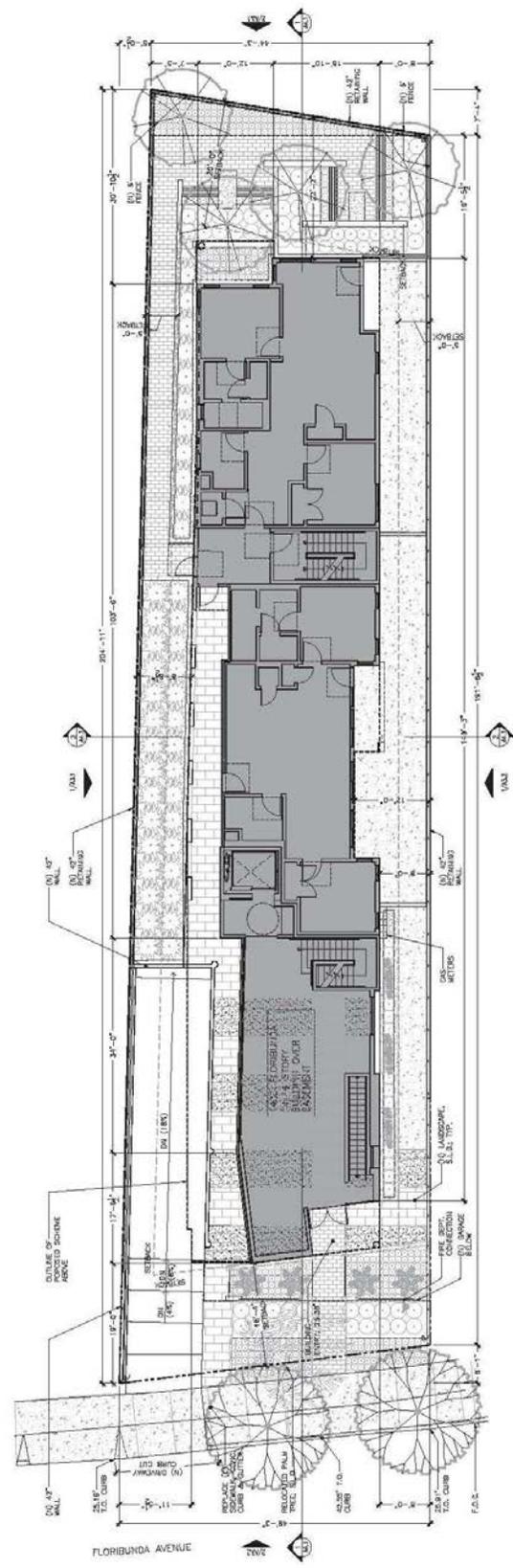
The site is bordered by a two-story multifamily building to the west and three-story multifamily buildings to the north, south and east. The surrounding area to the sides and rear is planned for high density residential uses (51+ units per acre) and is zoned R-3 (multi-family residential). The properties across Floribunda from the site are planned for medium-high density residential uses (20-50 units per acre) and are zoned R-3 (multi-family residential). The density of the proposed project is 45.9 dwelling units per acre and is within the densities allowed in the General Plan.

11. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement): The proposed project would require Planning Commission approval for a condominium permit, design review, and a parking variance for providing required off-street parking spaces in parking lifts. A building permit will be required from the City of Burlingame Community Development Department, Building Division, for construction of the condominiums. Demolition of existing structures will require a permit from the Bay Area Air Quality Management District. An encroachment permit from the Burlingame Public Works Department will be required for any storm water improvements or other work within the public right-of-way.

12. Downtown Specific Plan: The proposed project is within the boundaries of the Downtown Specific Plan. The Downtown Specific Plan includes Standard Conditions of Approval that apply to all projects within the Downtown Specific Plan Area. The conditions incorporate development standards and policies from several adopted plans and policies (such as the Burlingame Municipal Code, General Plan, and other requirements of jurisdictional agencies) and would substantially mitigate potential environmental impacts from future projects. These conditions are required to be included in the discussions and analysis of subsequent environmental review for all projects within the Downtown Specific Plan Area.



Figure 1



1 SITE PLAN, NEW

Figure 2

Environmental Impacts

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

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial evaluation:

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



Signature

WILLIAM MEEKER
Printed Name

1/6/2014
Date

CITY OF BURLINGAME
For

Summary of Mitigation Measures 1433 Floribunda Avenue	
Environmental Factor	Mitigation Measure
Aesthetics	Mitigation Measure 1a: The project sponsor shall be subject to the design review process to evaluate the aesthetics of the construction of a residential condominium in the Downtown Specific Plan R-3 District.
Air Quality	<p>Mitigation Measure 3a: During construction, the project sponsor shall ensure implementation of the following mitigation measures during project construction, in accordance with BAAQMD standard mitigation requirements:</p> <ul style="list-style-type: none"> a) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. b) All haul trucks transporting soil, sand, or other loose material off-site shall be covered. c) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry sweeping is prohibited. d) All vehicle speeds on unpaved roads shall be limited to 15 mph. e) All roadways, driveways, sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. f) Idling times shall be minimized either by shutting off equipment when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. g) All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. h) Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. <p>Mitigation Measure 3b: The project sponsor shall implement the following GHG reduction measures during construction activities:</p> <ul style="list-style-type: none"> a) Alternative-Fueled (e.g., biodiesel, electric) construction vehicles/equipment shall make up at least 15 percent of the fleet; b) Use at least 10 percent local building materials; and c) Recycle at least 50 percent of construction waste or demolition materials. <p>Mitigation Measure 3c: The project shall include a common facility for trash disposal, recycling, and composting as shown on the project plans date stamped December 30, 2013.</p>

Summary of Mitigation Measures 1433 Floribunda Avenue	
	<p>Mitigation Measure 3d: The project sponsor shall participate in all residential recycling and composting programs offered by the solid waste provider to multifamily residential customers. This shall include the composting program, currently offered as an optional service.</p>
Biological Resources	<p>Mitigation Measure 4a: The applicant shall comply with the City's on-site reforestation requirements as approved by the City Arborist.</p> <p>Mitigation Measure 4b: That a certified arborist's report showing how the existing trees to remain will be protected during construction, to be approved by the Parks Department, shall be prepared prior to issuance of a building permit; the approved tree protection plan shall be implemented prior to any construction on the site.</p> <p>Mitigation Measure 4c: Construction under the Downtown Specific Plan shall avoid the March 15 through August 31 avian nesting period to the extent feasible. If it is not feasible to avoid the nesting period, a survey for nesting birds shall be conducted by a qualified wildlife biologist no earlier than 7 days prior to construction. The area surveyed shall include all clearing/construction areas, as well as areas within 250 ft. of the boundaries of these areas, or as otherwise determined by the biologist. In the event that an active nest is discovered, clearing/construction shall be postponed within 250 ft. of the nest, until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts.</p>
Cultural Resources	<p>Mitigation Measure 5a: In the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 100 feet of the resources shall be halted and after notification, the City shall consult with a qualified archaeologist and Native American representative to assess the significance of the find. If any find is determined to be significant (CEQA Guidelines 15064.5[a][3] or as unique archaeological resources per Section 21083.2 of the California Public Resources Code), representatives of the City and a qualified archaeologist shall meet to determine the appropriate course of action. In considering any suggested mitigation proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeological resources, the lead agency shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for historical resources or unique archaeological resources is carried out.</p> <p>Mitigation Measure 5b: If paleontological resources, such as fossilized bone, teeth, shell, tracks, trails, casts, molds, or impressions are discovered during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a qualified paleontologist can assess the</p>

Summary of Mitigation Measures 1433 Floribunda Avenue	
	<p>significance of the find and, if necessary, develop appropriate treatment measures in consultation with the City of Burlingame.</p> <p>Mitigation Measure 5c. If human remains are discovered at any project construction sites during any phase of construction, all ground-disturbing activity 100 feet of the resources shall be halted and the City of Burlingame and the County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California’s Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project applicant shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Burlingame shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project applicant shall implement approved mitigation, to be verified by the City of Burlingame, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.</p>
Geology and Soils	<p>Mitigation Measure 6a: The project sponsor shall submit a detailed design level geotechnical investigation to the City of Burlingame Building Division for review and approval. The investigation shall include recommendations to develop foundation and design criteria in accordance with the most recent California Building Code requirements. All foundations and other improvements shall be designed by a licensed professional engineer based on site-specific soil investigations performed by a California Certified Engineering Geologist or Geotechnical Engineer. All recommendations from the engineering report shall be incorporated into the residential development design. The design shall ensure the suitability of the subsurface materials for adequately supporting the proposed structures and include appropriate mitigations to minimize the potential damage due to liquefaction.</p>

Summary of Mitigation Measures 1433 Floribunda Avenue	
Hazards and Hazardous Materials	<p>Mitigation Measure 8a: That the applicant shall install fire sprinklers and a fire alarm system monitored by an approved central station as required by the Fire Marshal prior to the final inspection for building permit.</p> <p>Mitigation Measure 8b: That prior to demolition of the existing structures on the site, a survey shall be performed to determine if there is any presence of asbestos. The person who performs the survey must be Cal-OSHA certified. If asbestos is found, the BAAQMD (Bay Area Air Quality Management District) shall be immediately notified and the applicant shall comply with asbestos removal requirements.</p>
Hydrology and Water Quality	<p>Mitigation Measure 9a: The project applicant shall prepare and implement a storm water pollution prevention plan (SWPPP) for all construction activities at the project site. At a minimum, the SWPPP shall include the following:</p> <ul style="list-style-type: none"> a) A construction schedule that restricts use of heavy equipment for excavation and grading activities to periods where no rain is forecasted during the wet season (October 1 thru April 30) to reduce erosion associated intense rainfall and surface runoff. The construction schedule shall indicate a timeline for earthmoving activities and stabilization of disturbed soils; b) Soil stabilization techniques such as covering stockpiles, hydroseeding, or short-term biodegradable erosion control blankets; c) Silt fences, compost berms, wattles or some kind of sediment control measures at downstream storm drain inlets; d) Good site management practices to address proper management of construction materials and activities such as but not limited to cement, petroleum products, hazardous materials, litter/rubbish, and soil stockpile; and e) The post-construction inspection of all drainage facilities and clearing of drainage structures of debris and sediment. <p>Mitigation Measure 9b: The project shall comply with Ordinance 1503, City of Burlingame Storm Water Management and Discharge Control Ordinance.</p> <p>Mitigation Measure 9c: The project shall comply with Ordinance 1845, City of Burlingame Water Conservation in Landscape Ordinance.</p> <p>Mitigation Measure 9d: That all surface storm water runoff created during construction and future discharge from the site shall be required to meet National Pollution Discharge Elimination System (NPDES) standards as adopted by the City of Burlingame.</p>

Summary of Mitigation Measures 1433 Floribunda Avenue	
Noise	<p>Mitigation Measure 12a: That all construction shall be done during the hours of construction imposed by the City of Burlingame Municipal Code; these hours are between 7:00 a.m. and 7:00 p.m. on weekdays, 9:00 a.m. and 6:00 p.m. on Saturdays and 10:00 a.m. to 6:00 p.m. on Sundays. There shall be no construction on holidays.</p> <p>Mitigation Measure 12b: To reduce daytime noise impacts due to construction, the project sponsor shall require construction contractors to implement the following measures:</p> <ul style="list-style-type: none"> a) Equipment and trucks used for project construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, wherever feasible). b) Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible. <p>Mitigation Measure 12c: That the method of construction and materials used in construction shall insure that the interior noise level within the building and inside each unit does not exceed 45 dBA in any sleeping area.</p>
Transportation/Traffic	<p>Mitigation Measure 16a: The project sponsor shall obtain approval for a Parking Variance for satisfying off-street parking requirements with parking lifts.</p> <p>Mitigation Measure 16b: Klaus #26061-170 (or comparable) parking lifts shall be installed in the garage of each residential unit, with the following conditions:</p> <ul style="list-style-type: none"> a) The parking lifts shall be properly illuminated to provide safety for easy loading and unloading, while not causing excessive glare. b) Sound absorption materials will be used to minimize any excessive noise from the operation of the parking lifts. c) Signage shall be installed in each garage explaining the proper use of the lifts and emergency contact information for lift maintenance or problems. d) The applicant shall be required to work with the manufacturer to provide operational and safety training of the parking lifts to the original purchasers of the units. e) The final design of the parking lifts shall be subject to the review and approval of the Community Development Director.

Summary of Mitigation Measures 1433 Floribunda Avenue	
	<p>Mitigation Measure 16c: A minimum of sixteen (16) parking spaces shall be permanently maintained on the same lot with the building, including the spaces provided by the lifts accommodating four vehicles and the delivery vehicle space.</p> <p>Mitigation Measure 16d: Project sponsors shall provide adequate secure bicycle parking in the Plan Area at a minimum ratio of one bicycle spot for every 20 vehicle spots.</p>

<i>Issues (and Supporting Information Sources):</i>	<i>Significant or Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
1. AESTHETICS				
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

The proposed ten-unit condominium would replace five units in two single and two-story buildings. In this particular location, the land is essentially flat and the area is fully developed; no distant views or vistas are present.

The subject property is surrounded by two and three-story multifamily residential buildings. The building to the east is three stories, with a driveway along the adjacent property line. The building to the west is two stories, and is set back approximately 5 feet from the side property line of the subject property. A three-story multifamily residential building is located across the street from the site.

The proposed four-story condominium interjects a variation in the skyline by being placed between a three-story building to the left and a two-story building to the right of the subject property. The proposed four-story structure creates diversity in the surrounding area with the existing two and three-story buildings located in the immediate area. While there are no four-story buildings immediately adjacent to the site, there are taller buildings along this block and in the adjoining area.

The building design incorporates stucco, simulated limestone veneer, metal panels, cement panels and cement board siding, composite wood at the balconies and an aluminum fascia along the roof edge. Aluminum clad wood windows and doors would be used throughout the building. Steel structural posts are proposed at the front of the building. The neighboring buildings are architecturally nondescript, with minimal design details, and the proposed building has a higher level of detail than those neighboring. This proposed building has been designed in a manner that is consistent with the existing size and mass of the area and complies with the regulations for mass and bulk contained in the R-3 zoning regulations.

The zoning code regulations allow construction of a building up to 46 feet high as an incentive for providing an affordable unit. This project proposes to include one affordable unit and has chosen to use the height incentive contained in the zoning regulations to have a four-story building.

City of Burlingame General Plan: The City of Burlingame General Plan contains a Policy Plan that lists goals and objectives for the future development of the City. These goals focus on maintaining the small town identity and supporting the local economy. The following goal and objective apply to the project site:

Goal IV: To maintain and improve the quality of the environment to preserve the public health and enhance the prospects of enjoyment by residents and visitors.

Objective: Maintain the pleasant appearance prevailing in most of the City's residential areas and improve the visual quality in areas of less satisfactory appearance.

Burlingame Downtown Specific Plan: The project site is located within the planning area of the Burlingame Downtown Specific Plan. The Specific Plan provides goals and policies that would encourage housing opportunities in Downtown Burlingame:

Goal LU-6: Promote diversity in housing type and affordability within the Downtown area.

Goal D-3: Preserve and enhance small-town scale with walkable, pedestrian-scaled streets.

The Specific Plan also contains Design Guidelines for the different uses within the planning area. The project site is located in a residential area, for which there are guidelines in the Specific Plan. The related guidelines are summarized below:

1. *Architectural Diversity.* Residential projects should respect the diversity of building types and styles in the residential areas Downtown and seek to support it by applying the following principles:
 - Design buildings to maintain general compatibility with the neighborhood.
 - Respect the mass and fine scale of adjacent buildings even when using differing architectural styles.
 - Maintain the tradition of architectural diversity, but with human scale regardless of the architectural style used.
 - Create buildings with quality materials and thoughtful design to last into the future.
2. *Pedestrian Use and Character.*
 - Primary pedestrian access to all ground-level uses should be from the sidewalk along the public street. Entries should be clearly defined features of front façades. Common entrances for multiple units are encouraged to have appropriately-scaled, usable gathering spaces at or adjacent to entrances that invite informal social interaction with neighbors.
 - Residential development may have a finished floor elevation up to 5 feet above sidewalk level to provide more interior privacy for residents. Entry porches or stoops along the street are encouraged to bridge this change in elevation and connect these units to the sidewalk to minimize any physical separation from the street level. The street-level frontage should be visually interesting with frequent unit entrances and clear orientation to the street.
 - Curb cuts should be minimized to promote traffic and pedestrian safety and create cohesive landscaping and building façades. A maximum of two curb cuts should be provided for projects requiring 30 parking spaces or more; for projects with less than 30 spaces, only one curb cut should be provided. One-way driveways should have curb cuts with a fully depressed width no greater than 12 feet; two-way curb cuts should be no greater than 22 feet. On-site bicycle parking for residents is encouraged.

3. *Architectural Compatibility*

- Massing and street façades shall be designed to create a residential scale in keeping with Burlingame neighborhoods. Articulation, setbacks, and materials should minimize massing, break down the scale of buildings, and provide visual interest.
- Parking should not be allowed to dominate the character of the project. Where enclosed parking is at ground level, it should be fronted or wrapped with habitable uses when possible. If it is not possible to fully wrap the parking, it should be incorporated into the design of the facade. Semi-depressed parking (partly below ground and partly exposed above ground) should be screened with architectural elements that enhance the streetscape such as stoops, porches, or balcony overhangs.
- Interesting and varied roof forms are encouraged. Rooflines should emphasize and accentuate significant elements of the building such as entries, bays, and balconies. Rooftop equipment shall be concealed from view and/or integrated within the architecture of the building.

4. *Architectural Design Consistency*

- Facades should include projecting eaves and overhangs, porches, and other architectural elements that provide human scale and help break up building mass. All exposed sides of a building should be designed with the same level of care and integrity. Facades should have a variation of both positive space (massing) and negative space (plazas, inset doorways and windows).
- Elements such as entrances, stairs, porches, bays and balconies should be visible to people on the street.
- Building walls should be accented by well-proportioned openings that provide relief, detail and variation on the façade. Windows should be inset generously from the building wall to create shade and shadow detail. The use of high-quality window products that contribute to the richness, detail, and depth of the façade is encouraged. Windows with mullions should have individual window lights, rather than applied "snap-in" mullions that lack depth and are not integral to the window structure. Reflective glass is undesirable because of its tendency to create uncomfortable glare conditions and a visual barrier. Where residential uses are adjacent to each other, windows should be placed with regard to any open spaces or windows on neighboring buildings so as to protect the privacy of residents.
- Building materials should be richly detailed to provide visual interest. The use of materials that are reflected in the historic architecture present in the neighborhood is encouraged. Metal siding and large expanses of stucco or wood siding are also to be avoided. Roofing materials and accenting features such as canopies, cornices, tile accents, etc. should also offer color variation. Residential building materials should include quality details such as wrought iron, wood-framed windows, wood brackets and tile roofs.

5. *Site Amenities*

- Building setbacks should be appropriately landscaped to provide screening and introduce trees and plantings in this area. Landscaped setback areas should be integrated with buildings by providing openings in the building walls that connect the perimeter landscaping with interior courtyards and landscape pathways. Landscaping should be planned in relation to surrounding

vegetative types with special consideration being given to native species where possible. Pathways and courtyards should be made of pervious materials to allow groundwater absorption.

- In residential development, most open space should be used to provide attractive amenities for residents, including interior courtyards, outdoor seating options and perimeter landscaping. Balconies and rooftop terraces are encouraged.

Overall the design is consistent with the Downtown Specific Plan design guidelines. The project was reviewed by the Planning Commission in a design review study session and refinements were made to the design.

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

Figure 3 shows the existing shadow conditions for 9 AM, 12 noon, and 3 PM on March 21st, September 21st, and December 21st. Figure 4 indicates shadow impacts for the same dates and times for the proposed project as modeled from the dimensions provided on the submitted plans. Because the existing buildings on the site are set back further than the other buildings along the block, currently there is a break in the shadows along the sidewalk for this property. However, the shadows from the proposed project are similar to the shadows currently cast by the surrounding buildings. Based on these established criteria, the proposed four-story building would not create significant new shadows/shade on public and/or quasi-public open spaces and major pedestrian routes. There are no public or quasi-public open spaces adjacent, and the adjacent pedestrian route (Floribunda Avenue sidewalk) would only experience shading for some of the morning hours. Overall the shading is comparable to surrounding buildings. Therefore the project would not be considered to have significant shadow impacts.

Exterior lighting provided for the project will be required to comply with exterior lighting regulations of Burlingame Municipal Code Chapter 18.16.030, which regulates exterior illumination for residential and commercial zones of the City. It requires that exterior lighting on all residential and commercial properties shall be designed and located so that the cone of light and/or glare from the lighting element is kept entirely on the property or below the top of any fence, edge or wall. It also requires that on all residential properties exterior lighting outlets and fixtures shall not be located more than nine (9) feet above adjacent grade or required landing; walls or portions of walls shall not be floodlit; only shielded light fixtures which focus light downward shall be allowed, except for illuminated street numbers required by the fire department.

In summary, the proposed four-story condominium building would be consistent with the massing, scale and setbacks in comparison to the existing two, three and four story buildings on adjacent sites and in the general vicinity. Landscaping would be added with the addition of four trees in the rear yard, two new street trees along the Floribunda street frontage and various plantings throughout the site. The landscaping will cover 52% of the minimum required front setback, where the zoning code requires that 50% of the front setback shall be landscaped. The project will provide 1,117 square feet of common open space, where the zoning code requires 1,000 square feet.

While the proposed structure would alter the visual character of the site, the project would not degrade the existing visual character or quality of the site or its surroundings because it was designed to be compatible in character, mass, orientation and architectural style with structures on the adjacent site and in the surrounding area.

Mitigation Measures

The design is largely consistent with the Downtown Specific Plan design guidelines. Implementation of **Mitigation Measure 1a** would reduce any impact to the visual character or quality of the site and its surroundings to less than significant.

Mitigation Measure 1a: The project sponsor shall be subject to the design review process to evaluate the aesthetics of the construction of a residential condominium in the Downtown Specific Plan R-3 District.

Sources

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

Burlingame Downtown Specific Plan, Burlingame, California, 2010.

City of Burlingame. 2010. *City of Burlingame Mitigated Negative Declaration, File No. ND-555-P, Burlingame Downtown Specific Plan*. May, 2010

City of Burlingame, *Municipal Code, Title 25 - Zoning*, Burlingame, California, 2013 edition.

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

Project plans date stamped December 30, 2013.

Site Visit, December, 2013.

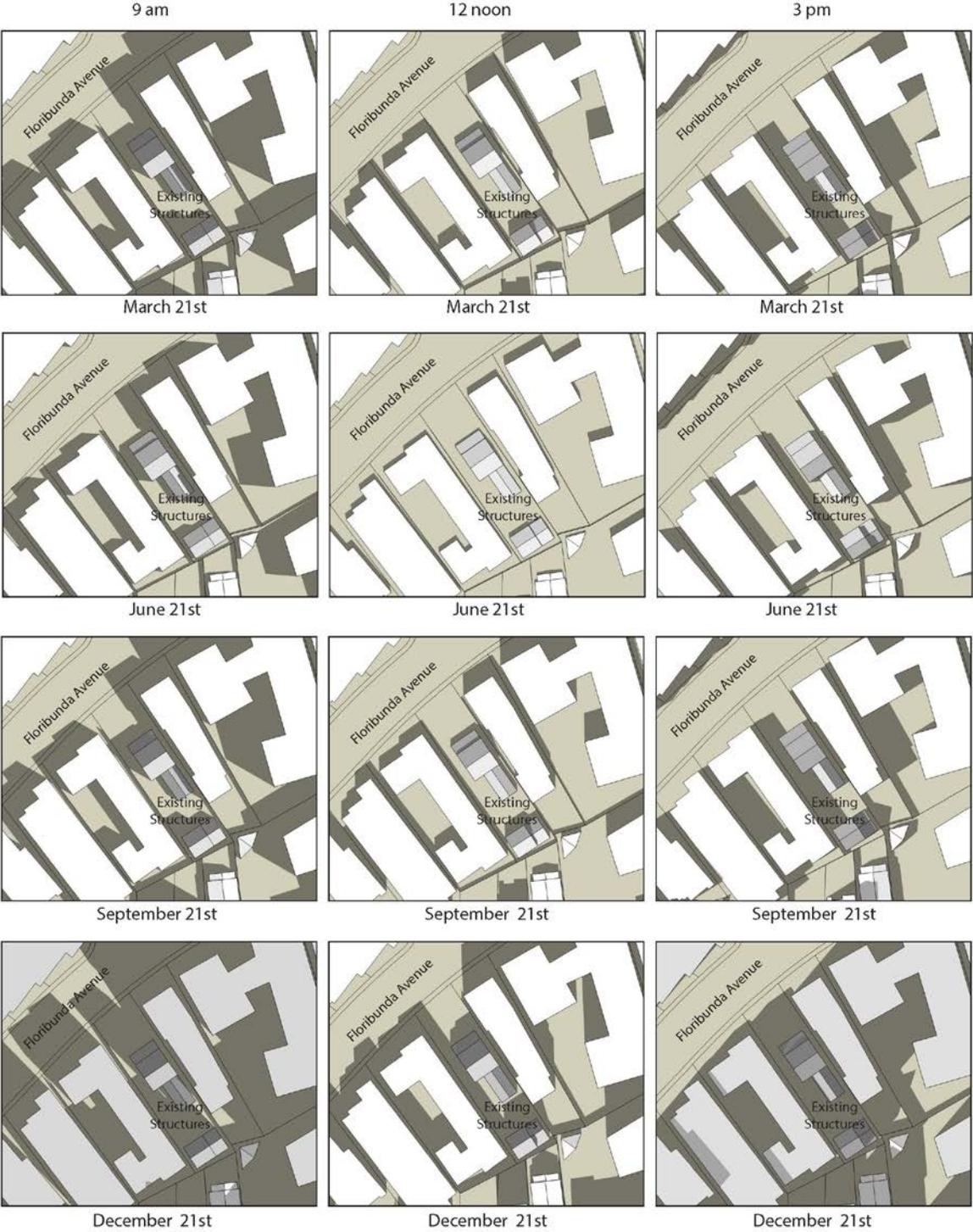


Figure 3 – Existing Shadows

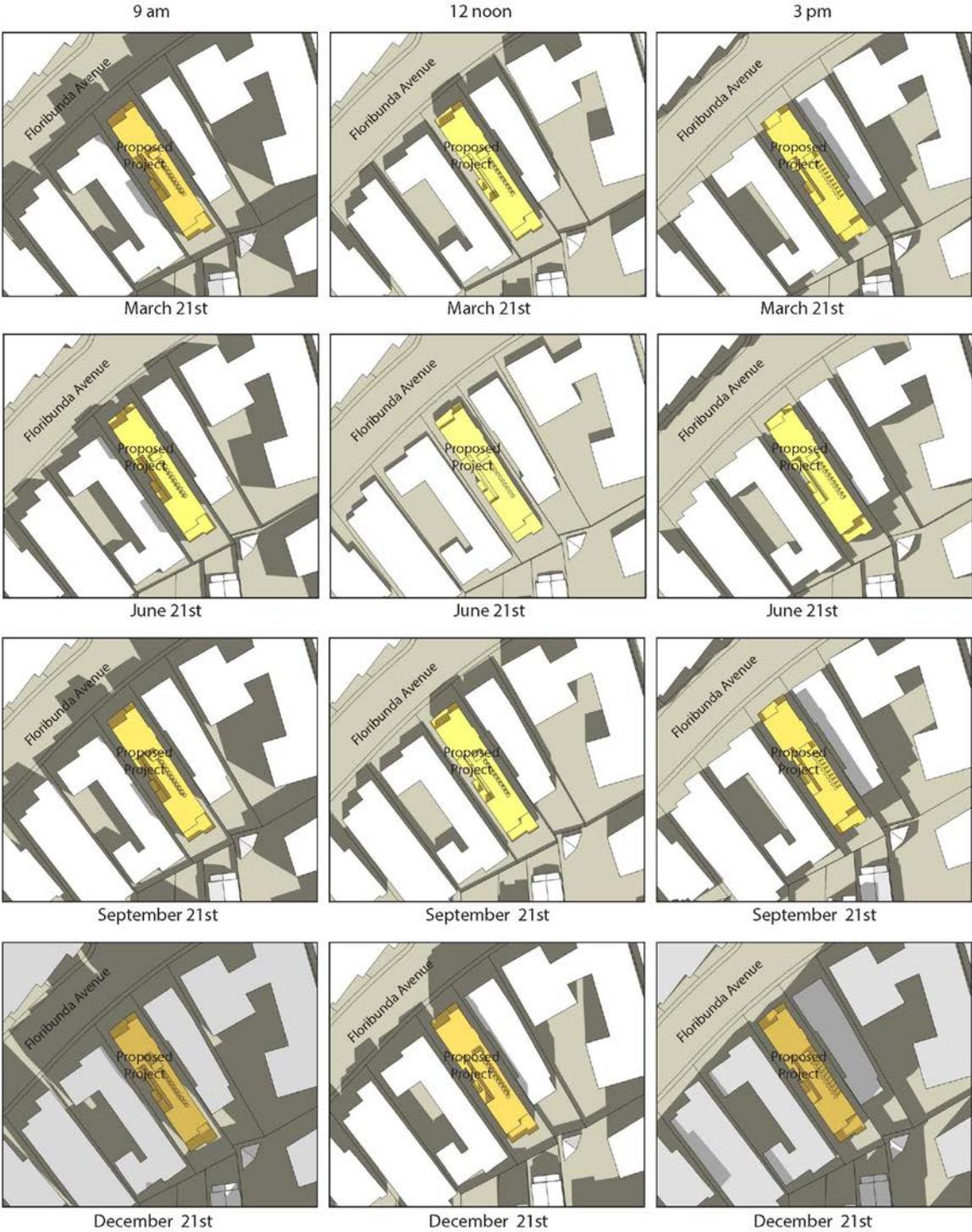


Figure 4 – Shadows with Proposed Project

<u>Issues (and Supporting Information Sources):</u>	<u>Significant or Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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2. AGRICULTURE RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

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

Mitigation Measures: None Required

Sources

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

City of Burlingame. 2010. *City of Burlingame Mitigated Negative Declaration, File No. ND-555-P, Burlingame Downtown Specific Plan.* May, 2010

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

Discussion

The proposed application is for a 10-unit multifamily condominium project to replace the existing five dwellings on site. While this project will accommodate more people than the previous use, the change in emissions generated by five additional dwelling units at this location over emissions from all development in Burlingame is insignificant. The site is within walking distance of countywide bus and rail services. The site is zoned for multifamily residential development and with proper adherence to regional air quality requirements during construction, the proposed project will not create any deterioration in the air quality or climate, locally or regionally.

The Downtown Specific Plan includes a Standard Condition of Approval that requires incorporation of residential and commercial energy efficiency measures such that energy efficiency is increased to 15% beyond 2008 Title 24 Standards for Electricity and Natural Gas (E-8)¹. This is a standard that applies to all projects in Burlingame through the City’s Green Building Ordinance, not just those in the Downtown Specific Plan Area. Since 2011 the City has required that applicants who apply for a building permit for residential construction projects with a valuation of \$50,000 or more are required to comply with the City of Burlingame Green Building Ordinance. Compliance measures are achieved by Build It Green “GreenPoints”, LEED®, Energy Efficiency Standards, other recognized point systems, or equivalent approved methods. The City’s Building Division evaluates each project for compliance.

¹ The California Energy Commission has delayed the implementation of the new, 2013 California Energy Efficiency Standards until July 1, 2014. The City of Burlingame will continue to enforce the 2008 California Energy Efficiency Standards and the Mandatory GreenPoints checklist requirements until July 1, 2014.

The Downtown Specific Plan also includes a Standard Condition of Approval that requires incorporation of recycling measures and incentives such that a solid waste diversion rate of 75% is achieved upon occupation. This is based on a “policy goal” established by AB 341 for the state to achieve a 75% diversion rate by the year 2020. However, this is a regional-scale effort rather than project-level, and is implemented through the solid waste service provider Recology San Mateo County. To work towards the 75% diversion goal, for multifamily residential customers Recology San Mateo County offers single-stream recycling at no additional charge and an optional compost program. The proposed project includes a common trash and recycling area, which would allow residents to participate in all recycling programs offered by Recology, including composting.

Mitigation Measures

The proposed project would be subject to the measures recommended by the Bay Area Air Quality Management District (BAAQMD) (listed below in **Mitigation Measure 3a**), which would reduce construction-related PM10 and PM2.5 emissions to a less than significant level. Implementation of **Mitigation Measure 3b** would reduce the project construction dust emissions to less than significant. All of these mitigation measures are Standard Conditions of Approval in the Downtown Specific Plan (E-2, E-3 and E-4).

Mitigation Measure 3a: During construction, the project sponsor shall ensure implementation of the following mitigation measures during project construction, in accordance with BAAQMD standard mitigation requirements:

- a) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- b) All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- c) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry sweeping is prohibited.
- d) All vehicle speeds on unpaved roads shall be limited to 15 mph.
- e) All roadways, driveways, sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- f) Idling times shall be minimized either by shutting off equipment when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- g) All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- h) Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations.

Mitigation Measure 3b: The project sponsor shall implement the following GHG reduction measures during construction activities:

- a) Alternative-Fueled (e.g., biodiesel, electric) construction vehicles/equipment shall make up at least 15 percent of the fleet;
- b) Use at least 10 percent local building materials; and
- c) Recycle at least 50 percent of construction waste or demolition materials.

While the solid waste diversion goal is managed by Recology, rather than individual projects or the City of Burlingame, **Mitigation Measures 3c and 3d** maximizes the potential for solid waste diversion.

Mitigation Measure 3c: The project shall include a common facility for trash disposal, recycling, and composting as shown on the project plans date stamped December 30, 2013.

Mitigation Measure 3d: The project sponsor shall participate in all residential recycling and composting programs offered by the solid waste provider to multifamily residential customers. This shall include the composting program, currently offered as an optional service.

Sources

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

City of Burlingame. 2010. *City of Burlingame Mitigated Negative Declaration, File No. ND-555-P, Burlingame Downtown Specific Plan*. May, 2010

Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Updated May, 2012*.

Recology San Mateo website: <http://www.recologysanmateocounty.com> accessed December, 2013.

<u>Issues (and Supporting Information Sources):</u>	<i>Significant or Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
4. BIOLOGICAL RESOURCES				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) or state-protected wetlands, through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Fundamentally conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The site has been fully developed and used for residential uses since at least 1907. The proposed project site is currently covered by several buildings and paved areas, with several small areas of landscaping. There are a number of large, non-native trees on or adjacent to the property, including two oak trees (9-inch and 11-inch diameter) along the left side property line, and two oak trees (32-inch and 34-inch in diameter) along the right side property line. The trunks of the two trees along the right side extend across the property line onto the adjacent property at 1437 Floribunda Avenue². Other than these trees, vegetation is limited to small landscaped areas and weedy plants. The four oak trees are proposed to be removed as a part of the project. A tree removal permit is required for removal of two of the four oak trees that are protected sized trees (32-inch

² California Civil Code Section 834 states: “Trees whose trunks stand partly on the land of two or more conterminous owners, belong to them in common.” Therefore, the property owners of 1433 and 1437 Floribunda Avenue will need to provide consent to remove the trees along the right side property line.

and 34-inch in diameter). The two smaller oak trees are not protected size and may be removed without a permit.

The applicant explored the option of keeping the oak trees and submitted a site plan which shows the impact of the drip line of the oak trees on the building footprint. The depth of buildable area for the 45 foot wide lot would be reduced to between twenty feet and 33 feet for more than half of the length of the lot. In addition, the location of the trees would limit the ability to provide the required on-site parking. Therefore, the applicant determined that it was necessary to remove the oak trees in order to meet the project objectives.

An existing Canary Island Date Palm will be transplanted within the front yard of the site if feasible. The project also includes four new 24-inch box Japanese Maple trees within the common open space at the rear of the property and twelve new 24-inch box Fern Pine trees along the right side property line. Two new street trees (24-inch box Acer Rubrum) are proposed along Floribunda Avenue.

This heavily urbanized area supports no riparian habitat or sensitive natural communities. The nearest creek segment is a segment of Ralston Creek about 260 feet to the northeast of the site running in a box culvert underground, and in an open culvert between 1209 and 1217 Oak Grove Avenue before continuing underground toward the San Francisco Bay. This drainage way is within a culvert and is separated from the site by urban development. Therefore, no impacts on sensitive natural communities, including riparian habitat would result from project implementation.

The project site is fully developed, with buildings, paved areas, and small landscaped areas. There are no creeks or wetlands present on the proposed project site. Therefore, the proposed project would have no substantial adverse effect on federally protected wetlands.

The Downtown Specific Plan has as a Standard Condition of Approval to protect nesting birds. In urbanized (developed) areas such as the project area, the lack of natural communities results in resident and migratory birds nesting in ornamental and/or street trees. As such, the proposed project could result in disturbances to nesting birds, which may be located in or adjacent to the subject property, should construction occur during the avian nesting period (March 15 through August 31). Nesting birds, their nests, and eggs are fully protected by the Fish and Game Code (Sections 3503 and 3503.5) and the Migratory Bird Treaty Act of 1918 (MBTA). The MBTA protects over 800 avian species, including geese, ducks, shorebirds, raptors, songbirds, and many relatively common species. Destruction or disturbance of a nest would be a violation of these regulations and is considered a potentially significant impact. Implementation of the Standard Condition of Approval included in the Downtown Specific Plan (G-1) would require preconstruction surveys for nesting birds, should construction occur during the avian nesting period.

In accordance with the City's requirements, each lot developed with a multifamily residential use is required to provide a minimum of one 24-inch box-size minimum non-fruit trees for every 2,000 SF of lot coverage. The proposed landscape plan for the project complies with the on-site reforestation requirements with the provision of four 24-inch box Acer Palmatum "Fireglow" (Fireglow Japanese Maple) trees in the rear yard and twelve 24-inch box Podocarpus gracilior (Fern Pine) trees along the right side property line (sixteen new trees on site proposed, where a minimum of four landscape trees are required).

Mitigation Measures

Mitigation Measures 4a and 4b will reduce potential conflict with the tree preservation ordinance, and will ensure compliance with the City's reforestation requirements. **Mitigation Measure 4c** would reduce impacts to nesting birds to a less-than-significant level:

Mitigation Measure 4a: The applicant shall comply with the City's on-site reforestation requirements as approved by the City Arborist.

Mitigation Measure 4b: That a certified arborist's report showing how the existing trees to remain will be protected during construction, to be approved by the Parks Department, shall be prepared prior to issuance of a building permit; the approved tree protection plan shall be implemented prior to any construction on the site.

Mitigation Measure 4c: Construction under the Downtown Specific Plan shall avoid the March 15 through August 31 avian nesting period to the extent feasible. If it is not feasible to avoid the nesting period, a survey for nesting birds shall be conducted by a qualified wildlife biologist no earlier than 7 days prior to construction. The area surveyed shall include all clearing/construction areas, as well as areas within 250 ft. of the boundaries of these areas, or as otherwise determined by the biologist. In the event that an active nest is discovered, clearing/construction shall be postponed within 250 ft. of the nest, until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts.

Sources

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

City of Burlingame. 2010. *City of Burlingame Mitigated Negative Declaration, File No. ND-555-P, Burlingame Downtown Specific Plan*. May, 2010

City of Burlingame, *Municipal Code, Title 25 – Zoning*, Burlingame, California

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

City of Burlingame, Parks Division Memoranda, dated October 31, 2013, August 14, 2013, June 17, 2013 and March 11, 2013.

Project plans date stamped December 30, 2013.

San Mateo County Assessor, Assessor Information Page for the subject property

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

Discussion

The site involved in this project has been developed as a residential use for many years prior to this proposal. No local information was found which would suggest that the existing buildings have any local significance. The Downtown Specific Plan included an Inventory of Historic Resources that identified which properties appear to be eligible as historic resources, based on State and federal criteria. The subject property was not listed on the inventory. As a result, these structures do not appear to be eligible for listing in the California Register of Historic Resources or the National Register of Historic Places. As such, the structures are not considered to be an historic resource as defined in Section 21084.1 of the California Environmental Quality Act.

Based on relevant archaeological reports for the immediate area, there are no known cultural resources associated with the site and the proposed project will not create any cultural impacts to the affected area. Project related construction activities involving ground-disturbance during construction could result in significant impacts, if any unknown culturally significant sites are discovered. If remains were unearthed during project construction, damage to or destruction of significant archaeological remains would be a potentially significant impact.

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

The site has no known human remains, including those interred outside of formal cemeteries. However, it is impossible to be sure about the presence or absence of human remains on a site until site excavation and grading occurs. The proposed project requires additional excavation for the building’s slab foundation, therefore there is a low likelihood that human remains will be encountered.

Mitigation Measures

Potential impacts to archeological resources would be reduced to less than significant with the implementation of **Mitigation Measure 5a**. In the event a paleontological resource is encountered during project activities, implementation of **Mitigation Measure 5b** would reduce potential impacts to less than significant. In the event human remains are encountered during project activities, implementation of **Mitigation Measure 5c** would reduce potential impacts to less than significant.

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

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

Mitigation Measure 5c: If human remains are discovered at any project construction sites during any phase of construction, all ground-disturbing activity 100 feet of the resources shall be halted and the City of Burlingame and the County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project applicant shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Burlingame shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project applicant shall implement approved mitigation, to be verified by the City of Burlingame, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.

Sources

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

City of Burlingame. 2010. *City of Burlingame Mitigated Negative Declaration, File No. ND-555-P, Burlingame Downtown Specific Plan*. May, 2010

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

Discussion

The existing site is essentially level, with less than a foot of slope upwards from the front of the property to the rear. It is located in an urban setting, initially developed with single family dwellings in the early decades of the last century. From mid-century onwards many of the original single family dwellings were incrementally redeveloped or supplemented with multifamily residential buildings, including all of the parcels immediately adjacent to the project site.

The site is approximately 1.5 miles from the San Andreas Fault, but is not within the Alquist-Priola zone. The site is within 1.5 miles of the Serra Fault, a minor thrust fault considered to have common roots with the San Andreas Fault. There are no known faults on the site. The seismic exposure will be reduced over the present development, since the new residences will incorporate the seismic construction requirements of the California Building and Fire Codes, 2010 Edition.

The site is relatively level and does not have a history of landslides. Four broad soil groups exist in Burlingame.

At the location of this site the soil is designated as an alluvium plain that consists primarily of gravel, sand, silt, and clay deposits. Under seismic conditions most Burlingame soils are reasonably stable. This site is in an area of moderate to low (0.1- 1% probability) liquefaction susceptibility. The project will be required to be designed to meet all the requirements, including seismic standards, of the California Building and Fire Codes, 2010 Edition, as amended by the City of Burlingame, for structural stability.

Mitigation Measures

Implementation of **Mitigation Measure 6a** would ensure that the potential effects of groundshaking and liquefaction would be less than significant.

Mitigation Measure 6a: The project sponsor shall submit a detailed design level geotechnical investigation to the City of Burlingame Building Division for review and approval. The investigation shall include recommendations to develop foundation and design criteria in accordance with the most recent California Building Code requirements. All foundations and other improvements shall be designed by a licensed professional engineer based on site-specific soil investigations performed by a California Certified Engineering Geologist or Geotechnical Engineer. All recommendations from the engineering report shall be incorporated into the residential development design. The design shall ensure the suitability of the subsurface materials for adequately supporting the proposed structures and include appropriate mitigations to minimize the potential damage due to liquefaction.

Sources

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

City of Burlingame. 2010. *City of Burlingame Mitigated Negative Declaration, File No. ND-555-P, Burlingame Downtown Specific Plan*. May, 2010

Association of Bay Area Governments (ABAG), Liquefaction Susceptibility Maps, <http://gis.abag.ca.gov/website/liquefactionsusceptibility/>, accessed December, 2013.

Department of the Interior, U.S. Geological Survey, *San Francisco Bay Region, Sheet 3*, 1:125,000, 1981.

E. Brabb, E. Pampeyan, and M. Bonilla, *Landslide Susceptibility in San Mateo County*, San Mateo County, California, 1972.

Perkins, Jeanne, *Maps Showing Cumulative Damage Potential from Earthquake Ground Shaking*, U.S.G.S. Map MF, San Mateo County: California, 1987.

City of Burlingame, Building Division Memoranda, dated October 25, 2013; August 16, 2013; June 12, 2013; and February 26, 2013.

City of Burlingame, Engineering Division Memoranda, dated November 12, 2013; August 29, 2013; July 11, 2013; March 19, 2013.

Project Plans date stamped December 30, 2013, the Planning Division.

<u>Issues (and Supporting Information Sources):</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
7. GREENHOUSE GAS EMISSIONS				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

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

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

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

- For land use development projects, the threshold is compliance with a qualified GHG reduction Strategy; or annual emissions less than 1,100 metric tons per year (MT/yr) of CO2e; or 4.6 MT CO2e/SP/yr (residents + employees). Land use development projects include residential, commercial, industrial, and public land uses and facilities.
- For stationary-source projects, the threshold is 10,000 metric tons per year (MT/yr) of CO2e. Stationary-source projects include land uses that would accommodate processes and equipment that emit GHG emissions and would require an Air District permit to operate. If annual emissions of operational-related GHGs exceed these levels, the proposed project would result in a cumulatively considerable contribution of GHG emissions and a cumulatively significant impact to global climate change.

The BAAQMD has established project level screening criteria to assist in the evaluation of impacts. If a project meets the screening criteria and is consistent with the methodology used to develop the screening criteria, then the project’s air quality impacts may be considered less than significant. For condominiums and townhouses, the BAAQMD CEQA Air Quality Guidelines, 06/2010 (Table 3-1, Operational-Related Criteria Air

Pollutant and Precursor Screening Level Sizes) set a screening threshold of 78 dwelling units for any individual project. The proposed project would have ten units on a 9,515 square foot (0.218 acre) site, which corresponds to a density of 46 dwelling units per acre.

On March 5, 2012 the Alameda County Superior Court issued a judgment finding that the BAAQMD had failed to comply with CEQA when it adopted the thresholds contained in the BAAQMD's 2010 CEQA Guidelines (BAAQMD Homepage, accessed May 2012). As such, lead agencies need to determine appropriate air quality thresholds of significance based on substantial evidence in the record. Lead agencies may rely on the BAAQMD's CEQA Guidelines (updated May 2011) for assistance in calculating air pollution emissions, obtaining information regarding the health impacts of air pollutants, and identifying potential mitigation measures. However, the BAAQMD has been ordered to set aside the thresholds and is no longer recommending that these thresholds be used as a general measure of a project's significant air quality impacts. Lead agencies may continue to rely on the Air District's 1999 Thresholds of Significance and to make determinations regarding the significance of an individual project's air quality impacts based on substantial evidence in the record for that project. For this analysis, the City of Burlingame has determined that the BAAQMD's significance thresholds in the updated May 2011 CEQA Guidelines for project operations within the San Francisco Bay Area Air Basin are the most appropriate thresholds for use to determine air quality impacts of the proposed Project.

First, Burlingame has used the May 2011 BAAQMD thresholds in previous environmental analyses under CEQA and found them to be reasonable thresholds for assessing air quality impacts. In addition, these thresholds are lower than the 1999 BAAQMD thresholds, and thus use of the thresholds in the May 2011 CEQA Guidelines is more conservative. Therefore, the city concludes these thresholds are considered reasonable for use in this analysis.

In this case, the proposed project would situate ten units on a 9,515 square foot (0.218 acre) site, which corresponds to a density of 46 dwelling units per acre. Given that the proposed project would fall well below the 78 dwelling units threshold specified in BAAQMD's CEQA Air Quality Guidelines, it is not anticipated that the project will create significant operational GHG emissions.

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

Energy efficiency and green building programs provide the fastest and most economical means to reduce emissions. The proposed project will be required to comply with the City of Burlingame's Green Building Ordinance. Verification of compliance with Section A5.203.1.1 Tier 1 (15% above Title 24) of the Green Building Ordinance or LEED Silver shall be accepted as the methods of meeting compliance with this ordinance. By complying with the Green Building Ordinance, the project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment nor would it conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Mitigation Measures: None Required.

Sources

City of Burlingame. 2010. *City of Burlingame Mitigated Negative Declaration, File No. ND-555-P, Burlingame Downtown Specific Plan*. May, 2010.

Bay Area Air Quality Management District CEQA Air Quality Guidelines, 2011 (Table 3-1, Operational-Related Criteria Air Pollutant and Precursor Screening Level Sizes).

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

City of Burlingame, Building Division Memoranda, dated October 25, 2013; August 16, 2013; June 12, 2013; February 26, 2013.

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<u>Issues (and Supporting Information Sources):</u>	<i>Significant or Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
8. HAZARDS AND HAZARDOUS MATERIALS				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The proposed multifamily residential development would not involve the transport, use, storage or disposal of reportable quantities of hazardous materials. Future residents would likely use and store small quantities of household hazardous wastes (i.e., ammonia, paints, oils) which would not be considered significant. By its residential nature, this project will not interfere with any emergency response or evacuation plans the City of Burlingame may need to implement.

Prior to demolition of the existing structures on the site, a survey shall be performed to determine if there is any presence of asbestos. The person who performs the survey must be Cal-OSHA certified. In the case of residential buildings having four or fewer dwelling units, the owner/operator can sample and test suspected asbestos containing materials rather than hiring a certified consultant. If asbestos is found, the BAAQMD (Bay

Area Air Quality Management District) shall be notified and the applicant shall comply with asbestos removal requirements.

Compliance with the California Building and Fire Code requirements as amended by the City of Burlingame will ensure that people in the new structure are not exposed to health hazards or potential health hazards. An NPDES permit is required to ensure that runoff from the site does not contribute to pollution of adjacent waterways.

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

Mitigation Measures

Implementation of **Mitigation Measure 8a and 8b** would ensure that fire hazards are reduced, and that asbestos is not released during demolition of the existing structures.

Mitigation Measure 8a: That the applicant shall install fire sprinklers and a fire alarm system monitored by an approved central station as required by the Fire Marshal prior to the final inspection for building permit.

Mitigation Measure 8b: That prior to demolition of the existing structures on the site, a survey shall be performed to determine if there is any presence of asbestos. The person who performs the survey must be Cal-OSHA certified. If asbestos is found, the BAAQMD (Bay Area Air Quality Management District) shall be immediately notified and the applicant shall comply with asbestos removal requirements.

Sources:

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

City of Burlingame. 2010. *City of Burlingame Mitigated Negative Declaration, File No. ND-555-P, Burlingame Downtown Specific Plan*. May, 2010.

City of Burlingame, *Municipal Code, Title 25 - Zoning*, Burlingame, California, 2013 edition.

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

City of Burlingame, Fire Division Memoranda, dated October 23, 2013; February 25, 2013.

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

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

Project plans date stamped December 30, 2013.

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

Discussion

This project is a residential infill development project and it is not located adjacent to a waterway. The project site is shown on the Federal Emergency Management Agency’s (FEMA) Flood Insurance Rate Map (FIRM) Community Panel No. 06081C0153E. The site is located in Flood Zone X, which is outside the 100-year flood zone, and is not a Special Flood Hazard Area. Zone X is described as an area of moderate risk to flooding (outside of the 100-year flood but inside the 500-year flood limits). The ground floor of the project is proposed to be constructed about 1'-0" above average top of curb (elevation 26.38'). The subject property is relatively flat, and all of the surface water will be required to drain to the street frontage. There is a storm drain at the intersection of Floribunda Avenue and Ansel Avenue that connects to a 90-inch pipe that flows under Oak Grove Avenue and ultimately to San Francisco Bay.

The project site is currently developed and largely covered in impervious surfaces. Project development would result in a negligible change of impervious surfaces. This added impervious surface could cause an increase in storm water runoff, but would be considered insignificant given the size of the lot and the remaining pervious

areas. However, with compliance with City Engineering standards regarding site drainage, impacts will be less than significant.

The project will need to have an erosion and sedimentation control plan that describes BMPs, (best management practices) that will be implemented for storm water management and erosion control. This plan will need to be shown and describe what type of erosion control measures will be administered to prevent soil, dirt and debris from entering storm drain systems and how these measures will be maintained. These measures may include, but not be limited to, the following: sediment basins or traps, berms, silt fences, straw bale, storm drain inlet protection soil blankets, and covers for soil stock piles. These measures need to be installed to stabilize denuded areas and to maintain temporary erosion controls and sediment control continuously until permanent erosion controls have been established. Implementation of the mitigation measure below would reduce potential construction-related impacts to less-than-significant.

Any construction project in the City, regardless of size, shall comply with the City NPDES (National Pollutant Discharge Elimination System) permit requirement to prevent stormwater pollution from construction activities. The project proponent will be required to ensure that all contractors implement BMP's during construction.

This project is subject to the state mandated Water Conservation in Landscaping Ordinance; compliance will be determined by approval of a complete Outdoor Water Use Efficiency Checklist, and landscape and irrigation design plans at time of the building permit application.

The Downtown Specific Plan has a Standard Condition of Approval for projects with subgrade structures that requires the project sponsor to prepare a Geotechnical Study and implement mitigation measures to ensure no permanent groundwater dewatering and reduce potential impacts on the local groundwater table and aquifer volume (D-1). Because the proposed project does not include significant subgrade structures, this condition would not be applicable.

Mitigation Measures

Mitigation Measure 9a would reduce potential construction-related impacts to less-than-significant. Mitigation Measures 9b-9d would reduce stormwater and water use impacts to less-than-significant.

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

- a) A construction schedule that restricts use of heavy equipment for excavation and grading activities to periods where no rain is forecasted during the wet season (October 1 thru April 30) to reduce erosion associated intense rainfall and surface runoff. The construction schedule shall indicate a timeline for earthmoving activities and stabilization of disturbed soils;
- b) Soil stabilization techniques such as covering stockpiles, hydroseeding, or short-term biodegradable erosion control blankets;
- c) Silt fences, compost berms, wattles or some kind of sediment control measures at downstream storm drain inlets;

- d) Good site management practices to address proper management of construction materials and activities such as but not limited to cement, petroleum products, hazardous materials, litter/rubbish, and soil stockpile; and
- e) The post-construction inspection of all drainage facilities and clearing of drainage structures of debris and sediment.

Mitigation Measure 9b: The project shall comply with Ordinance 1503, City of Burlingame Storm Water Management and Discharge Control Ordinance.

Mitigation Measure 9c: The project shall comply with Ordinance 1845, City of Burlingame Water Conservation in Landscape Ordinance.

Mitigation Measure 9d: That all surface storm water runoff created during construction and future discharge from the site shall be required to meet National Pollution Discharge Elimination System (NPDES) standards as adopted by the City of Burlingame.

Sources

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

City of Burlingame. 2010. *City of Burlingame Mitigated Negative Declaration, File No. ND-555-P, Burlingame Downtown Specific Plan*. May, 2010.

BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans, May, 2011.

City of Burlingame, *Municipal Code, Title 26, Chapter 26.16 – Physical Design of Improvements*, Burlingame, California.

E. Brabb, E. Pampeyan, and M. Bonilla, *Landslide Susceptibility in San Mateo County*, San Mateo County, California, 1972.

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

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

City of Burlingame, Stormwater Division Memoranda dated November 1, 2013; June 11, 2013; February 21, 2013.

City of Burlingame, Engineering Division Memorandum dated November 12, 2013; August 29, 2013; July 11, 2013; March 19, 2013.

Project plans date stamped December 30, 2013.

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

Discussion

The Burlingame Downtown Specific Plan designates the project site and surrounding area as Medium-High Residential “R-3 Base District” and the site is zoned R-3. According to the Downtown Specific Plan, the R-3 Base District is characterized by multifamily residential including some lower intensity residential uses such as single family homes, duplexes, apartment homes, multifamily homes, and accessory buildings. The R-3 Base District provides a transition between higher intensity uses to the south towards the core of Downtown, and lower intensity residential uses to the north across Oak Grove Avenue.

The proposed multifamily building is a permitted use in the R-3 Base District. The project would not result in a fundamental conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. Thus, the project would result in a less than significant land use impact.

The Downtown Specific Plan is an element of the City’s General Plan. The Land Use Element of the General Plan designates this site for high density residential uses, which allows for the construction of 51+ units per acre. The ten-unit apartment building will be located on a 0.218 acre site, which results in a density of 46 units per acre, which is just below the range established by the high density residential General Plan designation. Therefore, the project would not physically divide an established community, and would result in a less than significant impact. The project site is not located within a habitat conservation plan or natural community conservation plan.

Mitigation Measures: None Required.

Sources

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

City of Burlingame, Municipal Code, Title 25 - Zoning, Burlingame, California, 2013 edition.

City of Burlingame. 2010. City of Burlingame Mitigated Negative Declaration, File No. ND-555-P, Burlingame Downtown Specific Plan. May, 2010.

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

Discussion

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

Mitigation Measures: None Required.

Sources

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

City of Burlingame. 2010. *City of Burlingame Mitigated Negative Declaration, File No. ND-555-P, Burlingame Downtown Specific Plan*. May, 2010.

San Mateo County, *General Plan*, October 18, 2010.

E. Brabb, F. Taylor, and G. Miller, *Geologic, Scenic and Historic Points of Interest in San Mateo County*, Department of Interior, 1982.

State of California Department of Mines and Geology. 2005. *State of California Department of Mines and Geology, Mineral Resources Zones and Resource Sectors Map*. <http://www.consrv.ca.gov/CGS/minerals/index.htm>

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

Discussion

The project site has been developed with a residential use for more than 100 years. Since there is a net of five residential units being added, the proposed project will not significantly increase the existing ambient noise levels. The proposed project will be required to comply with current construction standards, including increased insulation, which also provides for noise attenuation.

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

Construction of the proposed condominium will not require pile driving or other significant vibration causing construction activity. The project does not include any permanent operational activity that would result in excessive or perceptible vibration, and the operational impact of the project on increased vibration levels would be less than significant.

In addition, the site is located outside the designated noise-impacted area from San Francisco International Airport.

The proposed project includes a parking lift in each garage to allow two vehicles to be parked in one space. There is further discussion of the parking lifts in Section 16 – Transportation/Traffic including mitigation

measures. The noise associated with a parking lift is similar to that of an automatic garage door opener. Section 16 includes a mitigation measure requiring sound absorption materials to be used to minimize any excessive noise from the operation of the parking lifts to ensure that noise impacts are less-than-significant (Mitigation Measure 16b).

Mitigation Measures

Implementation of **Mitigation Measures 12a and 12b** would reduce temporary construction noise impacts to less-than-significant levels. **Mitigation Measure 12c** would ensure that interior noise levels would be reduced to less-than-significant levels.

Mitigation Measure 12a: That all construction shall be done during the hours of construction imposed by the City of Burlingame Municipal Code; these hours are between 7:00 a.m. and 7:00 p.m. on weekdays, 9:00 a.m. and 6:00 p.m. on Saturdays and 10:00 a.m. to 6:00 p.m. on Sundays. There shall be no construction on holidays.

Mitigation Measure 12b: To reduce daytime noise impacts due to construction, the project sponsor shall require construction contractors to implement the following measures:

- a) Equipment and trucks used for project construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, wherever feasible).
- b) Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible.
- c) Loaded trucks and other vibration-generating equipment shall avoid areas of the project site that are located near existing residential uses to the maximum extent compatible with project construction goals.

Mitigation Measure 12c: That the method of construction and materials used in construction shall insure that the interior noise level within the building and inside each unit does not exceed 45 dBA in any sleeping area.

Sources

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

City of Burlingame. 2010. *City of Burlingame Mitigated Negative Declaration, File No. ND-555-P, Burlingame Downtown Specific Plan*. May, 2010.

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

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

Chief Building Official Memos dated October 25, 2013; August 16, 2013; June 12, 2013; February 26, 2013.

Project plans date stamped December 30, 2013, the Planning Division.

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

Discussion

This site and the surrounding area are planned for medium-high and high density residential uses. The proposed infill residential development conforms to the City of Burlingame Downtown Specific Plan, General Plan and Zoning Code regulations and does not represent any alteration to the planned land use in the area. The project is consistent with the City's Housing Element because it is providing an increase in housing in an area designated for multiple family residential uses. The proposed project will remove five housing units and replace them with ten condominium units, which will create more housing by adding a net of five units on the site.

One affordable unit is required to be included in the project per the City's Inclusionary Zoning regulations. The affordable unit must be maintained at that market rate for ten years. Although the project would require the relocation of residents of the existing dwellings onsite, this is not considered to be a substantial amount of housing. The project would not displace substantial numbers of existing housing or people that would necessitate the construction of replacement housing elsewhere; therefore, the impact is considered less than significant.

Mitigation Measures: None Required.

Sources

Project plans date stamped December 30, 2013.

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

City of Burlingame City Council, *Housing Element*, *City of Burlingame*, Burlingame, California, 2010.

<i>Issues (and Supporting Information Sources):</i>	<i>Significant or Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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14. PUBLIC SERVICES

Would the project:

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

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

Discussion

Because the project is infill, represents an insignificant increase in the total population of the City, and is located on an already developed site, the existing public and governmental services in the area have capacities that can accommodate proposed net increase of five dwelling units.

Fire protection services in the City of Burlingame are provided by the Central County Fire Department, which also serves the Town of Hillsborough. Three stations are located in Burlingame: Station 34 at 799 California Drive, Station 35 at 2832 Hillside Drive, and Station 36 at 1399 Rollins Road. As part of the permitting process, the Central County Fire Department would review project plans before permits are issued to ensure compliance with all applicable fire and building code standards and to ensure that adequate fire and life safety measures are incorporated into the project in compliance with all applicable state and city fire safety regulations. Because the proposed project is not anticipated to generate additional demand for fire protection services, and would not result in the need for new or expanded facilities, the project’s potential impact on fire protection services would be less than significant.

Police protection services are provided in the City of Burlingame by the Burlingame Police Department, located at 1111 Trousdale Drive. The proposed project would slightly increase the number of occupied units onsite from five to ten. Therefore, the project would not result in an increased demand for police services or require the expansion or construction of police facilities. The project’s potential impact on police services would be less than significant.

Students in the City of Burlingame are served by two school districts: Burlingame School District (BSD) for grades K-8 and San Mateo Union High School District (SMUHSD) for grades 9-12. The proposed project would only slightly increase the number of occupied housing units onsite from five to ten; it is anticipated that the potential number of school-age children would only increase slightly. Therefore, any students generated by the project would be accommodated by the existing capacity of the two districts, resulting in a less than significant impact.

The City of Burlingame is served by several parks and recreation facilities, including 13 parks and playgrounds, an aquatic center, and a golf and soccer center. Since the proposed project would only cause a slight increase in the number of occupied units onsite, the project would not generate additional demand for parks or other public facilities and therefore the impact would be less than significant.

Mitigation Measures: None Required.

Sources

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

City of Burlingame, Fire Division Memorandum, dated October 23, 2013 and February 25, 2013.

City of Burlingame Website, www.burlingame.org

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

Discussion

The proposed project does not replace or destroy any existing recreational facilities, nor does it displace any proposed or planned recreational opportunities for the City of Burlingame. The sites involved in this project are not presently zoned or used for recreational purposes. Since the proposed project would only cause a slight increase in the number of occupied units onsite, the project would not generate additional demand for parks or other recreation facilities. Therefore, impacts to recreation would be less than significant.

Mitigation Measures: None Required.

Sources

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

<u>Issues (and Supporting Information Sources):</u>	<i>Significant or Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
16. TRANSPORTATION / TRAFFIC				
Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The site is an interior lot on Floribunda Avenue, between El Camino Real and California Drive. California Drive is a four-lane arterial with on-street parking and traffic signals at key intersections (including Oak Grove Avenue, one block north of Floribunda Avenue). The intersection of Floribunda Avenue and California Drive is controlled with a stop sign for Floribunda Avenue traffic (no stop for California Drive traffic), with left and right turns permitted from Floribunda Avenue onto California Drive.

El Camino Real is a regional arterial situated approximately 0.2 miles west of the project site. It has four-lanes through most of Burlingame, and is typically six lanes in neighboring jurisdictions. There are traffic signals at key intersections including Floribunda Avenue and Oak Grove Avenue. On-street parking is prohibited on El Camino Real.

The Burlingame Caltrain station is located approximately 0.5 miles from the project site. Caltrain provides service with 20- to 30- minute headways during the weekday AM and PM commute hours.

SamTrans bus lines operate on both California Drive and El Camino Real, with bus stops within walking distance of the project site. SamTrans bus lines provide access to the Millbrae Intermodal Station, which in turn provides access to Bay Area Rapid Transit (BART) service to San Francisco, Daly City and the East Bay. SamTrans provides service with 15- minute headways on El Camino Real during the weekday AM and PM commute hours.

Trip Generation: The trip generation rates for multiple family development in the Institute of Transportation Engineers (ITE) Trip Generation manual, ninth edition, 2012, was used to analyze the proposed project. The peak hour traffic expected from the existing five units was compared to the peak hour traffic from the proposed ten residential condominium units. The trip generation estimates show that the project would result in a net increase of two AM peak-hour trip and two PM peak hour trip. Based on this analysis, the traffic impacts on the major arterial roadway from this project are minimal.

TABLE 1 – NET CHANGE IN VEHICLE TRIP GENERATION DUE TO PROPOSED PROJECT

Land Use	Size	Daily	AM Peak Hour	PM Peak Hour
Apartments (ITE Code 220)	5 units	34	3	3
Residential Condo/Townhouse (ITE Code 230)	10 units	58	5	5
Net Change		+24	+2	+2

SOURCE: Institute of Transportation Engineers (ITE) *Trip Generation*, 9th edition, 2012

The proposed project will not create a substantial increase in the traffic generation in the area. All arterial, collector, and local roadway systems in the City have the capacity to accommodate the incremental traffic or trip generation produced by the proposed increase of five dwelling units for this project.

Site Access: The site is currently served by an existing driveway along the westerly property line, serving the garage at the rear of the property. The applicant proposes to replace the existing driveway and curb cut with a new curb cut and driveway accessing the below grade parking at the east side of the site.

The driveway leading to the below-grade parking area is proposed to be 12'-0" wide. The ITE Guidelines for Driveway Location and Design recommends a width for multiple family residential uses of 10 feet for one-way driveways and 20 feet for two-way driveways. The Burlingame Municipal Code limits the amount of frontage to be used for driveways to 25% of the property length at the street (in this case 12'-5" for the 49.63' property frontage). In addition, the Burlingame Municipal Code requires a minimum driveway width 12'-0" for parking areas with not more than thirty (30) vehicles (13 spaces proposed with this project). The City's traffic engineer has reviewed this proposal and determined that the 12'-0" driveway width is adequate, given that Floribunda Avenue is a local street with low traffic volumes.

On-site Circulation and Parking Supply: Within the boundaries of the Downtown Specific Plan, the parking requirement for two-bedroom units is 1.5 spaces per unit. Therefore fifteen parking spaces are required for the residents of the units plus one service vehicle parking space, for a total of 16 on-site parking spaces.

The property is an existing lot with a public street frontage of 49.63' where 55' is required. Given the narrow width of the lot, accommodating all of the required parking spaces and backup areas is challenging. The application includes a request for Variance from parking dimension standards to allow parking lifts to satisfy parking requirements for the residential units.

The proposed project includes parking lifts to provide four of the required parking spaces. By relocating spaces that would have been on the ground, the parking lifts also provide room to accommodate a service vehicle space on the site. The remaining spaces are provided in the below-grade parking garage. As proposed, the project provides the required 16 parking spaces, including the four spaces provided using parking lifts.

The Burlingame Municipal Code does not include specifications for parking lifts, so the City currently does not have a standard mechanism for review and approval. However, as a policy the Downtown Specific Plan encourages “creative approaches” to providing on-site parking including parking lifts. The parking lifts are proposed as a mitigation measure for the requested parking variance. Other Bay Area communities including neighboring San Mateo have approved similar residential projects with parking lift; the mitigations (below) are based on the Conditions of Approval imposed by other jurisdictions on similar projects and would reduce potential parking impacts to less-than-significant.

Vertical Clearance/Ceiling Height. The applicant has provided specifications for Klaus parking lifts (date stamped November 11, 2013). Klaus lifts have been common in local installations, including projects in San Mateo. There is a range of lift models, able to accommodate a range of passenger cars as well as station wagons, vans, and sport utility vehicles (SUVs). Table 2 (below) shows the range of Klaus lifts, including the required ceiling clearances.

TABLE 2 – KLAUS PARKING LIFTS DIMENSION REQUIREMENTS

Type/Model Number	Required Height / Ceiling Clearance (inches)	Vehicle Height (inches)	
		Upper	Lower
Klaus 2061-160	125.98	59.06	59.06
Klaus 2061-170	129.92	59.06	62.99
Klaus 2061-180	133.86	59.06	66.93
Klaus 2061-190	137.80	59.06	70.87
Klaus 2061-200	141.73	59.06	74.80
Klaus 2061-210	145.67	59.06	78.74

SOURCE: Klaus Multiparking Product Data Sheet, “Single Vario 2061”, date stamped November 11, 2013.

The proposed project has a floor-to-ceiling garage height of 144 inches (12’-0”) in the area where the parking lifts will be located. This height would be sufficient to accommodate Klaus lift #26061-190, which requires a clearance of 137.80 inches (11’- 5”). This lift would be able to accommodate a medium size SUV on the lower level of the lift (vehicle up to 70.87 inches tall) and a standard vehicle on the upper level (vehicle up to 59.06 inches tall). For reference, a 2014 Ford Explorer has a height of 70.4 inches and a 2013 Honda Accord has a height of 57.7 inches and, so both vehicles would fit. Table 3 on the follow page provides vehicle height dimensions for a range of vehicle sizes.

TABLE 3 – TYPICAL VEHICLE HEIGHTS AND WEIGHTS

Vehicle Type	Vehicle Height (inches)	Curb Weight (lbs)
Mid-Sized Sedan (Honda Accord)	57.7	3,192
Large Sedan (Lincoln Town Car)	59.0	4,345
Tall Passenger Vehicle/Crossover (Ford C-Max)	63.8	3,859
Minivan (Chrysler Town & Country)	67.9	4,652
Small SUV (Honda CRV)	65.1	3,305
Mid-Sized SUV (Ford Explorer)	70.4	4,534
Full-Sized SUV (Full-Sized Range Rover)	72.3	4,918
Large SUV		
Chevrolet Tahoe	76.9	5,467
Chevrolet Suburban	76.8	5,680

SOURCE: Manufacturers' websites technical specifications.

Based on the dimensions of the range of vehicles that residents could reasonably expect to be accommodated in their garages, there may be instances where lifts are not utilized in order to accommodate a larger vehicle. For example, a resident may choose to park a single SUV or minivan in their parking space rather than use the lift to park two standard passenger cars. The garages as proposed have sufficient width and depth for the range of vehicles described, so a large vehicle could be parked if the lift is not utilized. Implementation of the mitigation measure below would reduce potential parking impacts to less-than-significant.

Weight Capability. For all of the lift models, the bottom space of the lift can accommodate a vehicle weight up to 2500 kg (5512 lbs), and the upper/lift space can accommodate up to 2000 kg (4409 lbs). As shown in Table 3 (above) cars as large as a Lincoln Town Car could be accommodated on the upper spaces of the racks.

Bicycle Parking: The Downtown Specific Plan includes a Standard Condition of Approval to provide bicycle parking as one of several measures to reduce potentially significant greenhouse gas emissions to a less-than-significant level (E-5). The plan requires adequate secure bicycle parking at a minimum ratio of one bicycle spot for every 20 vehicle spots. The proposed project includes a secured bicycle parking area to accommodate 10 bicycles in the below-grade parking garage, which significantly exceeds the requirements of the condition.

Mitigation Measures

Based on the conclusions of the analysis, the impact on parking supply is considered to be less-than-significant. Implementation of **Mitigation Measures 16a-16e** would reduce any parking impacts to less-than-significant levels.

Mitigation Measure 16a: The project sponsor shall obtain approval for a Parking Variance for satisfying off-street parking requirements with parking lifts.

Mitigation Measure 16b: Klaus #26061-190 (or comparable) parking lifts shall be installed in the garage of each residential unit, with the following conditions:

- a) The parking lifts shall be properly illuminated to provide safety for easy loading and unloading, while not causing excessive glare.
- b) Sound absorption materials will be used to minimize any excessive noise from the operation of the parking lifts.
- c) Signage shall be installed in each garage explaining the proper use of the lifts and emergency contact information for lift maintenance or problems.
- d) The applicant shall be required to work with the manufacturer during construction to review issues related to installation of the parking lifts and to receive operational and safety training of the parking lifts.
- e) The final design of the parking lifts shall be subject to the review and approval of the Community Development Director.

Mitigation Measure 16c: A minimum of sixteen (16) parking spaces shall be permanently maintained on the same lot with the building, including the spaces provided by the lifts accommodating four vehicles and the delivery vehicle space.

Mitigation Measure 16d: Project sponsors shall provide adequate secure bicycle parking in the Plan Area at a minimum ratio of one bicycle spot for every 20 vehicle spots.

Sources

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

Burlingame Downtown Specific Plan, Burlingame, California, 2010.

City of Burlingame. 2010. *City of Burlingame Mitigated Negative Declaration, File No. ND-555-P, Burlingame Downtown Specific Plan*. May, 2010.

City of Burlingame, *Municipal Code, Title 25 - Zoning*, Burlingame, California, 2013 edition.

Institute of Transportation Engineers (ITE) *Trip Generation*, 9th edition, 2012.

San Mateo County Congestion Management Program, 1997.

San Mateo County Comprehensive Airport Land Use Plan, San Francisco International Airport, December, 1996.

Klaus Multiparking Product Data Sheet, "Single Vario 2061", date stamped November 11, 2013.

Project plans date stamped December 30, 2013.

<u>Issues (and Supporting Information Sources):</u>	<u>Significant or Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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17. UTILITIES AND SERVICE SYSTEMS

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The proposed project will be served by existing utilities in place in the area, or will be required to connect to these systems. All new utility connections to serve the site and that are affected by the development will be installed to meet current code standards; sewer laterals from the main on the site to serve the new structure will be checked and replaced if necessary. Abandoned utilities and hookups will be removed.

The estimate for wastewater generated by the proposed project is approximately 4,000 gallons per day (GPD) or 400 GPD per dwelling unit. There is an 8-inch sanitary sewer line in Floribunda Drive that runs to the wastewater treatment plant.

The City of Burlingame purchases all of its water from the San Francisco Public Utilities Commission (SFPUC). Water is supplied to the City by several SFPUC pipelines that are connected to six metered connections at various locations throughout the City. The applicant estimates the project demand for water as approximately 1400 gallons per day (GPD) or 140 GPD per dwelling unit. The site is tied into an existing 6-inch water line along Floribunda Avenue, which extends from 12-inch water lines at Primrose Road and Ansel Road, and a 10-inch water line at California Drive. There is adequate capacity in the system to accommodate the proposed increase of five units on this lot.

There is a storm drain at the intersection of Ansel and Floribunda Avenues that connects to a 90-inch pipe that flows under Oak Grove Avenue and ultimately to San Francisco Bay.

The City Engineer has indicated that there is adequate capacity in the sanitary sewer, water and storm drainage systems to accommodate the incremental increase of five dwelling units. Therefore, the project's impact to wastewater treatment requirements and facilities would be less than significant.

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

Construction activities would generate waste during the construction phase. The general contractor would be required to recycle and to reduce the waste stream and transport and recycle the construction waste separately. After reclamation and recycling from demolition, solid waste generated during operation of the project would be typical for residential use, and would not be considered substantial.

Mitigation Measures: None Required.

Sources

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

City of Burlingame, Engineering Division Memorandum dated December 18, 2012.

City of Burlingame, Stormwater Division Memoranda dated November 1, 2013; June 11, 2013; February 21, 2013.

Project Plans date stamped December 30, 2013.

Recology San Mateo County, www.recologysanmateocounty.com, site accessed December, 2013.

<i>Issues (and Supporting Information Sources):</i>	<i>Significant or Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
18. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulative considerable? ("Cumulative considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input 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

The project does not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Any potential short-term increases in potential effects to the environment during construction are mitigated to a less than significant level, as described throughout the Initial Study.

In accordance with CEQA Guidelines Section 15183, the environmental analysis in this Initial Study was conducted to determine if there were any project-specific effects that are peculiar to the project or its site. No project-specific significant effects peculiar to the project or its site were identified that could not be mitigated to a less than significant level. The proposed project would contribute to environmental effects in the areas of aesthetics, air quality, biological resources, cultural resources, temporary increases in construction-generated dust and noise, a temporary increase in sedimentation and water quality effects during construction, potential geology/seismic considerations with new development, and short-term traffic impacts during construction. Mitigation measures incorporated herein mitigate any potential contribution to cumulative impacts associated with these environmental issues. Therefore, the proposed project does not have impacts that are individually limited, but cumulatively considerable.

The project may have significant adverse effects on human beings in the areas of air quality, noise and with geologic/seismic considerations with new development. Mitigation measures identified in this Initial Study would reduce the effects to a less than significant level.