

920 BAYSWATER AVENUE PROJECT

INITIAL STUDY/PROPOSED MITIGATED NEGATIVE DECLARATION



Prepared for the City of Burlingame



Prepared by Circlepoint

46 S First Street, San Jose, CA 95113



June 2018

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City of Burlingame
920 Bayswater Avenue Project

Proposed Mitigated Negative Declaration (MND)

City File No: ND-599-P

Prepared for:

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

Prepared by:

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

June 2018

920 Bayswater Avenue Project

PROPOSED MITIGATED NEGATIVE DECLARATION (MND)

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

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

1. Project Description

The project site encompasses seven parcels with addresses of 908 and 920 Bayswater Avenue and 108, 112, 116, 120, and 124 Myrtle Road (APNs 029-235-160, -170, -180, -190, -200, -210, and -220) in the Lyon Hoag neighborhood of Burlingame (City). The combined parcels are 53,845 square feet (1.2 acres). The project site is bordered by automobile service uses to the west, south, and east, and residential uses to the north.

The project site is located in the Burlingame Downtown Specific Plan (Downtown Specific Plan) area. The majority of the site (48,485 square feet) is located in the Myrtle Mixed Use (MMU) zoning district designated primarily for retail uses, personal services, business services, and service commercial uses; the remaining portion of the site (5,000 square feet) is located in the Anita Road Overlay (R-3) zoning district designated primarily for residential uses (Figure 1).

The relatively flat project site is located immediately north of the Caltrain tracks and approximately 0.75 mile south of the San Francisco Bay. The property at 920 Bayswater Avenue contains an automobile repair garage, 908 Bayswater Avenue and 120/124 Myrtle Road contain single-family dwellings, 108/116 Myrtle Road contain apartment buildings, and 112 Myrtle Road consists of a surface parking lot used for car storage (Figure 2). The site contains 39,600 square feet of impervious surfaces and 14,245 square feet of pervious landscaping, including 16 trees of various species. Myrtle Road and Bayswater Avenue provide access to the site.

The Burlingame Caltrain Station is located approximately 0.25 mile west of the project site, within walking distance. Washington Elementary School is located approximately 400 feet north of the project site; Burlingame High School is located approximately 0.4 mile northwest of the project site. Washington Park is also located within 0.25 mile of the project site.

The project would involve merging the seven parcels, demolishing all existing structures on the site, and constructing a new, three- and four-story, 128-unit apartment building with two levels of subterranean parking. The multi-level subterranean parking garage would provide a total of 179 standard-size parking stalls, which exceeds the required 170 parking stalls for this project. Additionally, 36 bicycle parking spaces would be provided. Ten percent of the units would be affordable.

The building footprint would cover 34,440 square feet of the 53,845 square foot project site (65.6 percent of the lot) and the building would be 46 feet high (Figure 3). In addition to roof area, new impervious features would include sidewalks, patios, paths, and driveways. Unlike the existing conditions, there would be no uncovered parking with implementation of the project. The total impervious surface area at the project site would be 49,648 square feet and the rest of the project site, 4,197 square feet, would consist of landscaping. The project plans are included as Appendix A of this initial study (IS)/MND.

2. Determination

An MND, City File No. ND-599-P, is proposed by the City of Burlingame for the project. An IS and supporting documents have been prepared to determine if the project would result in potentially significant or significant impacts to the environment (**Exhibit A, Initial Study**). The 18 mitigation measures that have been identified are listed in **Table 1** below. The supporting technical reports that constitute the record of proceedings upon which a determination is made are available for public review at the City of Burlingame Planning Division at 1500 Warburton Avenue, Santa Clara, CA 95050, between 8:00 a.m. and 5:00 p.m., Monday through Friday.

Table 1 Summary of Mitigation Measures		
<i>Environmental Factor</i>	<i>Mitigation Measures</i>	<i>Level of Environmental Impact</i>
Aesthetics	Mitigation Measure AES-1: The project developer shall install low-profile, low-intensity lighting directed downward to minimize light and glare. Exterior lighting shall be low mounted, downward casting, and shielded. In general, the light footprint shall not extend beyond the periphery the property. Implementation of exterior lighting fixtures on all buildings shall also comply with the standard California Building Code (Title 24, Building Energy Efficiency Standards) to reduce the lateral spreading of light to surrounding uses, consistent with Burlingame Municipal Code Section 18.16.030 that requires that all new exterior lighting for residential developments be designed and located so that the cone of light and/or glare from the light element is kept entirely on the property or below the top of any fence, edge or wall. In addition, lighting fixtures would not be located more than nine feet above adjacent grade or required landing; walls or portions of walls would not be floodlit; and only shielded light fixtures which focus light downward would be used, except for illuminated street numbers required by the fire department.	Less than Significant with Mitigation Incorporated
Biological Resources	Mitigation Measure BIO-1: If construction activities commence during the nesting/breeding season of native bird species potentially nesting near the site (typically February 1 through August 31 in the project region), a pre-	Less than Significant with Mitigation Incorporated

**Table 1
Summary of Mitigation Measures**

<i>Environmental Factor</i>	<i>Mitigation Measures</i>	<i>Level of Environmental Impact</i>
	<p>construction survey for nesting birds shall be conducted by a qualified biologist within two weeks prior to the commencement of construction activities.</p> <p>If active nests are found in areas that could be directly affected by construction and would be subject to prolonged construction-related noise, a no-disturbance buffer zone shall be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The avoidance buffer size shall be 300 feet for raptor species and 150 feet for all other bird species. The size of the buffer zones and types of construction activities restricted within buffers will be determined by a qualified biologist by taking into account factors such as the following:</p> <ul style="list-style-type: none"> ▪ Noise and human disturbance levels at the construction site at the time of the survey and the noise and disturbance expected during the construction activity; ▪ Distance and amount of vegetation or other screening between the construction site and the nest; and ▪ Sensitivity of individual nesting species and behaviors of the nesting birds. 	
Cultural Resources	<p>Mitigation Measure CUL-1: In the event Native American or other archaeological resources are encountered during construction, work shall be halted within 100 feet of the discovered materials and workers shall avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations.</p> <p>If an archaeological site is encountered in any stage of development, a qualified archeologist will be consulted to determine whether the resource qualifies as an historical resource or a unique archaeological resource. In the event that it does qualify, the archaeologist will prepare a research design and archaeological data recovery plan to be implemented prior to or during site construction. The archaeologist shall also prepare a written report of the finding, file it with the appropriate agency, and arrange for curation of recovered materials.</p>	Less than Significant with Mitigation Incorporated

**Table 1
Summary of Mitigation Measures**

<i>Environmental Factor</i>	<i>Mitigation Measures</i>	<i>Level of Environmental Impact</i>
Cultural Resources	Mitigation Measure CUL-2: A discovery of a paleontological specimen during any phase of the project shall result in a work stoppage in the vicinity of the find until it can be evaluated by a professional paleontologist. Should loss or damage be detected, additional protective measures or further action (e.g., resource removal), as determined by a professional paleontologist, shall be implemented to mitigate the impact.	Less than Significant with Mitigation Incorporated
Cultural Resources	Mitigation Measure CUL-3: In the event that human remains are discovered during project construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The county coroner shall be informed to evaluate the nature of the remains. If the remains are determined to be of Native American origin, the Lead Agency shall work with the Native American Heritage Commission and the applicant to develop an agreement for treating or disposing of the human remains.	Less than Significant with Mitigation Incorporated
Geology and Soils	Mitigation Measure GEO-1: Project design and construction shall adhere to Title 18, Chapter 18.28 of the Burlingame Municipal Code, and demonstrate compliance with all design standards applicable to the California Building Code Zone 4 would ensure maximum practicable protection available to users of the buildings and associated infrastructure.	Less than Significant with Mitigation Incorporated
Geology and Soils	Mitigation Measure GEO-2: Project design and construction, including excavation activities, shall comply with Chapter 33 of the CBC, which specifies the safety requirement to be fulfilled for site work. This would include prevention of subsidence and pavement or foundations caused by dewatering.	Less than Significant with Mitigation Incorporated
Geology and Soils	Mitigation Measure GEO-3: The applicant shall prepare a monitoring program to determine the effects of construction on nearby improvements, including the monitoring of cracking and vertical movement of adjacent structures, and nearby streets, sidewalks, utilities, and other improvements. As necessary, inclinometers or other instrumentation shall be installed as part of the shoring system to closely monitor lateral movement. The program shall include a pre-construction survey including photographs and installation of monitoring points for	Less than Significant with Mitigation Incorporated

**Table 1
Summary of Mitigation Measures**

<i>Environmental Factor</i>	<i>Mitigation Measures</i>	<i>Level of Environmental Impact</i>
	existing site improvements.	
Hazards and Hazardous Materials	Mitigation Measure HAZ-1: The contractor shall comply with Title 8, California Code of Regulations/Occupational Safety and Health Administration (OSHA) requirements that cover construction work where an employee may be exposed to lead. This includes the proper removal and disposal of peeling paint, and appropriate sampling of painted building surfaces for lead prior to disturbance of the paint and disposal of the paint or painted materials.	Less than Significant with Mitigation Incorporated
Hazards and Hazardous Materials	Mitigation Measure HAZ-2: The applicant shall contract a Certified Asbestos Consultant to conduct an asbestos survey prior to disturbing potential asbestos containing building materials and following the Consultant's recommendations for proper handling and disposal.	Less than Significant with Mitigation Incorporated
Hazards and Hazardous Materials	Mitigation Measure HAZ-3: The applicant shall prepare, and submit, a Soils Management Plan (SMP)/Environmental Management Plan to the San Mateo County Health Department for approval, prior to the issuance of a building permit. The SMP/Environmental Management Plan shall address the possibility of encountering subsurface contaminants, including groundwater, during construction activities, and the relevant measures for identifying, handling, and disposing of subsurface contaminants. The SMP/Environmental Management Plan shall be submitted and approved by the San Mateo County Health Department prior to issuance of a building permit.	Less than Significant with Mitigation Incorporated
Hazards and Hazardous Materials	Mitigation Measure HAZ-4: The contractor shall ensure the appropriate handling, storing, and sampling of any soil to be removed from the subject property, as per the SMP, so as to eliminate potential health and safety risks to the public, including construction workers.	Less than Significant with Mitigation Incorporated
Hazards and Hazardous Materials	Mitigation Measure HAZ-5: In the event that groundwater, or other subsurface contaminants, are encountered during excavation, grading, or any other demolition/construction activities at the project site, the contractor shall ensure that the procedure for evaluating, handling, storing, testing, and disposing of contaminated groundwater is implemented, as per the SMP (see Mitigation Measure HAZ-3).	Less than Significant with Mitigation Incorporated

**Table 1
Summary of Mitigation Measures**

<i>Environmental Factor</i>	<i>Mitigation Measures</i>	<i>Level of Environmental Impact</i>
Hazards and Hazardous Materials	Mitigation Measure HAZ-6: Workers handling demolition and renovation activities at the project site will be trained in the safe handling and disposal of any containments with which they are handling or disposing of on the project site.	Less than Significant with Mitigation Incorporated
Noise	Mitigation Measure NOI-1: Outdoor mechanical equipment shall be located, hooded, and/or shielded in a manner that limits exposure to adjacent residences prior to building occupancy. Typically, the shielding of HVAC units reduces noise levels to no greater than 55 dBA Leq at 50 feet from the source.	Less than Significant with Mitigation Incorporated
Noise	<p>Mitigation Measure NOI-2 Construction-Related Noise Reduction Measures. The applicant shall apply the following measures during construction of the project.</p> <ul style="list-style-type: none"> ▪ <i>Mufflers.</i> Construction equipment shall be properly maintained and all internal combustion engine driven machinery with intake and exhaust mufflers and engine shrouds, as applicable, shall be in good condition and appropriate for the equipment. During construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers, consistent with manufacturers' standards. ▪ <i>Electrical Power.</i> Electrical power, rather than diesel equipment, shall be used to run compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities. ▪ <i>Equipment Staging.</i> All stationary equipment shall be staged as far away from adjacent multi-family residential development as feasible. ▪ <i>Equipment Idling.</i> Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use. ▪ <i>Workers' Radios.</i> All noise from workers' radios shall be controlled to a point that they are not audible at sensitive receptors near construction activity. ▪ <i>Smart Back-up Alarms.</i> Mobile construction equipment shall have smart back-up alarms that 	Less than Significant with Mitigation Incorporated

**Table 1
Summary of Mitigation Measures**

<i>Environmental Factor</i>	<i>Mitigation Measures</i>	<i>Level of Environmental Impact</i>
	<p>automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in reverse.</p> <ul style="list-style-type: none"> ▪ <i>Disturbance Coordinator.</i> The applicant shall designate a disturbance coordinator who shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler) and shall require that reasonable measures warranted to correct the problem be implemented. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site. <p><i>Additional Noise Attenuation Techniques.</i> During the demolition, site preparation, grading, and building phases of construction, temporary sound barriers rated to Sound Transmission Class 20 or higher shall be installed and maintained facing the north and northwestern boundaries of the project site. Temporary sound barriers shall block line of sight between noise-generating construction equipment and adjacent residential windows and shall be placed as close to the source equipment as feasible.</p>	
Tribal Cultural Resources	See Mitigation Measure CUL-1 and CUL-3 .	Less than Significant with Mitigation Incorporated
Utilities and Service Systems	Mitigation Measure UTIL#1: The project sponsor shall coordinate with the City Engineer to improve the public sanitary sewer infrastructure. Prior to issuance of a building permit, project sponsors shall develop a plan to facilitate sanitary sewer improvements. The plan shall include a schedule for implementing sanitary sewer upgrades that would occur within the development site and/or contribution of a fair share fee toward those improvements, as determined by the City Engineer. The plan shall be reviewed by the City Engineer.	Less than Significant with Mitigation Incorporated

**Table 1
Summary of Mitigation Measures**

<i>Environmental Factor</i>	<i>Mitigation Measures</i>	<i>Level of Environmental Impact</i>
Utilities and Service Systems	Mitigation Measure UTIL#2: Prior to issuance of a building permit, development plans for projects proposed in the Plan Area, shall be reviewed by the Fire Marshal to determine if fire flow requirements would be met given the requirements of the proposed project, and the size of the existing water main(s). If the Fire Marshal determines improvements are needed for fire protection services, the project sponsor shall be required to provide a plan to supply adequate water supply for fire suppression to the project site, consistent with the Fire Marshal's requirements. The plan shall be reviewed by the Fire Marshal. The project sponsor shall be responsible for implementation of the plan including installation of new water mains, and/or incorporation of fire water storage tanks and booster pumps into the building design, or other measures as determined by the Fire Marshal.	Less than Significant with Mitigation Incorporated

William Meeker, City of Burlingame
Community Development Director

Date

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EXHIBIT A

City of Burlingame
920 BAYSWATER AVENUE PROJECT

Initial Study

Prepared for:

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

Prepared by:

Circlepoint
46 S First Street
San Jose, CA 95113

June 2018

DRAFT

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INITIAL STUDY AND ENVIRONMENTAL CHECKLIST FORM

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

- | | |
|---------------------------------------|---|
| 1. Project Title | 920 Bayswater Avenue |
| 2. Lead Agency | City of Burlingame
501 Primrose Road
Burlingame, CA 94010 |
| 3. Contact Person and Phone Number | Catherine Keylon, Senior Planner
Telephone: (650) 558-7252
E-Mail: ckeylon@burlingame.org |
| 4. Project Location | 920 Bayswater Avenue
Burlingame, CA 94010 |
| 5. San Mateo County Parcel Number | APN 029-235-160
APN 029-235-170
APN 029-235-180
APN 029-235-190
APN 029-235-200
APN 029-235-210
APN 029-235-220 |
| 6. Project Sponsor's Name and Address | Mark V. Pilarczyk
Fore Property Company
20 S. Santa Cruz Avenue #300
Los Gatos, CA 95030 |
| 7. General Plan Designation | Downtown Specific Plan
Myrtle Road Mixed Use Area
Anita Road Residential Area |
| 8. Zoning | Myrtle Mixed Use (MMU) District
Anita Road Overlay (R-3) District |
| 9. Description of Project | See project description below |
| 10. Surrounding Land Uses and Setting | Automobile services (west, south, and east)
Residential (north) |

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

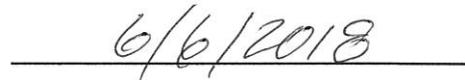
DETERMINATION

On the basis of this Initial Study:

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



William Meeker
Community Development Director



Date

PROJECT DESCRIPTION

Existing Project Setting

The project site encompasses seven parcels with addresses of 908 and 920 Bayswater Avenue and 108, 112, 116, 120, and 124 Myrtle Road (APNs 029-235-160, 170, 180, 190, 200, 210, and 220) in the Lyon Hoag neighborhood of Burlingame (City). The combined parcels are 53,012 square feet (1.2 acres). The project site is bordered by automobile service uses to the west, south, and east, and residential uses to the north.

The project site is located in the *Burlingame Downtown Specific Plan* (Downtown Specific Plan) area. The majority of the site (48,485 square feet) is located in the Myrtle Mixed Use (MMU) zoning district designated primarily for retail uses, personal services, business services, and service commercial uses; the remaining portion of the site (5,000 square feet) is located in the Anita Road Overlay (R-3) zoning district designated primarily for residential uses (see **Figure 1**).

The relatively flat project site is located immediately east of the Caltrain tracks and approximately 0.75 mile west of the San Francisco Bay. The property at 920 Bayswater Avenue contains an automobile repair garage, 908 Bayswater Avenue and 120/124 Myrtle Road comprises single-family dwellings, 108/116 Myrtle Road contain apartment buildings, and 112 Myrtle Road consists of a surface parking lot used for car storage (see **Figure 2**). The site contains 39,600 square feet of impervious surfaces and 14,245 square feet of pervious landscaping, including 16 trees of various species. Myrtle Road and Bayswater Avenue provide access to the site.

The Burlingame Caltrain Station is located approximately 0.25 mile northwest of the project site, within walking distance. Washington Elementary School is located approximately 400 feet north of the project site; Burlingame High School is located approximately 0.4 mile northwest of the project site. Washington Park is also located within 0.25 mile of the project site.

Project Components

The project would involve merging the seven parcels, demolishing all existing structures on the site, and constructing a new, three- and four-story, 128-unit apartment building with two levels of subterranean parking. The multi-level subterranean parking garage would provide a total of 179 standard-size parking stalls, which exceeds the required 170 parking stalls for this project.¹ Additionally, 36 bicycle parking spaces would be provided. Ten percent of the units would be affordable.

The building footprint would cover 34,440 square feet of the 53,012 square foot project site (65.6 percent of the lot) and the building would be approximately 46 feet high (see **Figure 3**).²

¹ State affordability/density bonus regulations would require a total of 170 parking stalls to be provided.

² Up to 46-foot high building would be allowed within the MMU and R3 designations without a conditional use permit because the project includes a request for a density bonus incentive per C.S. 25.63.040(c)(1) which allows a height up to forty-six (46) feet without a Conditional Use Permit.

In addition to roof area, new impervious features would include sidewalks, patios, paths, and driveways. Unlike the existing conditions, there would be no uncovered parking with implementation of the project. The total impervious surface area at the project site would be 49,648 square feet and the rest of the project site, 4,197 square feet, would consist of landscaping. The project plans are included as **Appendix A** of this initial study (IS).

Proposed Building

The garage, ground, upper and roof levels of the project would all be connected by three staircases and two elevators. One staircase and elevator would be collocated near the western corner of the project. Staircases would also be located along the northern wall and eastern corner of the project. The second elevator would be located closer to the center of the property.

Garage Levels

The project would feature two subterraneous levels of parking, accessible via the vehicular entrance on Myrtle Road. The upper level would provide 88 parking stalls, 6 of which would be handicap accessible. This level would also include 36 bicycle parking spots near the western stairs/elevator. Additionally, the upper level would house dumpsters for trash near the central elevator and 137 lockers in a storage area located along the northern wall of the level. The lower level would provide 91 parking stalls, none of which would be handicap accessible. In addition, 119 lockers would be provided in a storage area located along the northern wall of the level.

Ground Level

The ground floor would feature 29 residential units and would include landscaping along Bayswater Avenue and Myrtle Road. Courtyards would be located near the center of the project, one to the east of center and one to the west. In addition, there would be a centrally located community room and a leasing office and gym which would be located along Myrtle Road.

Upper Levels

The second and third levels would each feature 36 residential units. These floors would not include any non-residential amenities or structures. The fourth level would include 27 residential units. As with the second and third floors, the fourth level would not include any non-residential amenities or structures.

Roof level

The roof level would not feature any residential units. A centrally located rooftop patio area would be accessible via the centrally located elevator or any of the staircases. Air-conditioning units would also be located on the roof level.

Design and Landscaping

The project would be designed to promote compatibility with surrounding buildings. The exterior siding would be finished with wood paneling ranging between brown, gray, and white color tones. The residences would feature white balconies facing Myrtle Road and Bayswater Avenue

The project would include removal of 8 of the existing 16 trees and replanting of 18 new trees, for a total of 26 trees on the developed project site. *Ginkgo biloba* trees would be planted along Bayswater Avenue in order to meet the themed block requirement. Crimson Spire oak would be planted within City right-of-way along Myrtle Road. Other new ornamental trees would be featured in raised planters around the perimeter of the project. Shrubs, groundcover, and plantings on wall-mounted trellises would also be featured around the property.

Utilities

The Burlingame Public Works Department provides water and wastewater service to the project site. The project site is connected to the City's utility infrastructure which includes an existing 6-inch water line and a 6-inch sanitary sewer line. The new building would tie-in to these existing lines. New construction is required to comply with California Fire Code requirements for fire flow, based on the size of the building and type of construction, and hydrant spacing. Upon building permit submittal, Central County Fire Department will require that the project comply with State Fire Code for emergency water supply (hydrants) with regard to the increase of square footage at the project site and necessary flow rate (gallons per minutes); if the existing water line cannot meet the flow rate then the applicant would be responsible for upsizing the water line.

The Street and Sewer Division of the Department of the City Public Works Department maintains Burlingame's stormwater infrastructure. The project site is connected to existing 15-inch stormwater lines and the new building would tie-in to this existing line to convey stormwater infrastructure. As described in **Section 8, Utilities and Sewer Systems** of this IS, the applicant will need to conduct an analysis to determine if the sewer main requires upsizing. This analysis will be reviewed by the City and if deemed necessary, the applicant will be required to pay for their pro-rata share of the upsizing or a designated run of the line, the details of which would be determined by the Department of Public Works prior to building permit approval. The proposed project would increase the amount of impervious surfaces on the site from 39,676 square feet to 49,648 square feet. Pervious surfaces would be reduced from 14,278 square feet to 4,197 square feet. Roof drains would collect rainwater and pipe it through storm filters located at the eastern and western corners of the project before emptying into the existing 15-inch storm drain system.

Access and Circulation

The project site is located 0.9 mile west of U.S. Highway 101 (US 101) and 0.3 mile east of El Camino Real; both major traffic corridors providing access to Burlingame. Vehicles would access and exit the site from a driveway on Myrtle Road. The project location would provide

easy access to the Burlingame Caltrain station. Bicycle parking areas would be provided on the upper level of the underground parking structure. Future residents would be within 0.3 mile of a number of restaurants and amenities.

In order to promote alternative modes of transportation and reduce use of vehicles for future residents, the following transportation demand management (TDM) measures would be implemented:

- Approximately 88 bike storage lockers and a bike repair room/lounge area would be included at the project site
- A secondary lobby providing pedestrian connectivity to the Burlingame Caltrain Station
- A loading zone doubling as a designated Uber/Lyft pick-up location
- Concierge services including a dry cleaning locker service³
- A designated locker room for Amazon deliveries, including a cold storage locker
- Electric vehicle charging stations within the parking garage⁴
- One car share parking stall for Zipcar/type service

Construction

The proposed construction methods are considered to be conceptual; for the purposes of this environmental document, the analysis considers the construction plan as described below.

Equipment utilized during construction will include an excavator with a grapple for demolition, mini excavator, pile driver, 90-ton rough terrain crane, all terrain forklift, concrete pump, material handling equipment, and pier boring or drilling equipment. The existing buildings, concrete, and paving on the site would be demolished and removed as part of the project. The two level subterranean podium parking would require approximately 20 feet of excavation. Non-engineered fill would be excavated, and if deemed suitable for reuse, replaced as engineered fill under the podium level. Groundwater can be found between 9.5 to 11 feet below the ground surface at the project site (ENGEO, 2017). Given the 20-foot excavation depth to facilitate the subterranean multi-level parking, dewatering would be necessary. Dewatering activities would be conducted in accordance with the San Mateo Countywide Water Pollution Prevention Program (WPPP; San Mateo County, 2016). Best management practices (BMP) to ensure safe dewatering would include the following:

- Discharges of groundwater or captured runoff from dewatering operations would be properly managed and disposed of. When possible, dewatering discharge would be set to a landscaped area or sanitary sewer.
- Run-on water from offsite would be diverted away from all disturbed areas.
- The relevant local municipality (i.e., Burlingame) would be notified and approval would be obtained before discharging water to a street gutter or storm drain. If required, discharged water would be filtered or diverted through a basin, tank, or sediment trap.

³ Dry cleaning lockers would allow residents to drop off and pick up dry cleaning at an on-site locker, rather than driving to a dry cleaner themselves (Laundry Locker, 2018).

⁴ Between two and four stalls would be provided initially, but more would be pre-wired pending demand.

- In areas of known or suspected contamination, local agencies would be contacted to determine whether the ground water must be tested. If necessary, pumped groundwater would be collected and hauled offsite for treatment and proper disposal.

Given the proposed excavation depth, it would be necessary to add temporary structural support (i.e., shoring) by using a various anchoring techniques. The most probable shoring technique would be the use of soldier piles and lagging with anchors. Soldier piles are a common retaining wall strategy in which H-shaped steel beams (called piles) are drilled at regular intervals along the planned excavation perimeter. Lagging (i.e., planking used for preventing cave-ins in earthwork) consisting of wood, steel or precast concrete panels would be inserted for support. The walls could receive additional lateral support from anchors or bracing. The project applicant notes that they will be drilling the H-piles for this project.

The project assumes approximately 36,500 cubic yards of soil export. Assuming an average haul truck capacity of 20 cubic yards of material, approximately 3,649 truck trips from the project site would be required. All soil would be off-hauled to Ox Mountain located in Half Moon Bay or a similarly appropriate facility. The hauling trucks would access the site by heading west on Peninsula Avenue from US 101 (Peninsula interchange), making a right turn onto Anita Road and making a left onto Bayswater Avenue stopping in front of the site at the corner of Bayswater Avenue and Myrtle Road. Once full, the trucks would continue down Myrtle Road before turning left onto Howard Avenue in order to turn back onto California Drive and proceed in either the north or south direction, depending on the final destination of the off-haul. Once the shoring is in place, the parking garage would be constructed, followed by the structures at grade.

Construction would occur over approximately 22 months, with demolition lasting approximately three months, grading lasting approximately four months, building construction lasting approximately 16 months, paving lasting approximately four months, and architectural coating lasting approximately three months. Construction would occur during the construction hours allowed by the Burlingame Municipal Code, Section 18.07.110, specifically:

Weekdays: 8:00 a.m. – 7:00 p.m.

Saturdays: 9:00 a.m. – 6:00 p.m.

Sunday and Holidays: Construction not permitted

Project Approvals

The project requires the following approvals from the City:

- Design review
- Lot Merger to combine seven existing parcels into one parcel
- Conditional Use Permit for multi-family residential in the MMU zone
- Density Bonus Incentive
- Adoption of a Mitigated Negative Declaration (MND) – California Environmental Quality Act (CEQA) clearance



Region and Project Location

Figure

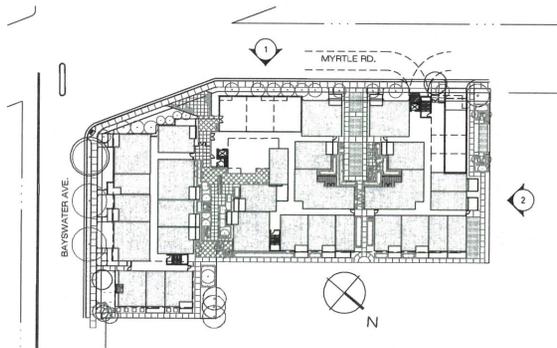


Project Site and Surrounding Land use Map

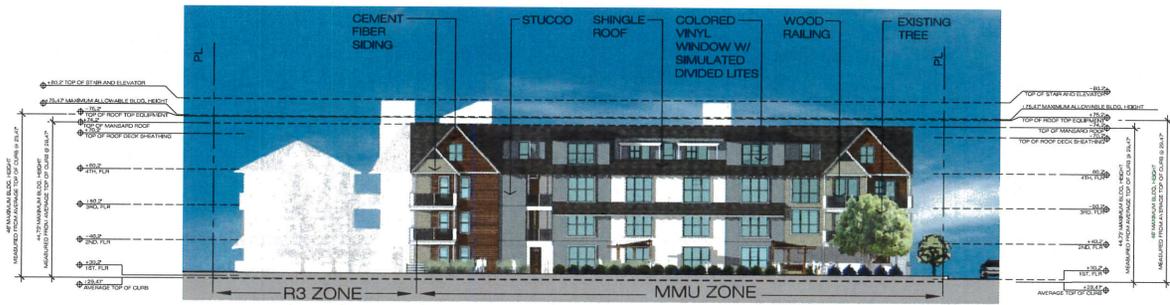
Figure



1 - SOUTH ELEVATION



KEY PLAN



2 - WEST ELEVATION

BUILDING CODE SUMMARY

705.8.1 ALLOWABLE AREA OF OPENINGS, THE MAXIMUM AREA OF UNPROTECTED AND PROTECTED OPENINGS PERMITTED IN AN EXTERIOR WALL IN ANY STORY OF A BUILDING SHALL NOT EXCEED THE PERCENTAGES SPECIFIED IN TABLE 705.8

BUILDING ELEVATIONS

FORE PROPERTY COMPANY
30 S. Santa Cruz Avenue, #300 Los Gatos, CA 95030

WITHEE MALCOLM ARCHITECTS, LLP

2251 West 130th Street Torrance, CA 90504
1.310.217.8885
www.withee-malcolm.com

JOB NO. B6079
PREPARED: JULY 25, 2017

920 BAYSWATER AVENUE

CITY OF BURLINGAME, CALIFORNIA

APN: 029-235-160, 029-235-170, 029-235-180, 029-235-190, 029-235-200, 029-235-210, 029-235-220

DATE: OCTOBER 10TH, 2017

Scale: 1" = 16'-0"



ENVIRONMENTAL IMPACT CHECKLIST

1 Aesthetics

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

Setting

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

The project site is located within both the Myrtle Road Mixed Use and Anita Road Residential Areas of the Downtown Specific Plan in the R-3 and MMU zoning districts. The project site is located in an urban area adjacent to major roadways and residential and commercial development. The surrounding area consists of automobile service uses and residential uses. The existing structures on the project site, including an automobile repair garage, single-family residences, and apartments, are visible to the surrounding residential and automobile services uses and to motorists, pedestrians, and bicyclists traveling along Myrtle Road and Bayswater Avenue. The project includes removing all existing structures on the site and redeveloping the site with a three- and four-story apartment complex.

Discussion

a) Have a substantial adverse effect on a scenic vista? (No Impact)

According to the City of Burlingame General Plan, important vistas include the hillside leading to the Skyline Ridge as seen from the Bay plain, and the Bay as seen from the hillside. The project would not impact either scenic resource. Public views of the foothills rising to the Santa Cruz Mountains are obscured by existing development and landscaping in the project vicinity. The new development would be four stories at its highest point (46 feet in height) would not exceed the 46-foot height limit allowed as part of the density bonus incentive under State law and Code Section 25.63.040(c)(1) for the MMU zoning district. Given the above, no impact to a scenic vista would occur.

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

The area surrounding the project is fully developed. No rock outcroppings, historic buildings, or other scenic resources are visible from the project site. Views of trees located on adjacent properties may be obstructed with implementation of the project. However, 18 new trees would be planted with implementation of the project, improving views of the project site over current conditions.

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

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

Construction

Construction of the project would involve demolition, earthmoving operations, and grading activities. Temporary fencing, construction equipment, construction vehicles, staging areas, and associated construction debris would be visible on the project site for the duration of construction (approximately 22 months). The visual character and quality of the site would change for a temporary period of time, depending on the work and equipment used. However, the visual effects of construction activities would be similar to other types of development and construction that typically occur within the area and would be temporary in nature.

Operation

The project would change the existing character of the project site by removing all existing structures (none of which exceed two stories in height) and redeveloping the site with a three and four-story apartment complex. At a maximum height of 46 feet, the project would be taller than the buildings surrounding the site.

The new apartment complex would require an application to the Planning Commission for Residential Design Review. The project would be reviewed for compliance with the Residential Design Guidebook, which offers guidance on appropriate design based on the style of the existing home and the character of the surrounding neighborhood. The project's appearance, which would include wood cement fiber siding ranging between brown, beige, and white color tones and would feature balconies facing Myrtle Road and Bayswater Avenue. This design would be consistent with the adjacent residential complex located at the corner of Bayswater Avenue and Anita Road. As such, the project would not substantially degrade the existing visual character or quality of the site and the impact would be less than significant.

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

The project site is currently developed and urbanized. Streetlights, exterior commercial lighting, and vehicular lights exist in the surrounding area and along adjacent corridors. The new building would contribute additional sources of light; however, exterior lighting shall be designed and installed to comply with existing regulations to reduce light pollution. Glass surfaces on the proposed structure would also result in increased sunlight reflection, ambient light, and glare beyond existing conditions. This is considered a potentially significant impact. The following mitigation measure is anticipated to reduce this impact to a less-than-significant level.

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

2 Agriculture and Forestry Resources

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.

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
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) Conflict with existing zoning for, or cause rezoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zones Timberland Projection (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land of conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The seven parcels that make up the project site are fully developed with an automobile repair garage, 908 Bayswater Avenue and 120/124 Myrtle Road contain single family dwellings, 108/116 Myrtle Road contains apartment buildings, and 112 Myrtle Road consists of a surface parking lot used for car storage. The United States Department of Agriculture Natural Resources Conservation Service soil map delineates the project site as Urban Land. The California Department of Conservation, Natural Resources Agency 2010 map of Important Farmland identifies Burlingame as Urban and Built Up Land. There are no agricultural resources located on or near the project site.

Discussion

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

and

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

and

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

and

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

and

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

There are no active agricultural lands, lands under a Williamson Act contract, forest lands, or timberlands on or adjacent to the project site. The project site is not designated for agricultural or forest uses in the General Plan Land Use Map; therefore, the project would not conflict with existing zoning for agricultural or forest uses. Furthermore, the proposed project site is located in an urban setting within the Downtown Specific Plan area, which contains land use policies intended to promote and expand development. Consequently, the project would not result in farmland or forest land conversion. Therefore, no impact would occur.

3 Air Quality

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

Federal, state, and regional agencies regulate air quality, including the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and the Bay Area Air Quality Management District (BAAQMD). EPA and CARB have adopted ambient air quality standards for criteria pollutants, which include tropospheric ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter, and lead. Ambient air quality standards also regulate reactive organic gases (ROG) and nitrogen oxides (NO_x) because they are precursors to O₃ formation. Particulate matter standards include regulations for particles with a diameter of 10 micrometers or less (PM₁₀) and particles with a diameter of 2.5 micrometers or less (PM_{2.5}).

The project site, and City, are located within the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). As the local air quality management agency, the BAAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards.

Depending on whether or not the standards are met or exceeded, the Basin is classified as being in "attainment" or "nonattainment." Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. The SFBAAB is designated as non-attainment for O₃ and PM_{2.5} under both federal and state standards, and non-attainment for PM₁₀ under the more stringent state standards, which means

that the SFBAAB does not meet the ambient air quality standards for these air pollutants (BAAQMD 2017a). The highest O₃ levels in the SFBAAB occur in the eastern and southern inland valleys that are downwind of air pollutant sources. High O₃ levels can aggravate respiratory and cardiovascular diseases, reduce lung function, and increase coughing and chest discomfort. Elevated concentrations of PM₁₀ and PM_{2.5} are the result of both regional and localized emissions. High particulate matter levels can aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

Air Quality Management

The Bay Area 2017 Clean Air Plan (2017 Plan) provides a plan to improve Bay Area air quality and protect public health as well as the climate. The legal impetus for the 2017 Plan is to update the most recent ozone plan, the 2010 Clean Air Plan, and to comply with state air quality planning requirements as codified in the California Health & Safety Code. Although steady progress in reducing ozone levels in the Bay Area has been made, the region continues to be designated as non-attainment for both the one-hour and eight-hour state O₃ standards as noted previously. In addition, emissions of O₃ precursors in the Bay Area contribute to air quality problems in neighboring air basins. Under these circumstances, state law requires the 2017 Plan to include all feasible measures to reduce emissions of O₃ precursors and reduce transport of O₃ precursors to neighboring air basins (BAAQMD 2017b).

In 2006, the EPA tightened the national 24-hour PM_{2.5} standard regarding short-term exposure to fine particulate matter from 65 µg/m³ (micro-grams per cubic meter) to 35 µg/m³. Based on air quality monitoring data for years 2006 to 2008 showing that the region was slightly above the standard, EPA designated the Bay Area as non-attainment for the 24-hour national standard in December 2008. This triggered the requirement for the Bay Area to prepare a State Implementation Plan (SIP) submittal to demonstrate how the region would attain the standard. However, data for both the 2008 to 2010 and the 2009 to 2011 cycles showed that Bay Area PM_{2.5} levels currently meet the standard. On October 29, 2012, the EPA issued a proposed rule-making to determine that the Bay Area now attains the 24-hour PM_{2.5} national standard. Based on this, the Bay Area is required to prepare an abbreviated SIP submittal which includes an emission inventory for primary (directly-emitted) PM_{2.5}, as well as precursor pollutants that contribute to formation of secondary PM in the atmosphere; and amendments to the BAAQMD New Source Review (NSR) to address PM_{2.5} (adopted December 2012). However, key SIP requirements to demonstrate how a region will achieve the standard (i.e., the requirement to develop a plan to attain the standard) will be suspended as long as monitoring data continues to show that the Bay Area attains the standard.

In addition to preparing the “abbreviated” SIP submittal, the BAAQMD has prepared a report entitled “Understanding Particulate Matter: Protecting Public Health in the San Francisco Bay Area” (BAAQMD 2012c). The report will help to guide the BAAQMD’s on-going efforts to analyze and reduce PM in the Bay Area in order to better protect public health. The Bay Area will continue to be designated as “non-attainment” for the national 24-hour PM_{2.5} standard until such time as the Air District elects to submit a “redesignation request” and a “maintenance plan” to the EPA, and the EPA approves the proposed redesignation.

Air Emissions Thresholds

This analysis uses the BAAQMD's May 2017 *CEQA Air Quality Guidelines* to evaluate air quality. The May 2017 Guidelines include revisions made to the 2010 Guidelines, addressing the California Supreme Court's 2015 opinion in the California Building Industry Association v. Bay Area Air Quality Management District, 62 Cal. 4th 369 (BAAQMD 2017a). Therefore, the numeric thresholds in the May 2017 BAAQMD *CEQA Air Quality Guidelines* were used for this analysis to determine whether the impacts of the project exceed the thresholds identified in Appendix G of the CEQA Guidelines.

The BAAQMD has developed screening criteria to provide lead agencies and project applicants with a conservative indication of whether a project could result in potentially significant air quality impacts. If all of the screening criteria are met by a project, then the lead agency or applicant would not need to perform a detailed air quality assessment of their project's air pollutant emissions. For projects that exceed the screening criteria, BAAQMD provides significance thresholds for construction and operational-related criteria air pollutant and precursor emissions. **Table 1**⁵ presents the significance thresholds being used for the purposes of this analysis. These represent the levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the SFBAAB's existing air quality conditions.

Table 1 Air Quality Thresholds of Significance

Pollutant/Precursor	Construction-Related Thresholds	Operational Related Thresholds	
	Average Daily Emissions (pounds per day)	Maximum Annual Emissions (tons per year)	Average Daily Emissions (pounds per day)
ROG	54	10	54
NO _x	54	10	54
PM ₁₀	82 (exhaust)	15	82
PM _{2.5}	54 (exhaust)	10	54

Source: Rincon 2018

Notes: NO_x = oxides of nitrogen; PM_{2.5} = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM₁₀ = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; ROG = reactive organic gases

In addition, a significant air quality impact would occur if the project design or project construction does not incorporate control measures recommended by the BAAQMD to control emissions during construction (as listed in Table 8-1 of the BAAQMD *CEQA Air Quality Guidelines*).

⁵ Note the thresholds for PM₁₀ and PM_{2.5} apply to construction exhaust emissions only.

Sensitive Receptors

There are groups of people that are more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, elementary schools, and parks. The closest off-site sensitive receptors are multi-family residences located adjacent to the project site to the northeast along Anita Road. Additional multi-family residences are located approximately 30 feet northwest of the project site along Howard Avenue. Washington School is the nearest institutional sensitive receptors located approximately 250 feet northeast of the project site.

Toxic Air Contaminants

Emissions of toxic air contaminants (TACs) can have significant health impacts at the local level. The thresholds from BAAQMD's 2017 *CEQA Air Quality Guidelines* are intended to apply to projects that would site new permitted or non-permitted sources in proximity to receptors and for projects that would site new sensitive receptors in proximity to permitted or non-permitted sources of TAC or PM_{2.5} emissions. However, for future residents of the site, the California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District* concluded that agencies to CEQA are not required to analyze the impact of existing environmental conditions on a project's future users or residents (reverse CEQA). Therefore, the anticipated exposure of future residents to existing sources of TAC emissions on the project site is provided in this IS/Proposed MND for informational purposes given that the City has elected to disclose such impacts.

TACs for new residents near highways and stationary sources, the BAAQMD recommends a risk and hazard screening using BAAQMD's screening tools if the project would subject residents to an excess cancer risk level.

In accordance with the BAAQMD, if impacts due to emissions of TACs or PM_{2.5} from siting a new receptor would exceed any of the thresholds listed below, the project would result in a significant impact:

- Non-compliance with a Community Risk Reduction Plan
- An excess cancer risk level of more than 10 in one million, or a non-cancer (*i.e.*, chronic or acute) hazard index greater than 1.0 from any individual source would be a significant cumulatively considerable contribution
- An incremental increase of greater than 0.3 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) annual average PM_{2.5} from any individual source would be a significant cumulatively considerable contribution

A project would result in a cumulatively considerable impact if the sum of past, present, and foreseeable future sources within a 1,000-foot radius from the fence line of a source, or from the location of a receptor, plus the contribution from the project, would exceed any of the following thresholds:

- Non-compliance with a Community Risk Reduction Plan
- An excess cancer risk level of more than 100 in one million, which is one order of magnitude higher than the threshold for an individual source, or a chronic non-cancer hazard index (from all local sources) greater than 10.0
- 0.8 µg/m³ annual average PM_{2.5}

A screening health risk analysis is provided below (under letter d) to address whether the project would or would not exceed the above-mentioned thresholds.

Discussion

a) Conflict with or obstruct implementation of the applicable air quality plan? (Less than Significant)

To be consistent with an air quality management plan (AQMP), a project must conform to the local General Plan or Specific Plan and must not result in or contribute to an exceedance of the local jurisdiction's forecasted future population. A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding the forecasts used in the development of the AQMP. Population growth would lead to increased vehicle use, energy consumption, and associated air pollutant emissions. The most recent and applicable adopted air quality plan is the 2017 Plan. Therefore, the proposed project would result in a significant impact if it would conflict with or obstruct implementation of the 2017 Plan (BAAQMD 2017a).

Mitigation contained in the Burlingame Downtown Specific Plan IS-MND (Mitigation Measure E-1) states that development under the Downtown Specific Plan must be consistent with the applicable air quality plan by implementing all appropriate control measures from the most currently adopted air quality plan (City of Burlingame 2010). The 2017 Plan does not include control measures that apply directly to individual development projects; instead, the control strategy includes stationary-source control measures to be implemented through BAAQMD regulations; mobile-source control measures to be implemented through incentive programs and other activities; and transportation control measures to be implemented through transportation programs in cooperation with the Metropolitan Transportation Commission (MTC), local governments, transit agencies, and others. Therefore, a project would be determined to conflict with or obstruct implementation of the 2017 Plan if it would be inconsistent with the regional growth assumptions, in terms of population, housing, and employment. The project was evaluated to determine whether it would generate population and employment growth and, if so, whether that growth would exceed the growth rates included in the 2017 Plan.

The proposed project would increase the population in Burlingame by adding an estimated 308 residents, accounting for the existing 15 residential units on the project site (DOF 2017).⁶ BAAQMD uses the Association of Bay Area Government's (ABAG) growth forecast. The California Department of Finance (DOF) estimates that the current population of Burlingame (2017) is 30,148 with 13,114 housing units (DOF 2017). The addition of 113 units (128 proposed units minus 15 existing units equals 113 units) and 272 new residents would bring the total population to about 30,456 people and the total number of housing units to 13,140. The latest ABAG projections do not include a population forecast but include a housing forecast. ABAG estimates that the number of housing units in the City in 2040 would be 13,700, an increase of 673 units (ABAG 2017). The project's housing growth, and associated population growth, is well within ABAG projections and therefore also within the BAAQMD 2017 Plan projections. Therefore, the project would not conflict with or obstruct the implementation of an applicable air quality plan and impacts would be less than significant.

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

and

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

The screening levels outlined in the BAAQMD 2017 *CEQA Air Quality Guidelines* are generally representative of new development on greenfield sites without any form of mitigation measures taken into consideration. Greenfield development often occurs on undeveloped parcels located on the periphery of urban areas that are not currently surrounded by intensive development. Typically, infill projects develop underutilized sites, such as vacant land, that are located within urban areas and are surrounded by more dense development. For projects that are infill, such as the proposed project, emissions would be less than the greenfield-type project on which the screening criteria are based because the project site is currently developed and within close proximity to existing transit options and local destinations (BAAQMD 2017a). For mid-rise apartments, the BAAQMD's operational criteria pollutant screening size is 494 dwelling units and the construction-related screening size is 240 units. The proposed project involves construction of 128 units and is therefore below the screening criteria. Nonetheless, this analysis quantifies emissions associated with the project and compares them to BAAQMD's numeric significance thresholds.

⁶ Existing residences on-site include 15 total units in single family detached housing and multi-family housing; there are approximately 36 existing residents within the project site (15 units x 2.41 persons per household; DOF 2017). The project would add 308 residents (128 units x 2.41 persons per household), which taking into account replacing existing residences, would result in a net population growth of 272 residents.

Construction of the project would generate temporary construction emissions (direct emissions) and long-term operational emissions (indirect emissions). Emissions associated with the project were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.1. Complete CalEEMod results and assumptions can be viewed in **Appendix B**.

Construction Emissions

Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction vehicles, in addition to reactive organic gases (ROG) that would be released during the drying phase upon application of architectural coatings. The proposed project would be required to comply with all applicable BAAQMD rules and regulations regarding construction emission control measures. These include using equipment with Best Available Control Technology (BACT) and using low VOC architectural coatings. Although adherence to these rules and regulations is required, CalEEMod was run without assuming use of equipment with BACT and used default VOC architectural coatings. Thus, the modeling results provide a conservative estimate of emissions.

Based on information provided by the applicant, approximately 36,500 cubic yards of earth material would be exported off site, requiring approximately 3,649 hauling truck trips with a 20 cubic yard capacity haul truck. Construction would occur over approximately 22 months, with demolition lasting approximately three months, grading lasting approximately four months, building construction lasting approximately 16 months, paving lasting approximately four months, and architectural coating lasting approximately three months.

Table 2 summarizes the estimated maximum daily emissions of pollutants during construction on the project site. As shown in the table, the BAAQMD thresholds would not be exceeded. Therefore, construction impacts would be less than significant.

Table 2 Construction Emissions

Year	Emissions					
	ROG	NO _x	CO	PM ₁₀ (exhaust)	PM _{2.5} (exhaust)	SO _x
2019 Maximum Daily Emissions	3.6	44.1	33.8	1.6	1.5	0.1
2020 Maximum Daily Emissions	30.1	21.2	25.5	2.7	1.1	0.1
Maximum Daily Emissions	30.1	44.1	33.8	1.6	1.5	0.1
BAAQMD Thresholds (average daily emissions)	54	54	N/A	82	54	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A

Source: Rincon 2018

N/A = not applicable; no BAAQMD threshold for CO or SO_x*Long-Term Emissions*

Long-term emissions associated with project operation, as shown in **Table 3**, would include emissions from vehicle trips (mobile sources), natural gas and electricity use (energy sources), and landscape maintenance equipment, consumer products and architectural coating associated with on-site development (area sources). To provide a conservative analysis, operational emissions do not take into account operation of the 15 residential units that currently exist within the project site. As shown in the table, emissions would not exceed BAAQMD thresholds for any criteria pollutant and therefore, operational impacts would be less than significant.

Table 3 Operational Emissions

Sources	Estimated Emissions					
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
Average Daily Emissions (lb/day)						
Area	3.6	0.1	10.6	0.1	0.1	<0.1
Energy	<0.1	0.3	0.1	<0.1	<0.1	<0.1
Mobile	1.2	3.9	13.9	3.5	1.0	<0.1
Total Emissions	4.8	4.2	24.7	3.5	1.0	<0.1
BAAQMD Thresholds	54	54	N/A	82	54	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A
Maximum Annual Emissions (tons/year)						
Area	0.6	<0.1	1.0	<0.1	<0.1	<0.1
Energy	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile	0.2	0.7	2.4	0.6	0.2	<0.1
Total Emissions	0.8	0.7	3.4	0.6	0.2	<0.1
BAAQMD Thresholds	10	10	N/A	15	10	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A

Source: Rincon 2018

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

CO emissions from project-related traffic would be the pollutant of greatest concern at the local level. Congested intersections with a large volume of traffic have the greatest potential to cause high localized concentrations of CO. Air pollutant monitoring data indicate that CO levels have been at healthy levels (i.e., below federal and state standards) in the Bay Area since the early

1990s. As a result, the region has been designated as in attainment for the standard. The project would generate traffic during construction and operation that would emit CO. The project would increase traffic by an estimated 577 trips per day (W-Trans 2018).⁷ BAAQMD screening guidance indicates that projects would have a less than significant impact related to CO levels if project traffic projections indicate traffic levels would not increase at any affected intersection to more than 44,000 vehicles per hour. That condition would not occur in the area affected by the project (W-Trans 2018). Therefore, CO impacts would be less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations? (Less than Significant)

The project does not include construction of new highways or roads which could be considered a new permitted or non-permitted source of TAC or PM_{2.5} in proximity to receptors. In addition, the project does not include construction of new stationary sources, such as refineries, power plants, back-up diesel generators, or cement kilns, which could be considered a new permitted or non-permitted source of TAC or PM_{2.5} in proximity to receptors. Therefore, the project would have a less than significant impact related to being a source of substantial pollutant concentrations to existing receptors in the project vicinity.

Future Resident (New Receptor) Impacts

The proposed project would result in 128 new residential units that would locate new sensitive receptors within 1,000 feet of existing sources of TACs. However as mentioned above, because the California Supreme Court in California Building Industry Association v. Bay Area Air Quality Management District concluded that agencies to CEQA are not required to analyze the impact of existing environmental conditions on a project's future users or residents (reverse CEQA), the anticipated exposure of future residents to existing sources of TAC emissions on the project site is not an environmental impact under CEQA. For informational purposes, the City has elected to disclose impacts from existing sources of TAC emissions on the future occupants of the 128-unit development project. In addition, the proposed project is required to obtain a Conditional Use Permit for multifamily residential in the Myrtle Mixed Use (MMU) Zone, which requires an explanation as to why the proposed use at the proposed location will not be detrimental or injurious to the property or improvements in the vicinity or to public health, safety or general welfare or convenience. The public health and general welfare would include new residents.

The following analysis was done to illustrate existing conditions compared to BAAQMD thresholds (described above) for exposure to TAC and PM_{2.5}. Results of the screening analyses compare each existing source's estimated cancer risk, PM_{2.5}, and hazard values to applicable BAAQMD thresholds. Highway and stationary sources are discussed independently below.

⁷ Although 577 trips was used in this analysis to ensure a conservative approach, the project has the potential to reduce trips given its proximity to the Burlingame Caltrain Station. According to CAPCOA, a 10 percent reduction in trips would occur given the project is within 1,200 feet of the Burlingame Caltrain Station (CAPCOA 2010). This would result in 519 trips per day; a 58 daily trip reduction.

Rail operations, associated with the nearby Caltrain tracks, are not evaluated because the primary health risk concern with respect to rail operations is rail yards (due to heavy truck traffic) Rail yards are a major source of diesel particulate air pollution (CARB 2005). No rail yards are located within the project vicinity.

Highways and High Volume Roadways

The project site is located approximately 1,700 feet east of State Route 82, which is outside of the 1,000 foot zone of influence for new receptors as established in the BAAQMD *CEQA Air Quality Guidelines* (BAAQMD 2017a). According to the traffic study for the project, under near-term (2023) traffic conditions, Bayswater Avenue (adjacent to the project site to the south) has approximately 2,930 average daily trips (ADT), Myrtle Road (adjacent to the project site to the west) has 680 ADT, California Drive (approximately 350 feet west of the project site) has 15,950 ADT and Peninsula Avenue (approximately 650 feet south of the project site) has 14,630 ADT (W-Trans 2018).⁸ Because California Drive and Peninsula Avenue have more than 10,000 ADT and meet the distance requirements established as part of the BAAQMD screening analysis (BAAQMD), they are considered high volume roadways that may potentially expose new receptors to substantial pollutant concentrations (see **Table 4**). **Table 5** summarizes the cancer risk and PM_{2.5} concentrations associated with these high volume roadways. As shown in **Table 5**, individual and cumulative cancer risk and PM_{2.5} concentrations from high volume roadways in the vicinity of the project site would fall below BAAQMD thresholds under the near-term (2023) traffic scenario.

Table 4 High Volume Roadways within 1,000 Feet

Roadway	Distance to Project Site (feet)	Cancer Risk (in 1 million)	PM _{2.5} Concentration (µg/m ³)
California Drive	350	2.52	0.053
Peninsula Avenue	650	0.60	0.014
BAAQMD Individual Source Screening Threshold		10	0.3
Individual Source Threshold Exceeded?		No	No
Combined Total		3.12	0.067
BAAQMD Cumulative Screening Threshold		100	0.8
Cumulative Threshold Exceeded?		No	No

Source: Rincon 2018; N/A – no data available

⁸ ADT was estimated by multiplying p.m. peak hour volume by an industry standard factor of 10.

Stationary Sources

In order to analyze existing stationary sources, the BAAQMD's Stationary Source Screening Analysis tool was applied to assess associated risk and hazard estimates (BAAQMD 2012b). Per BAAQMD methodology, a 1,000 foot radius was drawn around the project site, and stationary sources within the perimeter were taken into account.

The following describes stationary sources located near the project site that are no longer in operation and were therefore omitted from this analysis. Based on BAAQMD's Stationary Source Screening Analysis Tool, one automotive body shop (All Makes Auto Body Shop) located approximately 700 feet from the site was not considered an existing source of TACs within 1,000 feet of the project site because it is no longer in operation at the location. Two other sources located approximately 690 feet, 640 feet and 580 feet from the project were previously Putman automotive shops, but are now owned by car dealers and thus are no longer existing sources of TACs for the project site. An automotive garage located approximately 300 feet from the project site has been demolished and the site is vacant. Finally, the gasoline dispensing facility located at 400 Peninsula Avenue is greater than 1,000 feet from the project site; therefore, this source was not included in this analysis. A list of existing stationary sources within 1,000 feet of the site is shown in **Table 5**.

Table 5 Stationary Sources within 1,000 Feet

BAAQMD Source ID Number	Type	Distance to Project Site (feet)	Cancer Risk (in 1 million)	PM _{2.5} Concentration (µg/m ³)	Increased Non-Cancer Risk (Chronic Hazard Index) ¹
9867	N/A	417	0.000	0.0030	0.0000
14910	Generator	180	0.000	0.0000	0.0000
14911	Generator	400	0.000	0.0000	0.0000
14912	Generator	440	1.130	0.0003	0.0030
14914	Generator	360	13.554	0.0003	0.0027
G9557	Gasoline Dispensing Facility	645	0.267	N/A	0.0004
BAAQMD Individual Source Screening Threshold			10	0.3	1
Individual Source Threshold Exceeded?			Yes	No	No

BAAQMD Source ID Number	Type	Distance to Project Site (feet)	Cancer Risk (in 1 million)	PM _{2.5} Concentration (µg/m ³)	Increased Non-Cancer Risk (Chronic Hazard Index) ¹
Combined Total			14.951	0.0036	0.0061
BAAQMD Cumulative Screening Threshold			100	0.8	10
Cumulative Threshold Exceeded?			No	No	No

Source: Rincon 2018

N/A – no data available

As shown in **Table 5**, individual cancer risk is above BAAQMD thresholds for one source, the Putnam Automotive Mazda Dealership located at 65 California Drive (ID: 14914). The cancer risk associated with this permitted source is 13.6 in one million, and this source generates PM_{2.5} concentration of 0.0003 µg/m³, taking into account BAAQMD's Distance Adjustment Multiplier Tool for Diesel Internal Combustion (IC) Engines. The primary TAC concern with generators is emissions of diesel particulate matter (DPM). All other stationary sources listed in **Table 5** are below BAAQMD's cumulative threshold for cancer risk, and individual and cumulative thresholds for PM_{2.5} concentrations and non-cancer chronic risks.

The following measures should be included as a condition of approval (COA) to reduce exposure of new residents to toxic air contaminant emissions from the stationary combustion engine source 14914 (see **Table 5**):⁹ Additionally, the project is designed with an HVAC system that will include MERV 13 filters to mitigate air quality impacts on future residents so that the Conditional Use Permit findings can be made. These types of filters are capable of removing approximately 90 percent of the DPM emissions from air introduced into the HVAC system.

Recommended COA

The applicant shall submit to the City a ventilation proposal prepared by a licensed design professional for all on-site buildings that describes the ventilation design and how that design ensures all dwelling units would be below the excess cancer risk level of 10 in one million established by the Bay Area Air Quality Management District.

The HVAC system may also include a carbon filter to remove other chemical matter. Filtration systems must operate to maintain positive pressure within the building interior to prevent entrainment of outdoor air indoors.

If the development limits infiltration through non-operable windows, a suitable ventilation system shall include a ventilation system with filtration specifications equivalent to or better than the following: (1) American Society of Heating, Refrigerating

⁹ Tier 4 standards require that vehicles with engines up to 560 kilowatts substantially reduce emissions of NO_x and PM through the use on control technologies (e.g., advanced exhaust after treatment).

and Air- Conditioning Engineers MERV-13 supply air filters, (2) greater than or equal to one air exchanges per hour of fresh outside filtered air, (3) greater than or equal to four air exchanges per hour recirculation, and (4) less than or equal to 0.25 air exchanges per hour in unfiltered infiltration. These types of filtration methods are capable of removing approximately 90 percent of the DPM emissions from air introduced into the HVAC system.

Windows and doors shall be fully weatherproofed with caulking and weather-stripping that is rated to last at least 20 years. Weatherproofing shall be maintained and replaced by the property owner, as necessary, to ensure functionality for the lifetime of the project

Where appropriate, install passive (drop-in) electrostatic filtering systems, especially those with low air velocities (*i.e.*, 1 mph).

Ensure an ongoing maintenance plan for the HVAC and filtration systems. Manufacturers of these types of filters recommend that they be replaced after two to three months of use.

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

These actions would provide for the removal of particulates prior to entering into the indoor environment, thereby reducing the overall exposure of new individual residents. Health risk and PM_{2.5} concentrations with measures in place are shown in **Table 6** and calculations are included in **Appendix B**. The MERV-13 filter system would reduce the carcinogenic health risk associated with the stationary generator source (ID: 14914) from 13.6 in one million to 2.06 in one million, which is below BAAQMD thresholds (see **Appendix B** for calculations). In addition, although PM_{2.5} concentrations were below individual thresholds prior to the measures aimed for reducing cancer risk, PM_{2.5} levels would be further reduced to less than 0.0001 ($\mu\text{g}/\text{m}^3$) for the stationary generator source (ID: 14914).

Calculations shown in **Table 6** are based on the assumption that residents are exposed to outdoor air (100 percent of the particulates) at the residence for approximately 2 hours per day, that they are exposed to indoor air at the residence approximately 16.4 hours per day, and the remaining time of day is spent off-site (EPA Exposure Factors Handbook 2011). The indoor air is assumed to be filtered with an efficiency of 90 percent, as defined in the required actions above. The recommended MERV-13 filters have a Dust Spot Efficiency rating of 89 to 90 percent and an arrestance¹⁰ rate of over 98 percent (Mechanical Repts, Inc. 2013). This modeling methodology for air filtration systems is approved by the BAAQMD in its CEQA guidelines (BAAQMD 2017a). As shown in **Table 6**, the recommendations outlined in the COA would reduce health risk to below BAAQMD thresholds.

¹⁰ Arrestance is a measure of the ability of an air filtration device to remove dust from air.

Table 6 Mitigated Health Risks

	Cancer Risk (in 1 million)	PM _{2.5} Concentration
Stationary Source (ID: 14914)	2.06	<0.0001
BAAQMD Individual Source Screening Threshold	10	0.3
Individual Source Threshold Exceeded?	No	No

Source: Rincon 2018

e) Create objectionable odors affecting a substantial number of people? (Less than Significant)

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

The proposed project would involve the construction of multi-family residential units. The project would not include uses that generate substantial objectionable odors.¹¹ Impacts would be less than significant.

¹¹ As identified in the BAAQMD *CEQA Air Quality Guidelines*, land uses that generate substantial objectionable odors include wastewater treatment plants and pumping facilities, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical or fiberglass manufacturing, painting or coating operations, rendering plants, coffee roasters, food processing facilities, confined animal facilities, green waste and recycling operations, and metal smelting plants (BAAQMD 2017).

4 Biological Resources

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>				
a) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

This biological resources impacts assessment is based on a desktop review of available background literature and special-status species occurrence data, and a reconnaissance-level field visit, conducted on January 31, 2018, to document existing conditions. The project site is located in an urban area and is surrounded by commercial development. The project site, which currently consists of an automobile repair garage, single and multi-family residences, and a surface parking lot used for car storage, is completely developed and paved with asphalt or

concrete. Ivy (*Hedera sp.*), a non-native and invasive species, grows along fence lines throughout the project site, and several non-native trees are located among the buildings and on the adjacent sidewalk.

Discussion

- a) **Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Less than Significant with Mitigation Incorporated)**

Rincon Consultants biologists reviewed the California Natural Diversity Data Base (CNDDDB) in January 2018 to identify the location of special-status species documented in surrounding areas, and the suitability of on-site habitats to support special-status species was evaluated during the January 2018 site visit. Based on the CNDDDB records search, no special-status species have been documented on the project site. One hundred sixty special-status species, including 95 plant species and 39 animal species, have been documented within the San Mateo, California 7.5-minute U.S. Geological Survey (USGS) topographic quadrangle, containing the project site, and the eight surrounding quadrangles (Hunters Point, San Leandro, Redwood Point, Palo Alto, Woodside, Half Moon Bay, Montara Mountain, and San Francisco South).

The project site does not provide suitable habitat for any regionally occurring special-status plant or animal species for the following reasons: (1) the site is in a densely developed urban area and is isolated from areas of natural habitat; (2) the site is developed/paved and is currently developed with single and multi-family residences, an automobile repair garage, and a surface parking lot for car storage; (3) there are no wetlands, creeks, woodlands, or other habitats present associated with locally occurring special-status species; and (4) vegetation on the site is limited to invasive ivy (along the fence lines) and to non-native trees planted along the adjacent sidewalk and among the buildings. Therefore, based on the lack of suitable natural habitat and the level of disturbance of the site, no special-status plant or wildlife species are expected to occur or to be impacted by the project.

The trees on the sidewalk bordering the project site and in other nearby locations provide potential nesting habitat for common, urban-adapted bird species. The active nests of most native bird species are protected by the Migratory Bird Treaty Act (16 U.S.C. 704) and the California Fish and Game Code (Section 3503). The proposed project would require the removal of several trees, which could result in the loss of active bird nests. Additionally, construction noise has the potential to disturb nesting birds, if present in trees adjacent to the project site. The loss of an active bird nest is unlikely to result in population-level effects to sensitive bird species; however, the loss of an active bird nest protected by the Migratory Bird Treaty Act and the California Fish and Game Code would be a potentially significant impact under CEQA. Incorporation of **Mitigation Measure BIO-1** would reduce this impact to a less-than-significant level.

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

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

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

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (No Impact)

The CNDDDB was reviewed to identify the potential for occurrence of riparian and other sensitive vegetation communities on the project site. Based on the CNDDDB records search, five sensitive natural communities have been documented within the nine-quadrangle area of the project site:

- Northern Coastal Salt Marsh
- Northern Maritime Chaparral
- Serpentine Bunchgrass
- Valley Needlegrass Grassland
- Valley Oak Woodland

During the January 2018 site visit, a search was conducted for riparian habitats and other sensitive vegetation communities. No riparian habitat or other sensitive vegetation communities were observed on the project site. No potential exists for sensitive vegetation communities to occur based on the high degree of disturbance/development on and in the surrounding area of the project site. Therefore, no impacts to riparian habitat and other sensitive plant communities would occur.

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) or state-protected wetlands, through direct removal, filling, hydrological interruption, or other means? (No Impact)

During the January 2018 site visit, a search was conducted for creeks, wetlands, and other potentially jurisdictional resources. There are no creeks or wetlands present on or bordering the project site. Therefore, no impacts to federally protected wetlands and other waters would occur.

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

Wildlife corridors are described as pathways or habitat linkages that connect discrete areas of natural open space otherwise separated or fragmented by topography, changes in vegetation, and other natural or manmade obstacles such as urbanization. The project site is paved/developed and is surrounded by dense commercial and residential development and does not connect areas of natural open space. Therefore, the project site is not part of a wildlife movement corridor. For these reasons, the proposed project would not substantially interfere with the local or regional movement of wildlife species and no impacts would occur to migratory wildlife corridors or native wildlife nursery sites.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Less than Significant)

The City defines a protected tree as any tree with a trunk circumference of 48 inches or more measured 54 inches above the ground; a permit from the Parks and Recreation Department is required to remove a protected tree. The proposed project would require the removal of eight non-native trees in the right-of-way along the sidewalk and among the buildings. Trees to be removed were not measured during the site visit, but it is possible that the circumference of one or more of the trees is greater than 48 inches and would require a permit for removal. The project would be required to comply with existing City regulations, Municipal Code (MC) Chapter 11.06, that necessitate obtaining tree removal permit(s) from the City prior to removal of protected trees. Tree replacement required under City MC 11.06.090 includes the following:

- (a)(2) Planting of one tree for every 2,000 square feet of lot coverage for apartment houses.
- (b) Permits for removal of protected tree(s) shall include replanting conditions with the following guidelines:
 - (1) Replacement shall be three (3) fifteen (15)-gallon size, one twenty-four (24)-inch box size, or one thirty-six (36)-inch box size landscape tree(s) for each tree removed as determined below.

- (2) Any tree removed without a valid permit shall be replaced by two (2) 24-inch box size, or two (2) 36-inch box size landscape trees for each tree so removed as determined below.
- (3) Replacement of a tree be waived by the director if a sufficient number of trees exists on the property to meet all other requirements of the Urban Reforestation and Tree Protection ordinance.
- (4) Size and number of the replacement tree(s) shall be determined by the director and shall be based on the species, location and value of the tree(s) removed.
- (5) If replacement trees, as designated in subsection (b)(1) or (2) above, as applicable, cannot be planted on the property, payment of equal value shall be made to the City. Such payments shall be deposited in the tree planting fund to be drawn upon for public tree planting. (Ord. 1470 § 1, (1992); Ord. 1492 § 3, (1993); Ord. 1598 § 1, (1998))

Adherence to existing City standards would reduce impacts to a less-than-significant level.

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

The site is not part of or near an existing Habitat Conservation Plan or Natural Communities Conservation Plan or any other local, regional, or state habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impacts to such plans would occur.

5 Cultural Resources

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

Setting

A cultural records search for the project site was conducted through the California Historical Resources Information System (CHRIS) at the Northwest Information Center (NWIC) in March 2018 (see **Appendix C**). The results of this records search are discussed below.

Discussion

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (Less than Significant)

The existing structures on the project site that are proposed for demolition were developed between the 1920s and 1950s. The project site is not included in the Burlingame Downtown Specific Plan IS/MND list of historic structures. There are 23 structures within the Burlingame Downtown Specific Plan area that were identified as potentially eligible for the California Register of Historic Places (CRHP) and the National Register of Historic Places (NRHP). In addition, there are 51 structures within the downtown area that convey certain aspects of Burlingame's history and heritage, but are not eligible for the CRHR and NRHP. However, none of these potentially historic resources are on the project site. According to the CHRIS records search, no recorded buildings or structures are located within the proposed project area. Therefore, the impact would be less than significant.

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

According to the CHRIS search, the proposed project area contains no recorded archaeological resources. Native American resources in this part of San Mateo County have been found in areas marginal to the San Francisco Bayshore, and inland near intermittent and perennial

watercourses. The project site and surrounding area is located in an alluvial valley approximately 0.5 mile from the historic bayshore margins. Given the similarity of one or more of these environmental factors, there is a moderate potential for unrecorded Native American resources in the proposed project area.

Based on a review of historical literature and maps the CHRIS search also concluded that there is a moderate potential for unrecorded historic-period archaeological resources in the project area. Given the moderate possibility for unrecorded archaeological and Native American resources in the proposed project area, this is considered a potentially significant impact. However, implementation of the **Mitigation Measure CUL-1** below would reduce this potentially significant impact to less than significant.

Mitigation Measure CUL-1: In the event Native American or other archaeological resources are encountered during construction, work shall be halted within 100 feet of the discovered materials and workers shall avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations.

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

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Less Than Significant with Mitigation Incorporated)

No known paleontological resources have been recorded at the project site or within the vicinity. Further, the site is fully developed with single-family homes, multi-family apartment structures, and an automobile service facility. Given this, the probability of encountering paleontological resources is low. However, construction activities could potentially destroy unknown paleontological resources. This would be a potentially significant impact. In the event that paleontological resources are discovered during site development, implementation of **Mitigation Measure CUL-2** would mitigate this potentially significant impact to less-than-significant level.

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

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

It is possible that unmarked burials may be unearthed during project construction. This is considered a potentially significant impact. If human remains are uncovered, the project applicant would comply with the California Health and Safety Code Section 7050.5 regarding human remains, and the California Public Resources Code Section 5097.98 regarding the treatment of Native American human remains. As a result, implementation of **Mitigation Measure CUL-3** would reduce the potential impact to less than significant.

Mitigation Measure CUL-3: In the event that human remains are discovered during project construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The county coroner shall be informed to evaluate the nature of the remains. If the remains are determined to be of Native American origin, the Lead Agency shall work with the Native American Heritage Commission and the applicant to develop an agreement for treating or disposing of the human remains.

6 Geology and Soils

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>				
a) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), 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"/>

Setting

Burlingame is in the Coast Ranges geomorphic province, in eastern San Mateo County, adjacent to the San Francisco Bay. Qualified geotechnical engineers completed a preliminary geotechnical investigation for the project in May 2017 and determined that the project site is suitable to support mixed-use and residential development with incorporation of development recommendations outlined in the report (see **Appendix D**).

According to the geotechnical investigation report, existing fill left in-place underneath structural areas could undergo settlement that is not easily characterized and could ultimately

be inadequate to effectively support the proposed building loads. In general, existing non-engineered fill should be excavated, and if deemed suitable. While the potential thickness of existing fill was not evaluated as part exploration activities, the report anticipates that excavation activities associated with the underground level would remove the existing fill at the site for reuse, replaced as engineered fill.

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

Surface conditions at the exploration locations generally consisted of flatwork, pavement, and landscaping. No bedrock outcrops were encountered, as expected for the mapped geological unit dominating the site. The site is currently developed and consists of an auto-body repair shop, residential development (both single- and multi-family), concrete flatwork, and landscaping. Based on review of the existing topographic maps, the site is generally flat. Additionally, the site is located adjacent to an active CalTrain rail. The rail is approximately 70 feet from the property boundary in the southwest and approximately 150 feet from the rail to the property boundary in the northwest. There is a smaller tolerance for construction-related settlement or uplift with respect to CalTrain right-of-ways.

Discussion

- 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. (No Impact)**

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

- San Andreas Fault (approximately 2.8 miles west)
- San Gregorio Fault (approximately 9.7 miles northeast)
- Monte Vista-Shannon Fault (approximately 11 miles southeast)
- Hayward (Total Length) Fault (approximately 15.4 miles east)

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

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

The City is in relative proximity to historically active faults; as such, there is potential for development within the sphere to be subject to strong seismic ground shaking, including the project site. The intensity of earthquake ground motions would depend on the characteristics of the generating fault, distance to the fault and rupture zone, earthquake magnitude, earthquake duration, and site-specific geologic conditions. The San Andreas Fault is the closest active fault to the project site, and lies approximately 2.8 miles to the southwest. Numerous active and potentially active Bay Area faults are capable of producing moderate to major earthquakes that could cause severe ground shaking at the site in the future. As stated in the Burlingame Downtown Specific Plan IS/MND, Burlingame soils are reasonably stable under seismic conditions. Given this, implementation of the project would expose people and structures to strong seismic ground shaking if an earthquake were to occur in the area. Adherence to **Mitigation Measure GEO-1** would reduce the potential impact to a less-than-significant level.

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

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

Some potential for seismic-related ground failure exists given the project site is located in a seismically active region. The project site is flat and is underlain predominately by stiff to very stiff alluvial deposits. Given this, the potential for significant seismic settlement is low. Additionally, the project site has a low potential for liquefaction (ENGEO 2017). Therefore, the impact would be less than significant.

iv) Landslides? (No Impact)

Downtown Burlingame is relatively flat, without steep or unstable slopes, and does not have an irregular surface. As such, natural slope instability does not affect the project site. Landslides are not considered a hazard in the area. Therefore, no impact would occur.

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

The project site is currently developed with an automobile repair garage, single family dwellings, apartment buildings, and a surface parking lot used for car storage. The site is covered by 39,600 square feet of impervious surfaces, which includes roof areas and uncovered parking, along with 14,245 square feet of landscaping. All existing structures on the site would be demolished and removed as part of the project and 34,440 square feet of the 53,845 square feet project site would be developed. Construction activities would be required to comply with the provisions in Appendix J of the 2007 California Building Code (CBC) in regards to grading,

excavating, and earthwork construction. Soil erosion after construction would be controlled by implementation of approved landscape and irrigation plans, as needed.

After construction, the site would be covered with 49,648 impervious surfaces and 4,197 of pervious surface resulting from landscaping. Based on the anticipated fines content of near-surface soils, near-surface site soils are expected to have low permeability values for stormwater infiltration. Further, conformance to the City grading standards and the County Stormwater Management Plan would prevent substantial erosion through the implementation of practices including the following:

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

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

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

As previously discussed, the project site is not located in an area with high susceptibility to landslide effects or liquefaction owing to its flat topography. Groundwater depth is estimated to be 9.5 to 11 feet bgs, which is generally consistent with publically available data from the State Water Resources Control Board. For these reasons, the potential for lateral spreading is determined to be low. Furthermore, soils at the project site are predominantly stiff to very stiff clays and sands (ENGEO 2017). Therefore, the potential for differential seismic settlement is also low. Given the above, the impact would be less than significant.

d) Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994, as it may be revised), creating substantial risks to life or property? (Less than Significant with Mitigation)

The primary concern stated in the geotechnical investigation report is the presence of existing fill and weak soil. The project design and construction, including excavation activities, would be required to comply with Chapter 33 of the CBC, which specifies the safety requirements to be fulfilled for site work and protection of adjacent properties from damage during excavation (**Mitigation Measure GEO-2**). This would include the prevention of subsidence or pavement or foundations caused by dewatering. The project would also be required to adhere to Chapter 18 of the CBC as outlined in **Mitigation Measure GEO-1**, which sets forth building construction standards including, but limited to, expansive soils. Additionally, the geotechnical report prepared for the project includes recommendations for site work, grading, building foundations (to the adjacent properties), flatwork, retaining walls, and pavements. Adherence to **Mitigation Measures GEO-1, GEO-2, and GEO-3** would reduce the impact to a less-than-significant level.

Mitigation Measure GEO-2: Project design and construction, including excavation activities, shall comply with Chapter 33 of the CBC, which specifies the safety requirement to be fulfilled for site work. This would include prevention of subsidence and pavement or foundations caused by dewatering.

Mitigation Measure GEO-3: The applicant shall prepare a monitoring program to determine the effects of construction on nearby improvements, including the monitoring of cracking and vertical movement of adjacent structures, and nearby streets, sidewalks, utilities, and other improvements. As necessary, inclinometers or other instrumentation shall be installed as part of the shoring system to closely monitor lateral movement. The program shall include a pre-construction survey including photographs and installation of monitoring points for existing site improvements.

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

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

7 Greenhouse Gas Emissions

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

Setting

Atmospheric greenhouse gases (GHGs) absorb and re-emit the majority of outgoing infrared radiation (i.e., heat energy) from the Earth's surface. This natural phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. CO₂ and water vapor are the most abundant GHGs, but others also include methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). These GHGs are released into the atmosphere through a variety of natural processes and human activities. The EPA, CARB, and the BAAQMD regulate greenhouse gas emissions within the SFBAAB.

Thresholds

The vast majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (*CEQA Guidelines*, Section 15064[h][1]).

According to the *CEQA Guidelines*, projects can tier off of a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. This approach is considered by the Association of Environmental Professionals (AEP) in their white paper, *Beyond Newhall and 2020*, to be the most defensible approach presently available under CEQA to determine the significance of a project's GHG emissions (2016).

The City adopted the Burlingame Climate Action Plan in June 2009 with the goal of reducing the City's GHG emissions to 286,402 MT CO₂e by 2020 (City of Burlingame 2009). However, the Burlingame Climate Action Plan is not a qualified GHG reduction plan, although the City conforms to the state GHG reduction target for 2050 (that GHG emissions would be reduced to 80 percent below 1990 levels) set forth in Executive Order (EO) S-03-05. Additionally, SB 32

establishes an interim statewide GHG emission reduction target of 40 percent below 1990 GHG levels by 2030. The construction and operation of all new buildings in the City are required to comply with energy efficiency standards included in Title 24 of the California Code of Regulations. Title 24 identifies specific energy efficiency requirements for building construction and systems operations that are intended to ensure efficient energy usage over the long-term life of the building.

To evaluate whether a project may generate a quantity of GHG emissions that may have a significant impact on the environment, a number of operational bright-line significance thresholds have been developed by state agencies. Significance thresholds are numeric mass emissions thresholds that identify the level at which additional analysis of project GHG emissions is necessary. Projects that attain the significance target, with or without mitigation, would result in less than significant GHG emissions. Many significance thresholds have been developed to reflect a 90 percent capture rate tied to the 2020 reduction target established in AB 32. These targets have been identified by numerous lead agencies as appropriate significance screening tools for residential, commercial, industrial, and public land uses and facilities projects with horizon years before 2020.¹²

In the 2017 BAAQMD *CEQA Air Quality Guidelines*, the BAAQMD outlines an approach to determine the significance of projects. For residential, commercial, industrial, and public land use development projects, the thresholds of significance for operational-related GHG emissions are:

- Compliance with a qualified GHG Reduction Strategy
- Annual emissions less than 1,100 metric tons per year (MT/yr) of CO₂e
- Service person threshold of 4.6 MT CO₂e/SP/yr (residents + employees)

The annual emissions threshold of 1,100 MT of CO₂e per year applies best to the proposed project as the Burlingame CAP is not a qualified GHG reduction plan and the project is not a high-density project whose impacts would be more appropriately quantified by a service population threshold to reflect the per-person emission efficiency. The BAAQMD annual emissions threshold was designed to capture 90 percent of all emissions associated with projects in the SFBAAB and require implementation of mitigation so that a considerable reduction in emissions from new projects would be achieved. According to the California Air Pollution Control Officers Association (CAPCOA) white paper, *CEQA & Climate Change (2008)*, a quantitative threshold based on a 90 percent market capture rate is generally consistent with AB 32 (CAPCOA 2008). Additionally, the AEP white paper, *Beyond Newhall and 2020*, recommends that for projects with a horizon of 2020 or earlier, a threshold based on meeting AB 32 targets should be used (AEP 2016). Thus, projects with horizon years of 2020 or earlier, and emissions below the BAAQMD threshold are not expected to require GHG mitigation for state mandates to be achieved. The project would be fully operational in 2020; therefore, its horizon year is 2020.

¹² The horizon year should be defined by the year in which the project is fully operational.

Methodology

The BAAQMD developed screening criteria to provide lead agencies and project applicants with a conservative indication of whether a project could result in potentially significant GHG impacts. If all of the screening criteria are met by a project, then the lead agency or applicant would not need to perform a detailed GHG assessment of their project's GHG emissions (BAAQMD 2017c). For mid-rise apartment units, the operational GHG screening size is 87 units. The proposed project involves 128 units and exceeds the screening level. Therefore, the CalEEMod version 2016.3.1 was used to calculate total project emissions, which include construction and operational emissions. This methodology is recommended by the California Air Pollution Control Officers Association's (CAPCOA) whitepaper, *CEQA and Climate Change* (CAPCOA 2008). The analysis focuses on CO₂, N₂O, and CH₄ as these are the GHG emissions that on-site development would generate in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF₆, were also considered for the analysis. However, the project is a residential development and the quantity of fluorinated gases would thus not be significant since fluorinated gases are primarily associated with industrial processes. Calculations were based on the methodologies discussed in the CAPCOA white paper and included the use of the California Climate Action Registry (CCAR) General Reporting Protocol (CCAR 2009).

Construction Emissions

Construction of the project would generate temporary GHG emissions primarily due to the operation of construction equipment and truck trips. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and soil hauling. Although construction activity is addressed in this analysis, CAPCOA does not discuss whether the suggested threshold approaches adequately address impacts from temporary construction activity. As stated in the *CEQA and Climate Change* white paper, "more study is needed to make this assessment or to develop separate thresholds for construction activity" (CAPCOA 2008). Additionally, the BAAQMD does not have specific quantitative thresholds for construction activity. Therefore, although topically mentioned in this analysis and estimated in CalEEMod, construction activity is not included in the total emissions calculations.

Operational Emissions

CalEEMod provides operational emissions of CO₂, N₂O, and CH₄. Emissions from energy use include electricity and natural gas use. The emissions factors for natural gas combustion are based on EPA's AP-42 (Compilation of Air Pollutant Emissions Factors) and CCAR. Electricity emissions are calculated by multiplying the energy use times the carbon intensity of the utility district per kilowatt hour (CAPCOA 2016). The default electricity consumption values in CalEEMod include the CEC-sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies. Although CalEEMod incorporate compliance with 2013 Title 24 standards, adjustments were made to the model to account for 2016 Title 24 standards, which exceed 2013 standards by 28 percent. The project would be required to comply with 2016 CALGreen Building Standards, which include the most recent Title 24 standards.

Emissions associated with area sources, including consumer products, landscape maintenance, and architectural coating were calculated in CalEEMod and utilize standard emission rates from CARB, U.S. EPA, and emission factor values provided by the local air district (CAPCOA 2016).

Emissions from waste generation were also calculated in CalEEMod and are based on the IPCC's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste (CalEEMod User Guide 2016). Waste disposal rates by land use and overall composition of municipal solid waste in California was primarily based on data provided by the California Department of Resources Recycling and Recovery (CalRecycle).

Emissions from water and wastewater usage calculated in CalEEMod were based on the default electricity intensity from the CEC's 2006 Refining Estimates of Water-Related Energy Use in California using the average values for Northern and Southern California.

For mobile sources, CO₂ and CH₄ emissions were quantified in CalEEMod. Because CalEEMod does not calculate N₂O emissions from mobile sources, N₂O emissions were quantified using the California Climate Action Registry General Reporting Protocol (CCAR 2009) direct emissions factors for mobile combustion (see **Appendix B**). Estimates of vehicle trips associated with the proposed development are based on trip generation rates from the project traffic study (W-Trans 2018), which developed trip generation rates based on the Institute of Transportation Engineers 10th Edition Trip Generation Manual. The estimate of total daily trips was calculated and extrapolated to derive total annual mileage in CalEEMod. Emission rates for N₂O emissions were based on the vehicle mix output generated by CalEEMod and the emission factors found in the California Climate Action Registry General Reporting Protocol.

Although the project would be required to comply with 2016 CALGreen Building Standards, the specific sustainability features, aside from compliance with the 2016 Title 24 standards that would be applied to the project are not known to the level of detail required for applying additional reductions in CalEEMod. Thus, the analysis excludes these sustainability features and is a conservative analysis of operational emissions. Moreover, operational emissions do not take into account operation of the 15 residential units that currently exist within the project site but would be demolished, which also provides a conservative estimate of operational GHG emissions.

Discussion

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

GHG emissions associated with development of the proposed project would occur during construction activities, consisting primarily of GHG emissions from equipment exhaust and construction worker and vendor trips. There would also be long-term operational GHG emissions associated with increased vehicular traffic within the project vicinity, energy and water usage, and solid waste disposal. Emissions for the proposed project are discussed in detail below.

Construction

Construction of the project would generate temporary GHG emissions primarily due to the operation of construction equipment and truck trips. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and soil hauling. Although construction activity is addressed in this analysis, CAPCOA does not discuss whether the suggested threshold approaches adequately address impacts from temporary construction activity. Additionally, neither BAAQMD nor the City has an adopted threshold of significance for construction-related GHG emissions. Emissions generated by construction of the proposed project are estimated at 804 MT of CO₂e. Although topically mentioned in this analysis and estimated in CalEEMod, construction activity is not included in the total emissions calculations.

Operation

Long-term emissions relate to area sources, energy use, solid waste, water use, and transportation. Each of the operational sources of emissions is discussed further below.

Area Source Emissions

CalEEMod was used to calculate direct sources of air emissions associated with the proposed project. These include consumer product use and landscape maintenance equipment. Area emissions are estimated at approximately 2 MT of CO₂e per year.

Energy Use Emissions

Operation of the project would consume both electricity and natural gas. The generation of electricity through combustion of fossil fuels emits CO₂, and to a smaller extent, N₂O and CH₄. As discussed above, annual electricity and natural gas emissions can be calculated using default values from the CEC sponsored CEUS and RASS studies that are built into CalEEMod. The proposed project would generate approximately 280 MT of CO₂e per year associated with overall energy use, of which approximately 44 MT of CO₂e per year is due to electricity consumption and approximately 236 MT of CO₂e per year is due to natural gas use.

Solid Waste Emissions

The project would, at a minimum, be required to comply with AB 939 and AB 341, which would increase waste diversion to 75 percent by 2020. Based on this estimate, solid waste associated with the proposed project would generate about 30 MT of CO₂e per year.

Water Use Emissions

Based on the amount of electricity that would be necessary to supply and convey water for the project, the proposed project would generate an estimated 30 MT of CO₂e per year related to water use.

Transportation Emissions

Mobile source GHG emissions were estimated using the trip generation rates from the project traffic study (W-Trans 2018). The proposed project would generate about 1.6 million annual vehicle miles travelled (VMT). As noted above, CalEEMod does not calculate N₂O emissions related to mobile sources. Therefore, N₂O emissions were calculated based on the project's VMT using calculation methods provided by the California Climate Action Registry General Reporting Protocol (January 2009). The proposed project would emit an estimated 673 MT of CO₂e per year from mobile sources.

Combined Stationary and Mobile Source Emissions

Table 7 combines the operational and mobile GHG emissions associated with the proposed project. The annual emissions would total approximately 1,015 MT of CO₂e per year. These emissions would not exceed the 1,100 MT of CO₂e per year threshold for compliance with SB 32. Since GHG emissions would not exceed the adjusted BAAQMD threshold, the project would not generate a substantial increase in GHG emissions and would not conflict with AB 32 or SB 32. This impact would be less than significant.

Table 7 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (MT of CO₂e)
Operational	
Area	2
Energy	280
Solid Waste	30
Water	30
Mobile	
CO ₂ and CH ₄	639
N ₂ O	34
Total	1,015
BAAQMD Threshold	1,100
Exceeds Threshold?	No

Source: Rincon 2018

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

The project would be subject to the most recent requirements under rule making developed at the state and local level regarding GHG emissions and would be subject to local policies that may affect emissions of GHGs. These include the BAAQMD May 2017 *CEQA Air Quality Guidelines* for GHG emissions, the Burlingame Downtown Specific Plan, and the Burlingame Climate Action Plan. These regulations identify emissions levels (1,100 MT of CO₂e per year) for which the project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions. This BAAQMD annual emissions threshold was designed to capture 90 percent of all emissions associated with projects in the SFBAAB so that a considerable reduction in emissions from new projects would be achieved. The project would implement emissions reduction strategies and best management practices as required by the 2016 CALGreen Building Standards. For example, the project would incorporate water and energy efficiencies through construction waste management, high efficiency irrigation systems, landscaping with drought resistant plants, efficient showerheads, Energy Star refrigerators and dishwashers, and other efficiencies. Because the project would implement water and energy efficient measures and would not exceed the applicable threshold (1,100 MT of CO₂e per year), project implementation would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant.

8 Hazards and Hazardous Materials

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 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 result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The project site is currently developed with an automobile repair garage, single family homes, apartment buildings, and a surface lot used for car storage. The site contains 39,676 square feet of impervious surfaces and 14,278 square feet of pervious landscaping. Phase I and Phase II

Environmental Site Assessments (ESA) were conducted by PEC Environmental Inc. in May 2017 to identify and evaluate any potential hazards to human health in the vicinity of the project site (see **Appendix E**).

The existing structures on the project site proposed for demolition were developed between 1908 and 1959 and include the following:

- Single-family residences (908 Bayswater Avenue and 118, 120, and 124 Myrtle Road)
- Auto repair (920 Bayswater Avenue)
- Multi-family residences (108 and 116 Myrtle Road)
- Vacant office (108 Myrtle Road)
- Paved vehicle storage areas (112 and 114 Myrtle Road)
- Paved parking areas, driveways, and landscaped areas associated with site buildings

The 2017 Phase I ESA found recognized environmental conditions (RECs) in connection with the above properties for the following:

- Historical and current use of the 920 Bayswater property for vehicle repair and maintenance services. Documented features associated with this property include a 550-gallon underground storage tank (UST) for gasoline storage, a former 200-gallon waste oil sump, one former and two existing in-ground hydraulic lifts, a wash-water sump and drain, and the use, storage, handling, and disposal of various petroleum hydrocarbon and solvent products for vehicle repair and maintenance since the 1950s. In addition, regulatory agency records indicate the possible presence of one additional UST at the site.
- Several open environmental investigation and cleanup cases were noted in regulatory agency databases for off-site properties that are reportedly hydraulically upgradient and within 0.25 mile of the property. Identified contaminants include petroleum hydrocarbons and chlorinated volatile organic compounds (VOC) in soil vapor, soil, and groundwater. Due to the lack of documentation constraining the extent of contaminant plumes at these offsite properties, as well as the high-density commercial/light industrial land use (primarily auto repair facilities and service stations) in the general area of the subject property, groundwater contamination represents a REC for the property.

A Phase II ESA subsurface investigation was also conducted in May 2017. An on-site environmental impact to groundwater, including perchloroethylene (PCE) at a concentration in excess of the ESL, was observed on the 908 Bayswater Avenue property in the vicinity of the waste oil AST, washwater drain and sump, former waste oil sump, and former gasoline UST.

Residential properties at the site currently included occupied single- and multi-family residence and storage areas. According to the Phase I ESA, small quantities of household products (primarily paints and cleaning products) were observed in the residences and storage units. No evidence of significant leaks or spills was noted. The existing surface parking lot was formerly developed with residential properties and replaced with an asphalt-paved lot in the 1970s. Significant use and storage of hazardous chemicals at the site appears to be related to the historical and current automotive repair facility at the 920 Bayswater Avenue property, which

was developed between 1949 and 1953 and has been used primarily as an auto body or auto repair shop since that time. A 550-gallon waste oil UST was removed from the site in 1987. Laboratory analytical data for one soil sample collected beneath the former UST at the time of removal did not indicate the presence of petroleum hydrocarbons in soil, and reported concentrations of lead were within regional background ranges. Regulatory records indicate the possible historical presence of a second UST of unknown size, contents, and location at the 920 Bayswater Avenue Property.

Low concentrations of VOCs were detected in the soil vapor samples collected at the 920 Bayswater property; however concentrations were less than residential soil vapor ESLs for vapor intrusion.

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

Discussion

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

Implementation of the project would construct a new 101,650-square-foot residential building including two levels of subterranean parking. This would include demolition of an automobile repair garage, single-family and multifamily dwelling, and parking lot used for car storage. Common chemicals used in commercial settings include cleaners, toners, correction fluid, paints, and maintenance materials. Use of these types of products would not involve substantial use, transport, and disposal of hazardous materials.

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

Materials Transportation Act regulates the transport of hazardous materials. The federal government delegates enforcement authority to the states.

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

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

According to the Phase I prepared for the project site, the project site has documented hazardous material use and storage associated with the past property uses. The property is documented to have one 55-gallon UST for gasoline storage, a former 200-gallon waste oil slump, one former and two existing in-ground hydraulic lifts, a wash-water sump and drain, and the use, storage, handling, and disposal of various petroleum hydrocarbon and solvent products for vehicle repair and maintenance since the 1950s. In addition, regulatory agency records indicate the possible presence of one additional UST at the site which was documented in Phase II.

The Phase II also collected groundwater information. An on-site environmental impact to groundwater, including PCE at a concentration in excess of the ESL, was observed on the 908 Bayswater Avenue property in the vicinity of the waste oil AST, washwater drain and sump, former waste oil sump, and former gasoline UST. Because the project would involve mass excavation throughout the site for two levels of subgrade parking, additional soil testing will need to be performed for characterization prior to off-site disposal or reuse of excess soil resulting from site grading and/or excavation.

Construction

The identification of possibly two UST's and vehicle repair and maintenance service-related hazards described above was located in what is currently an existing automobile repair garage that would be demolished; as such, construction workers would be unlikely to encounter potential residual contamination resulting from the gasoline UST. As stated above, hazardous chemicals might be found in the groundwater at the initial time of testing. Additionally, groundwater is present at an estimated depth of 9.5 to 11 feet below ground surface (bgs), while excavation would extend approximately 20 feet bgs for the two-level parking garage. Given the above, construction workers would be likely to come into contact with groundwater or residual soil contamination, and there would be a risk of exposure to contaminants during construction.

The project would require demolition of structures that could potentially expose construction workers, or others, to asbestos and lead-based paint products, if present. Implementation of **Mitigation Measures HAZ 1** through **HAZ-6** would reduce impacts associated with demolition and construction to a less-than-significant level.

Mitigation Measure HAZ-1: The contractor shall comply with Title 8, California Code of Regulations/Occupational Safety and Health Administration (OSHA) requirements that cover construction work where an employee may be exposed to lead. This includes the proper removal and disposal of peeling paint, and appropriate sampling of painted building surfaces for lead prior to disturbance of the paint and disposal of the paint or painted materials.

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

Mitigation Measure HAZ-3: The applicant shall prepare, and submit, a Soils Management Plan (SMP)/Environmental Management Plan to the San Mateo County Health Department for approval, prior to the issuance of a building permit. The SMP/Environmental Management Plan shall address the possibility of encountering subsurface contaminants, including groundwater, during construction activities, and the relevant measures for identifying, handling, and disposing of subsurface contaminants. The SMP/Environmental Management Plan shall be submitted and approved by the San Mateo County Health Department prior to issuance of a building permit.

Mitigation Measure HAZ-4: The contractor shall ensure the appropriate handling, storing, and sampling of any soil to be removed from the subject property, as per the SMP, so as to eliminate potential health and safety risks to the public, including construction workers.

Mitigation Measure HAZ-5: In the event that groundwater, or other subsurface contaminants, are encountered during excavation, grading, or any other demolition/construction activities at the project site, the contractor shall ensure that the procedure for evaluating, handling, storing, testing, and disposing of contaminated groundwater is implemented, as per the SMP (see **Mitigation Measure HAZ-3**).

Mitigation Measure HAZ-6: Workers handling demolition and renovation activities at the project site will be trained in the safe handling and disposal of any containments with which they are handling or disposing of on the project site

Operation

The project would connect to the existing municipal services, which would not use the extraction of groundwater for supply. Given the project would involve mass excavation across the site for two levels of subgrade parking, additional soil testing will need to be performed for characterization prior to off-site disposal or reuse of excess soil resulting from site grading and/or excavation.

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

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

Washington Elementary School is the nearest school to the project site, approximately 0.17 miles north. Saint Catherine of Siena School is also located in close proximity to the project site, approximately 0.2 miles southwest of the project site. Bridge Point Academy is located approximately 0.25 miles northeast. Demolition of the existing building would potentially involve the handling and disposal of hazardous waste products, including asbestos, lead, motor and transmission oils, etc. Most of these substances are typically found within commercial sites. Additionally, the excavation and grading associated with construction activities at the project site could result in encountering potentially contaminated soils, soil vapors, and groundwater. Handling of such substances would be regulated by federal and state hazardous materials laws that would minimize the risk of exposure to nearby land uses, including schools. Additionally, implementation of **Mitigation Measures HAZ-1** through **HAZ-3** would further reduce potential risk of exposure to nearby land uses.

As described above, the project would continue existing automotive land uses on the project site. Common chemicals used in automotive facilities include oils, solvents, acids, paints, etc. The project would not involve the use of new hazardous products and chemicals that are not currently in use on the site. As such, the project would have a less-than-significant impact to schools within 0.25 miles of the project site.

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? (Less than Significant with Mitigation Incorporated)

According to the Phase I ESA, the property at 920 Bayswater Avenue was not identified on the California Department of Toxic Substances Control (DTSC) Hazardous Waste Tracking System (HWTS) or on the DTSC Envirostor Database. As stated above, the project site contained one and possibly two known UST. Given this, a potential hazard exists on the project site; however, with incorporation of the precautionary measures outlined in **Mitigation Measures HAZ-1** through **HAZ-3**, any potential risk to the public or the environment as a result of this UST would be less than significant.

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

San Francisco International Airport (SFO) is approximately 2.5 miles northeast of the project site; however, the project site does not fall within any of the airport's "safety compatibility zones" and is, therefore, not considered as being within an area of potential danger involving the operation of SFO (C/CAG 2012). Therefore, no impact would occur.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (No Impact)

There are no private airstrips within the project vicinity. Therefore, there would be no safety hazard impacts to people residing or working in the project area due to operations at private airstrips.

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

The project would build the new structure on previously developed commercial and residential land. Access points to the site would be constructed to ensure proper access for emergency vehicles. The City does not have an established evacuation plan. However, the proposed project would adhere to the guidelines established within the Safety Element of the General Plan. Additionally, the Safety Operations Plan between the Cities of Burlingame and Hillsborough would be implemented in the case of an emergency, and the project would comply with procedures determined by the Safety Operations Plan, if such an event arose (City of Hillsborough 2007). Furthermore, the project plans would be subject to review and approval by the City and the Fire Department prior to issuance of a building permit. Therefore, the project would not conflict with and adopted emergency response or evacuation plan and the impact would be less than significant.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (No Impact)

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

9 Hydrology and Water Quality

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Setting

San Mateo County is within the San Francisco Bay portion of the Coast Range Geologic Province. Annual average precipitation in San Mateo County is reported at approximately 19.6 inches. The State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB) monitor water quality in the Bay Area. These agencies oversee the implementation of the National Pollutant Discharge Elimination System (NPDES) stormwater discharge permits. The City participates in the San Mateo Countywide Pollution Prevention Program (STOPPP), and is required to implement Low Impact Development (LID) BMPs under Municipal Regional Stormwater Permit (MRP) (Provision C.3.b.). LID practices include source control BMPs, site design BMPs, and stormwater treatment BMPs on-site or at a joint stormwater treatment facility.

Burlingame Water Division of the Public Works Department, which purchases treated water from the San Francisco Public Utilities Commission, provides potable water to the project site. Approximately 85 percent of the water supply comes from the Hetch Hetchy watershed in the Sierra Nevada Mountains and approximately 15 percent comes from local watersheds. The project area does not contain any natural surface drainage. Stormwater runoff is entirely contained within a storm drainage system that utilizes Burlingame Creek, Ralston Creek, and Terrace Creek for drainage purposes. Each of these waterways are located within 0.5 mile of the project site. The project site does not include any surface waters; the nearest body of surface water to the subject property is the San Francisco Bay, located approximately 1 mile east of the project site. Groundwater is estimated to be at a depth of 9.5 to 11 feet bgs. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the project site is located within Zone B (500-year floodplain), which is an area subject to inundation by a 0.2 percent annual chance flood event.

Discussion

a) Violate any water quality standards or waste discharge requirements? (Less than Significant)

Construction of the new building would involve ground disturbing activities such as trenching, grading, demolition, and vegetation removal. The maximum depth of these activities could be approximately up to 20 feet below ground surface. Groundwater depth is estimated at 9.5 to 11 feet bgs. Fluctuations in the level of groundwater may occur due to variations in rainfall, irrigation practice, and other factors not evident at the time measurements were made. Furthermore, watering conditions of nearby properties can produce varying groundwater conditions. Perched groundwater and seeps from the adjacent properties may be encountered during excavations during construction activities. As described in the Project Description above, dewatering would occur during excavation and shoring activities. Dewatering would be conducted in accordance with the San Mateo Countywide WPPP (San Mateo County, 2016).

Construction activities also have the potential to result in runoff that contains sediment and other pollutants that could degrade water quality if not properly controlled. Sources of pollution associated with construction include chemical substances from construction materials

and hazardous or toxic materials, such as fuels. Because the project would disturb over one acre of soil during construction, the project would be subject to a State NPDES General Construction Permit.

Implementation of the project would result in approximately 4,197 square feet of pervious area throughout the project site and 49,648 square feet of impervious area. Under existing conditions, there is approximately 14,278 square feet of pervious on the project site and 39,676 square feet of impervious surfaces. Construction and operation of the project would not substantially interfere with groundwater recharge.

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)? (Less Than Significant)

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

As described in the Project Description, dewatering activities would occur during excavation for the two-level subterranean parking garage. Such activities would be conducted in accordance with the San Mateo Countywide WPPPP (San Mateo County, 2016). BMPs to ensure safe dewatering would include the following:

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

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

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

and

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

There are no natural drainage features within downtown Burlingame. The existing drainage pattern entails the use of lined channels, culverts, and underground pipes, all of which eventually drain into the San Francisco Bay. Project construction would involve ground-disturbing activities. Because the project size is above the 1-acre threshold (1.2 acres in total), project construction would be subject to the NPDES General Construction Permit that imposes strict requirements and control on construction and post-construction activities.

Implementation of the project would include the construction of a new on-site stormwater drainage system to collect and convey stormwater runoff. The existing stormwater system would be redesigned to accommodate the new building and comply with the City's stormwater requirements. The construction of new drainage is included in the overall construction footprint and construction equipment assumptions for the project. As described under question "a" above, the project would increase the amount of pervious surface on the project site by approximately 9,972 square feet. With the construction of new drainage and stormwater infrastructure, the project would help offset the amount of stormwater runoff by lessening the stormwater volume entering the City's storm drains and larger stormwater conveyance system.

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

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

and

- f) Otherwise substantially degrade water quality? (Less than Significant)**

As described in **9b**, dewatering activities would be conducted in accordance with the San Mateo Countywide WPPP and would not contribute to degradation of water quality. As stated above in **9c** and **9d**, the proposed project would not alter the existing impervious surface to a point at which the drainage, and surface runoff, in the area would be increased. Additionally, the project is subject to the requirements of Provision C.3 of the Municipal Regional Stormwater NPDES Permit, which requires the inclusion of appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address both soluble and insoluble stormwater runoff pollutant discharges and prevent increases in runoff flows from new development and redevelopment projects. Burlingame Creek, Terrace Creek, and Ralston Creek, are all located within 0.5 mile of the project site. However, these creeks have been built over and incorporated into the local storm drainage system. On-site stormwater would be treated at one of the two Oldcastle Perk Filter Treatment Devices incorporated into project design prior to draining into the local stormwater drainage system. Therefore, no new significant sources of polluted runoff would be created. Compliance with relevant NPDES regulations would ensure that any potential impacts would be less than significant.

- g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (No Impact)**

and

- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (No Impact)**

According to the Burlingame Downtown Specific Plan IS/MND, the project site is categorized by FEMA as Zone B (500-year floodplain), which is an area subject to inundation by a 0.2 percent annual chance flood event. Therefore, no impact would occur.

- 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? (Less than Significant)**

The closest dam to the project site is Crystal Springs Dam, located approximately 5 miles southwest of the project site. Due to the distance if the dam to the project site, it does not pose extensive safety hazards to the project; the 5-mile distance would significantly reduce the velocity of moving water, and consequently any possible impacts in the unforeseen incidence of dam failure would not expose people or structures within the project vicinity to a significant risk of loss, injury, or death. Additionally, the dam is currently undergoing renovations to enhance

the safety of the structure in the event of a major earthquake (County of San Mateo Public Works 2015). Implementation of the project would not significantly change the existing conditions or expose people or structures to significant risk due to failure of a levee or a dam. Therefore, the impacts due to development in Flood Hazard Areas would be less than significant.

j) Inundation of seiche, tsunami, or mudflow? (Less than Significant)

Tsunamis are large ocean waves generated by earthquakes and can be damaging to lowland coastal areas. The project site is approximately 10 miles away from the Pacific coast, and the risk of damage due to a tsunami is low. According to the Burlingame Downtown Specific Plan IS/MND, downtown Burlingame is located 25 feet above sea level, and any large wave would have dissipated to less than 18 feet by the time it reaches the City. Large earthquakes can also generate oscillating waves in enclosed bodies of water (seiche), such as bays, lakes, and reservoirs. The project site is located approximately 1 mile west of the San Francisco Bay, and 3 miles northeast of the Crystal Springs Reservoir. Since the project site is not located in the immediate vicinity of any bays, lakes, or reservoirs, the probability of a seiche from either the San Francisco Bay or the Crystal Springs Reservoir having enough momentum to affect the property site is low. Furthermore, as no steep slopes are located in close proximity to the project site, the possibility of inundation by landslides or mudflows would be remote. Therefore, the impact would be less than significant.

10 Land Use and Planning

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

Setting

The project site is located within the Downtown Specific Plan area. Within the Downtown Specific Plan, the majority of the site is located in the MMU zoning district; the remaining portion of the site is located in the R-3 zoning district. The MMU is designated primarily for retail, personal services, business services, and service commercial uses, while the Anita Road Overlay (R-3) zoning district is designated primarily for residential uses.

Discussion

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

As previously discussed, the project would replace an existing automobile repair facility, single family dwellings, and apartments. The project proposes to continue the existing land use on the site and add a Conditional Use Permit for Multi-family Residential. Given this, the project would not result in physical division of an established community; therefore, no impact would occur.

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

Within the Downtown Specific Plan, the majority of the project site is located in the Myrtle-Mixed Use District; the remaining portion of the site is located in the Anita Road Overlay (R-3) zoning district. The R-3 Overlay is designated primarily for residential uses. While the project would require a Conditional Use Permit for Multi-family Residential development in the MMU zone, it does not conflict with the Downtown Specific Plan. Therefore, the project would not conflict with any applicable land use plans or policies, and no impact would occur.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan? (No Impact)

According to the Burlingame Downtown Specific Plan IS/MND, the site is not part of or near an existing Habitat Conservation Plan, Natural Community Conservation Plan, or any other local, regional, or state habitat conservation plan. As such, the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impact would occur.

11 Mineral Resources

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

Setting

The California Geological Survey (CGS) is responsible under the Surface Mining Control and Reclamation Act (SMARA) for classifying land into Mineral Resource Zones (MRZs) based on the known or inferred mineral resource potential of that land. Based upon available data, the project site and area surrounding the project limits have been classified as MRZ-1, which is defined as “areas where geologic information indicates no significant mineral deposits are present” (DOC 2000). This finding is reflected in the San Mateo County General Plan Mineral Resources map.

Discussion

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

and

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

The project site is currently developed and not used for mineral recovery activities. Moreover, no known mineral resources exist within the project site or surrounding area, as indicated by the Mineral Resource Zones and Resource Sectors San Francisco and San Mateo Counties Maps (CGS 2013) and the San Mateo County General Plan (San Mateo County 1986). Implementation of the project would not result in the loss of availability of a known mineral resource of value to the region and residents of the state, nor of a locally important mineral resource recovery site. Therefore, no impact would occur.

12 Noise

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project result in:</i>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" 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"/>

Setting

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

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

would be less than 3 dBA. For example, when 70 dBA ambient noise levels are combined with a 60 dBA noise source, the resulting noise level equals 70.4 dBA.

The time period in which noise occurs is important since noise that occurs at night tends to be more disturbing than that which occurs during the day. Community noise is usually measured using Day-Night Average Level (Ldn), which is the 24-hour average noise level with a 10-dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a 10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. Noise levels described by Ldn and CNEL typically do not differ by more than 1 dBA. In practice, CNEL and Ldn are often used interchangeably.

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

Regulatory Setting

The Burlingame General Plan Noise Element includes goals and policies related to noise to guide development and to protect citizens from the harmful and irritating effects of excessive noise. The element establishes land use compatibility categories of new uses within the on-site noise environment, as shown in **Table 8**. For residential uses the City considers noise levels less than 60 dBA CNEL acceptable.

Table 8 Outdoor Noise Level Planning Criteria

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

Source: Rincon 2018

These criteria may be invoked for the following purposes:

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

The City's General Plan Noise Element also provides allowable limits for construction equipment, as shown in **Table 9**. The General Plan also states that no construction noise may be emitted past the property line so as to result in a noise level increase of more than 5 dBA L_{max} above ambient L_{max} noise levels. The General Plan also provides guidelines for determining whether significant acoustical impacts from a project would occur.

Table 9 Maximum Allowable Noise Levels from Construction Equipment

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

Equipment	Peak Noise Level (dBA) at 50 feet
Pneumatic tools	80
Other	
Saws	75
Vibrators	75

Source: Rincon 2018

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

Project Site Noise Environment

The primary source of noise in the project area is motor vehicles (e.g., automobiles, buses, trucks) along California Drive and Bayswater Avenue. Secondary sources of noise are motor vehicles along Myrtle Road and rail noise from the nearby Caltrain tracks. Motor vehicle noise is characterized by a high number of individual events, which often create sustained noise levels. Ambient noise levels would be expected to be highest during the daytime and rush hour unless congestion slows speeds substantially.

To determine ambient noise levels in the project site vicinity, two 15-minute noise measurements were taken using an ANSI Type II integrating sound level meter during the p.m. peak hour, between 4:15 p.m. and 4:50 p.m., on February 2, 2018. **Table 10** shows the location of the on-site noise measurements. Noise Measurement (NM) 1 was taken along Myrtle Road and NM 2 was taken along Bayswater Avenue. Noise measurement results are shown in **Table 10**.

Table 10 Project Noise Monitoring Results

Measurement Location	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	Leq[15] (dBA)	Lmax (dBA)
1	Along Myrtle Road	4:15 p.m. – 4:30 p.m.	20 feet	60.4	85.9
2	Along Bayswater Avenue	4:35 p.m. – 4:50 p.m.	20 feet	62.0	82.2

Source: Rincon 2018



Noise Measurement Locations

Figure

Discussion

- a) **Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Less than Significant with Mitigation Incorporated)**

and

- c) **Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Less than Significant with Mitigation Incorporated)**

The project would introduce new residential development on the project site. The project site is located in an area of multi-family residential development, with commercial development along California Drive. The existing multi-family residences adjacent to the project site may be periodically subjected to noise generated by on-site and off-site sources. Off-site noise would be generated from increased traffic on area roadways.

Permanent On-Site Operational Noise

On-site noise generation would result from typical residential noise sources including conversations, music, and landscaping equipment and would be consistent with noise generated at existing residences on-site and in the vicinity. Permanent noise from the project would be generated by mechanical equipment or an increase in traffic noise and could heighten noise levels at nearby residences. In accordance with City of Burlingame noise policies and thresholds identified in the Burlingame General Plan, on-site operational noise would be significant if it would cause the following:

- An exceedance of 60 dBA CNEL at receiving noise-sensitive land uses such as residences
- A noise level increase of 5 dBA CNEL or greater, with a future noise level of less than 60 dBA CNEL
- A noise level increase a 3 dBA CNEL or greater, with a future noise level of 60 dBA CNEL or greater

Mechanical Equipment

Mechanical equipment includes heating, ventilation, and air conditioning (HVAC) equipment that is typically located on the roof of a building or within an interior mechanical room. Per the project plans, mechanical equipment would be located on the roof, potentially as close as 35 feet horizontally from multi-family residential units to the northeast. Acoustic engineers have measured rooftop-mounted HVAC equipment at 60-70 dBA Leq at a distance of 15 feet (Illingworth and Rodkin 2009). Based on standard distance attenuation (6 dBA reduction per doubling of distance, which would result in a reduction of 7 dBA over 20 feet), the rooftop placement of HVAC equipment would expose nearby noise-sensitive receptors to noise levels

ranging from 53 dBA to 63 dBA Leq or approximately 60 dBA to 70 dBA CNEL, assuming that HVAC systems operate continuously for 24 hours.¹³

Existing ambient noise levels at the nearest receptors range up to approximately 62 dBA Leq (see **Table 10**). The relationship between peak hourly Leq values and associated Ldn/CNEL values depends on the distribution of traffic over the entire day. There is no precise way to convert a peak hour Leq to Ldn or CNEL. However, in less heavily developed areas, such as suburban areas, the peak hour Leq is often roughly equal to the daily Ldn/CNEL (California State Water Resources Control Board [SWRCB] 1999). The project site is located in a suburban area. Therefore, the Ldn/CNEL in the area would be roughly equal to the peak hour Leq. Because the existing noise level at nearby residences is up to 62 dBA Leq during peak hour (see **Table 10**) or 62 dBA CNEL, HVAC systems would potentially increase ambient noise levels to 71 dBA CNEL (62 dBA CNEL plus 70 dBA CNEL would equal approximately 71 dBA CNEL). Therefore, HVAC noise would exceed Burlingame noise standards because HVAC equipment would increase noise levels by up to 9 dBA CNEL. This would be a significant impact. **Mitigation Measure NOI-1** would reduce this impact to a less-than-significant level.

Mitigation Measure NOI-1: Outdoor mechanical equipment shall be located, hooded, and/or shielded in a manner that limits exposure to adjacent residences prior to building occupancy. Typically, the shielding of HVAC units reduces noise levels to no greater than 55 dBA Leq at 50 feet from the source.

If HVACs are shielded or located such that they generate noise levels of no greater than 55 dBA Leq at nearby receptors (or 62 dBA CNEL assuming 24-hour operation), then HVAC noise would increase existing ambient noise levels to 65 dBA CNEL, an increase of no more than 3 dBA over existing ambient noise (62 dBA CNEL) at nearby receptors.¹⁴

Off-Site Traffic Noise

The proposed project is expected to generate additional traffic due to the greater density of residential development, which would increase ambient noise levels in the vicinity. A significant permanent increase in ambient noise levels would occur if the noise level increase due to project-generated off-site traffic was either:

- 3 dBA CNEL or greater for existing levels exceeding 60 dBA CNEL, or
- 5 dBA CNEL or greater for existing levels that would remain at or below 60 dBA CNEL.

As discussed above, the project site is located in a suburban area and therefore the Ldn/CNEL in the area would be roughly equal to the peak hour Leq. Because the existing noise level at nearby residences is up to 62 dBA Leq during peak hour, CNEL would be roughly 62 dBA.

The project would involve the construction of 128 apartment units on the project site that would generate 577 net new daily vehicle trips, taking into account existing trips related to 15 residential units currently operating at the project site. The additional trips would add to existing vehicle noise on area roadways, including Bayswater Avenue, Myrtle Road, Anita Road,

¹³ CNEL was estimated from hourly Leqs using Noise Meters, Inc. Ldn, Lden, CNEL - Community Noise Calculators (Noise Meters Inc. 2018).

Peninsula Avenue, California Drive, and Dwight Road (W-Trans 2018). To determine project impacts to roadway noise, the Department of Housing and Urban Development (HUD) Day/Night Noise Level Electronic Assessment Tool (DNL Calculator) was used to model roadway noise under existing conditions, existing plus project conditions, near-term (2023 plus cumulative growth) conditions, and near-term plus project conditions along Bayswater Avenue and Anita Road using traffic data provided in the project traffic study (W-Trans 2018). The traffic study provided peak hour trip rates for area roadways, and ADT were estimated by multiplying total p.m. peak hour traffic volumes by an industry-standard factor of 10. It was assumed that cars make up 95 percent of ADT, medium trucks make up 3 percent, and heavy trucks account for 2 percent. Additional model assumptions include a standard estimate of 15 percent of daily trips occurring at night, a standard estimate of a 2 percent road gradient, and vehicle speeds consistent with posted speed limits on Bayswater Avenue and Anita Road. **Table 11** summarizes the roadway noise modeling results under existing and existing plus project conditions. Because existing roadway noise exceeds 60 dBA Ldn, the allowable noise exposure increase is 3 dBA based on City thresholds (as noted above, Ldn and CNEL are used interchangeably). The project would increase roadway noise by up to 1.1 dBA Ldn under existing conditions along area roadways. Therefore, project impacts to roadway noise would be less than significant.

Table 11 Existing and Existing Plus Project Traffic Noise

Roadway Segment	Roadway Noise (dBA Ldn)		
	Existing [1]	Existing + Project [2]	Noise Level Increase [2]-[1]
Bayswater Avenue (Primrose Road to California Drive)	67.1	67.2	0.1
Bayswater Avenue (Myrtle Road to Anita Road)	67.2	67.5	0.3
Anita Road (Bayswater Avenue to Peninsula Avenue)	64.0	65.1	1.1
Bayswater Avenue (Anita Road to Dwight Road)	68.4	68.4	0

Source: Rincon, 2018

Table 12 summarizes the roadway noise modeling results under near-term and near-term plus project conditions. In contrast to the results above that take into account existing conditions, these results are based on changes in traffic volume anticipated in the near future (2023) taking into account a cumulative growth. Because near-term roadway noise would exceed 60 dBA Ldn, the allowable noise exposure increase is 3 dBA based on City thresholds (as noted above, Ldn and CNEL are used interchangeably). The project would increase roadway noise by up to 1.0

dB(A) Ldn under near-term conditions along area roadways. Therefore, project impacts to roadway noise would be less than significant.

Table 12 Near-Term and Near-Term Plus Project Traffic Noise

Roadway Segment	Roadway Noise (dB(A) Ldn)		
	Near-Term [1]	Near-Term + Project [2]	Noise Level Increase [2]-[1]
Bayswater Avenue (Primrose Road to California Drive)	67.3	67.4	0.1
Bayswater Avenue (Myrtle Road to Anita Road)	67.6	67.9	0.3
Anita Road (Bayswater Avenue to Peninsula Avenue)	64.3	65.3	1.0
Bayswater Avenue (Anita Road to Dwight Road)	68.6	68.6	0

Source: Rincon, 2018

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Less than Significant)

The vibration threshold of perception for humans is approximately 65 VdB. Vibration impacts would be significant if they exceed 100 VdB, which is the general threshold where minor damage can occur in fragile buildings, or 72 VdB for residences and buildings where people normally sleep (FTA 2006).

Construction of the project over an anticipated 22 month period would intermittently generate vibration on and adjacent to the project site. Vibration generating equipment would include bulldozers and loaded trucks moving materials and debris, and vibratory rollers for paving. **Table 13** identifies vibration velocity levels at a distance of 50 feet from the source. It was assumed that construction activities would occur on average at least 50 feet internally from the project site boundary. While equipment would operate at the property line, for the vast majority of the construction phase, equipment would be concentrated near the interior of the site.

Table 13 Vibration Levels for Construction Equipment and Activities at Noise-Sensitive Receptors

Equipment or Activity	Estimated VdB at Nearest Sensitive Receptors (50 feet)
H-Pile Drilling	95
Vibratory Roller	88
Caisson Drill	80
Large Bulldozer	80
Loaded Trucks	79
Small Bulldozer	51

Source: Rincon 2018 and Cleary, et al. 2014.

As shown in **Table 13**, noise sensitive receptors would experience the strongest vibration of up to 95 VdB during the drilling of H-piles, and up to 88 VdB during paving with vibratory rollers. Compliance with the Burlingame Municipal Code Chapter 18.07.110 would restrict vibration-generating construction activity to daytime hours that are outside of normal sleeping hours. Therefore, vibration during project construction would not exceed 72 VdB when people normally sleep or the 100 VdB standard for fragile buildings. Vibration impacts would be less than significant.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Less than Significant with Mitigation Incorporated)

Project construction would include demolition, grading, building construction, architectural coating, and paving, which would increase noise on- and off-site compared to existing conditions during the 22-month construction period. As stated in the Regulatory Setting section above, all construction would be required to occur within the hours designated by the Burlingame Municipal Code.

A significant construction impact would be identified if:

- Construction activities were to exceed the hours or noise level limits specified in the City of Burlingame General Plan and Municipal Code;
- Hourly average construction noise levels would intermittently exceed 60 dBA Leq and the ambient by at least 5 dBA Leq for a period exceeding one year at adjacent residential land uses; or

- Construction noise is emitted past the property line so as to create a noise level increase of more than 5 dBA Lmax above ambient Lmax noise levels.

Construction noise was estimated using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM). RCNM provides reference noise levels for standard construction equipment with attenuation of 6 dBA per doubling of distance for stationary equipment and 3 dBA per doubling of distance for mobile equipment. The model does not take into consideration topographic variation of the area or intervening structures; as such, it provides a conservative analysis. Measured ambient noise levels were used as the baseline noise levels for each sensitive receptor. It was assumed that construction activities would occur on average at least 50 feet internally from the project site boundary.

Peak noise levels associated with the use of individual pieces of heavy construction equipment can range from about 70 to 89 dBA Lmax at 50 feet from the source, depending on the types of equipment in operation at any given time and phase of construction (FHWA 2006). **Table 14** shows the maximum expected noise levels at the nearest sensitive receptors based on the combined construction equipment anticipated to be used concurrently during each phase of construction as modeled in RCNM.

Table 14 Estimated Construction Noise

Construction Phase	Equipment	Construction Noise Level at 50 feet	
		Adjacent Residences (dBA Leq)	Adjacent Residences (dBA Lmax)
Demolition	Backhoe, Concrete Saw, Dozer	84.6	89.6
Grading	Backhoe, Bore/Drill Rig, Concrete Saw, Dozer, Excavator, H-Pile	94.885.7	101.389.6
Building Construction	Backhoe, Crane, Excavator, Forklift	84.3	83.0
Paving	Backhoe, Cement Mixer, Paver, Roller	82.8	80.0
Architectural Coating	Air Compressor	73.7	77.7

Source: Rincon 2018

As shown in **Table 14** daytime construction noise would approach an estimated 86 dBA Leq at 50 feet and 90 dBA Lmax at 50 feet. Existing ambient Lmax levels were measured at 82.2 to 85.9 dBA (see **Table 10**). Therefore, construction noise levels at the adjacent residences would not exceed the Burlingame General Plan Standard (5 dBA Lmax above ambient Lmax levels) within 50 feet of the shared property line with the multi-family residences because noise associated with project construction would not exceed 91 dBA Lmax. However, because construction would occur over approximately 22 months construction noise would exceed the hourly 60 dBA Leq by at least 5 dBA Leq for a period exceeding one year at adjacent residences. This would be a potentially significant impact. **Mitigation Measure NOI-2** would reduce this impact to a less-than-significant level by reducing construction noise during the loudest phase, grading, to approximately 68 dBA Leq and 72 dBA Lmax assuming that mufflers would reduce construction noise by approximately 8 dBA (City of West Hollywood 2014) and a temporary sound barrier (a tent-like structure made of PVC and acoustically absorbent composite materials) at the north and northwestern boundaries of the project site would reduce noise by approximately 10 dBA (Echo Barrier 2018). With implementation of **Mitigation Measure NOI-2** project construction would be below the City of Burlingame noise standards.

Mitigation Measure NOI-2 Construction-Related Noise Reduction Measures. The applicant shall apply the following measures during construction of the project.

- *Mufflers.* Construction equipment shall be properly maintained and all internal combustion engine driven machinery with intake and exhaust mufflers and engine shrouds, as applicable, shall be in good condition and appropriate for the equipment. During construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers, consistent with manufacturers' standards.
- *Electrical Power.* Electrical power, rather than diesel equipment, shall be used to run compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.
- *Equipment Staging.* All stationary equipment shall be staged as far away from adjacent multi-family residential development as feasible.
- *Equipment Idling.* Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.
- *Workers' Radios.* All noise from workers' radios shall be controlled to a point that they are not audible at sensitive receptors near construction activity.
- *Smart Back-up Alarms.* Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in reverse.
- *Disturbance Coordinator.* The applicant shall designate a disturbance coordinator who shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler) and shall require that reasonable

measures warranted to correct the problem be implemented. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.

- *Additional Noise Attenuation Techniques.* During the demolition, site preparation, grading, and building phases of construction, temporary sound barriers rated to Sound Transmission Class 20 or higher shall be installed and maintained facing the north and northwestern boundaries of the project site. Temporary sound barriers shall block line of sight between noise-generating construction equipment and adjacent residential windows and shall be placed as close to the source equipment as feasible (Echo Barrier 2018).

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? (No Impact)

and

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (No Impact)

The closest airport to the project site is San Francisco International Airport (SFO) located approximately 2.3 miles northwest. There are no private air strips in the vicinity of the project site. The project site is not inside SFO's Noise Exposure Zone (City and County of San Francisco 2017). Therefore, there would be no impact to people in the project vicinity as a result of excessive noise from aircraft and airport operations.

13 Population and Housing

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

Setting

According to the DOF the population of Burlingame in 2017 was 30,148. The Burlingame Downtown Specific Plan IS/MND used ABAG projections, which estimated that Burlingame would grow by 3.9 percent between 2010 and 2020, and an additional 2.9 percent between 2020 and 2030 for a total population of 31,500 people by 2030 (ABAG 2007). Jobs in the City are expected to increase by 6,340 between 2010 and 2030. Overall, the community is becoming increasingly built-out due to the lack of undeveloped acreage within the City boundary.

Discussion

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

The California DOF estimates that the current population of Burlingame is 30,148 with 13,114 housing units and an average of 2.41 persons per household (DOF 2017). Existing residences on the project site include 15 total units in single family detached housing and multi-family housing; there are approximately 36 existing residents within the project site (15 units x 2.41 persons per household). The project would add 308 residents (128 units x 2.41 persons per household). After taking into account replacement of existing residences, the project would result in a net population growth of 272 residents. This growth is accounted for in the Burlingame Downtown Specific Plan IS/MND, which concluded that full build out of the plan would have a less than significant impact on population and housing within the City of Burlingame. Therefore, this impact would be less than significant.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Less than significant)

and

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Less than significant)

The project would replace an existing automobile repair facility, 4 single family dwellings, and 11 apartment units. These units would be replaced with 128 new housing units, which would result in an increase of 117 units to the City's housing stock, which experiences an average of 11 units built per year. No other replacement housing would be required. Additionally, removal of existing residential units would not displace a substantial number of people that would trigger the construction of replacement housing elsewhere in the region. Therefore, the numbers of housing and people displaced by the project would be less than significant.

14 Public Services

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>				
a) Result in 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 type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

The Central County Fire Department (CCFD) provides fire protection services within Burlingame, Millbrae, and Hillsborough. Currently, the department operates six Engine Companies and one Truck Company out of six fire stations, with two stations in each city. CCFD's daily staffing consists of seven captains, seven firefighter/paramedics, eight firefighters, and one battalion chief on duty to provide fire, emergency medical services (EMS), and rescue services to approximately 70,000 residents and visitors. The closest fire station is located 0.7 miles northwest of the project site at 799 California Drive. This station houses a fire engine, fire truck, and a battalion chief with a total of 7 employees. The average response time across all CCFD stations was 5 minutes and 16 seconds in 2016 (Ellam 2016). CCFD's general standard for emergency response times is seven minutes; however a realistic average response time for the project site would be significantly less due to the proximity of fire stations (Kiely 2018).

The Burlingame Police Department (BPD) provides emergency services to the City of Burlingame. BPD has one police station located at 1111 Trousdale Drive. The BPD employs 72 total employees, including 40 sworn officers. The average emergency response time as of February 2018 was 4 minutes and 37 seconds (Kiely 2018).

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

Discussion

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

i) **Fire protection (No Impact)**

According to the Central County Fire Department, the introduction of 128 new residential units at 920 Bayswater Avenue would not require the construction of new or expanded fire facilities in order to maintain acceptable service ratios, response times, or other performance objectives. Therefore, there would be no impact (Reed 2018).

ii) **Police protection (No Impact)**

The new residences proposed would not result in a drastic increase in population on-site. The BPD would continue to serve the project site, and no additional staff, facilities, or equipment would be needed as a result of project implementation. Therefore, no impact to police protection services would occur (Kiely 2018).

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

Introduction of 128 new housing units would contribute to increased enrollment at nearby schools. Burlingame School District uses a generation rate of 0.2 new students per housing unit for elementary schools. Therefore, the project would be expected to generate approximately 26 new students. Washington Elementary School is currently over capacity with an enrollment of 375 and a capacity of 358. A new classroom will be added in 2019 to accommodate existing capacity issues. The project would contribute to an existing capacity issue, which may require additional construction or a new school site (Hellier 2018).

San Mateo Unified High School District (SMUHSD) serves Burlingame's High School, which has approximately 1,475 students (SMUHSD 2018). The State of California has determined that housing units yield approximately 0.7 students per unit, resulting in about 613 to 862 new students added to the Burlingame School District (BSD) and/or the SMUHSD under the Downtown Specific Plan by 2030. According to the BSD, the school district has not been at capacity and, as district policy, would not turn away students as long as they show proof of residency in the City. The BSD specifies that if the closest schools to Downtown Burlingame were at capacity, the students would be accommodated at another neighborhood school that is not at capacity.

Under Section 65996 of the State Government Code, payment of school impact fees established by SB 50 is deemed to constitute full and complete mitigation for school impacts from development. Developers of new housing units under the Downtown Specific Plan would be required to pay these school impact fees at the time of building permit issuance. Fulfillment of

this requirement would mitigate the development of residential uses' impacts to schools to a less-than-significant level.

iv) Parks (Less than Significant)

Park Facilities

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

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

The project does not include new park space, but it is located approximately 950 feet from Washington Park. There is currently 1 acre of parks for every 312 residents. The City of Burlingame General Plan does not currently have a park acreage-to-resident ratio standard, however the City is in the process of preparing and Parks and Recreation Master Plan. The project would result in 272 net new residents. The Burlingame Downtown Specific Plan contains open space policies that envision new public parks, open spaces, and landscaped areas that would help maintain this ratio as well as accomplish the goals and policies of this plan. Specifically the proposed redevelopment of the Post Office Site at 220 Park Road, 0.25 miles west, includes a public square that would provide passive recreational areas as well as assembly space for community events. As a result, impacts to parks would be less than significant.

and

v) Other Public facilities (Less than Significant)

The proposed project could create a potential increase in the demand for other public facilities such as libraries, childcare centers and hospitals. However, given that the project is consistent with the anticipated development that was analyzed as part of the Burlingame Downtown Specific Plan and that the new development would result in an expanded tax base that would provide support for the increased need for other public facilities, the impacts to other public facilities would be less than significant.

15 Recreation

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

Setting

Burlingame has approximately 22 recreation sites that consist of 17 parks and open space, 12 playgrounds, a community garden, bocce ball courts, a recreation center, and an aquatic center (Burlingame Parks and Recreation Foundation 2018). Washington Park (18.9 acres) is located approximately 0.3 miles northwest of the project site. Pershing Park (1.1 acres) is located approximately 0.5 miles southwest of the project site.

Discussion

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

and

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Less than Significant)

The project would create 128 new housing units and may result in approximately 272 net new residents. While this increase in population will affect existing neighborhood parks and recreational facilities, it is consistent with population growth expected in the Downtown Specific Plan and the City of Burlingame General Plan Housing Element. The City also will collect Development Impact Fees as part of the entitlement process a portion of these fees will be dedicated directly to the Parks and Recreation Department, allowing Burlingame to implement public improvement, public services, and community amenities at the City parks; therefore, the impact would be less than significant.

16 Transportation and Traffic

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

W-Trans prepared a Transportation Impact Analysis (TIA) for the project in March 2018 (see **Appendix F**). The TIA estimates the expected trip generation potential for the proposed project and analyzes the project's potential impacts at proposed access points and on alternative modes of transportation.

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

- El Camino Real/Bayswater Avenue
- Bayswater Avenue/California Drive
- Bayswater Avenue/Myrtle Drive

- Bayswater Avenue/Anita Road
- Bayswater Avenue/Dwight Road
- Peninsula Avenue/Anita Road

Bayswater Avenue runs in the east-west direction and has two travel lanes (one in each direction) with on-street parallel parking provided along both sides of the street. The posted speed limit is 25 miles per hour.

The project site is located west of US 101 and east of El Camino Real; both are major traffic corridors providing access to Burlingame. Transit facilities serving the project site include public transit and pedestrian and bicycle facilities. Two major public mass transit operators, the San Mateo Transit District (SamTrans) and Caltrain, provide service adjacent to Burlingame. SamTrans Routes 46, 216, and 292 provide access to the project site. The project site is also approximately 0.25 miles from the Burlingame Caltrain station.

The project site is in the vicinity of two major Congestion Management Program (CMP) corridors: along Highway 82 (El Camino Real) from Trousdale Drive to East Third Avenue, and on Highway 101 spanning from Broadway Avenue to Peninsula Avenue. Both corridors are located less than 1 mile from the project site.

The project site encompasses seven parcels that are fully developed with an automobile repair garage, single-family dwellings, apartment buildings, and a surface parking lot used for car storage (see **Figure 2**). The existing uses generate an estimated 119 daily vehicle trips—18 during the a.m. peak hour and 23 during the p.m. peak hour. Currently, the project site is accessed by four driveways along Myrtle Road and one driveway along Bayswater Avenue.

Discussion

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

and

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

Expected trip generation potential for the project is summarized in **Table 15** with deductions taken for trips made to and from the existing uses at the site. Anticipated trip generation was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10th Edition, 2017 for multi-family housing (mid-rise). Because the site is currently occupied by four homes, an apartment and an automobile care center, the trip

generation of the existing uses were considered by applying ITE rates for single-family detached housing, multi-family housing (low rise), and automobile care center.

The expected trip generation potential for the proposed project is indicated in **Table 15**, with deductions taken for trips made to and from the existing uses at the site, which would cease with the construction of the project. After deductions for existing uses to be displaced are taken into account, the project would be expected to generate 577 new trips on a daily basis, including 28 during the morning peak hour and 33 during the evening peak hour; these new trips represent the increase in traffic associated with the project compared to existing volumes. This projection represents a “worst case scenario” and was used as a conservative estimate for this CEQA analysis. The proximity of transit to the project site—the Burlingame Caltrain Station is located 0.25 mile to the northwest—could result in a reduction in vehicle trips. According to the California Air Pollution Control Officers Association (CAPCOA), there can be a 10 percent reduction in VMT for suburban areas (CAPCOA 2010). With transit proximity reductions taken, the project would be expected to generate only 25 trips during the a.m. peak hour and 30 during the p.m. peak hour. These possible reductions are presented in **Table 15** for informational purposes only and were not used in the CEQA analysis. To further reduce VMT generated by the project, a range of TDM measures would be implemented, including on-site bike storage lockers and a secondary lobby providing pedestrian connectivity to the Caltrain station. A complete discussion of the TDM measures that are included as part of the project design is provided above in the description of the project.

Table 15 Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Existing											
Single Family Detached Housing	4 du	9.44	-38	0.74	-3	-1	-2	0.99	-4	-2	-2
Multi-family Housing (Low-Rise)	11 du	7.32	-81	0.46	-5	-1	-4	0.56	-6	-4	-2
Automobile Care Center	4.313 ksf	n/a	n/a	2.25	-10	-6	-4	3.11	-13	-6	-7
Total			-119		-18	-8	-10		-23	-12	-11
Proposed											
Multi-family housing (Mid-Rise)	128 du	5.44	696	0.36	46	12	34	0.44	56	34	22

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Total Net New Trips			577		28	4	24		33	22	11
<i>Net New Trips with Transit Proximity Reductions (Informational only – not used for CEQA analysis)</i>			519		25	3	22		30	20	10

Source: W-Trans, 2018

^a du = dwelling unit

^b ksf = 1,000 square feet

Table 16 Existing and Existing plus Project Peak Hour Intersection Levels of Service

Study Intersection <i>Approach</i>	Near Term Conditions				Near Term plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
El Camino Real/Bayswater Avenue	14.3	B	17.0	B	14.5	B	17.5	B
Bayswater Ave/California Drive	13.9	B	14.1	B	14.0	B	14.3	B
Bayswater Avenue/Myrtle Road	1.2	A	1.5	A	1.9	A	2.0	A
<i>Southbound (Myrtle Road) Approach</i>	<i>10.1</i>	<i>B</i>	<i>9.8</i>	<i>B</i>	<i>10.3</i>	<i>B</i>	<i>10.0</i>	<i>B</i>
Bayswater Avenue/Anita Road	8.3	A	8.2	A	8.3	A	8.2	A
<i>Northbound (Anita Road) Approach</i>	<i>8.1</i>	<i>A</i>	<i>7.9</i>	<i>A</i>	<i>8.2</i>	<i>A</i>	<i>8.1</i>	<i>A</i>
<i>Southbound (Anita Road) Approach</i>	<i>7.9</i>	<i>A</i>	<i>7.9</i>	<i>A</i>	<i>7.9</i>	<i>A</i>	<i>8.0</i>	<i>A</i>
Bayswater Avenue/Dwight Road	8.4	A	9.2	A	8.4	A	9.2	A
Peninsula Avenue/Anita Road	0.8	A	1.2	A	0.9	A	1.5	A
<i>Southbound (Anita Road) Approach</i>	<i>28.10</i>	<i>D</i>	<i>40.0</i>	<i>E</i>	<i>29.1</i>	<i>D</i>	<i>45.3</i>	<i>E</i>

Source: WTrans 2018

According to the *County of San Mateo Traffic Impact Study Requirements, 2013*, a project would have a significant impact if the project would cause an intersection to operate at a level of service that violates that standard overall LOS of C with no individual movement operation at worse than D. Under existing conditions, all study intersections operate at LOS C or better overall. However, the southbound approach to the Peninsula Avenue/Anita Road intersection operates at LOS D during the a.m. peak hour and LOS E at the p.m. peak hour. As shown in **Table 16**, the study intersections would continue to operate at LOS C or better with implementation of the project. The southbound approach to the Peninsula Avenue/Anita Road intersection would continue to operate at LOS D during the a.m. peak hour and LOS E at the p.m. peak hour. Because the project's expected trip generation preserve the existing LOS of C at all study intersections, operational impacts to traffic and level-of-service (LOS) standards would be less than significant.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (No Impact)

As discussed in question **8e** above, SFO is approximately 2.5 miles northeast of the project site; however, the project site does not fall within any of the airport's "safety compatibility zones" and is, therefore, not considered as being within an area of potential danger involving the operation of SFO (C/CAG 2012). No aircraft use would be required for construction or operation of the project. As such, the project would not lead to an increase in air traffic, and no impact would occur.

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

With the project, access to the site would change. The five existing driveways would be replaced with a single driveway located on Myrtle Road. This driveway would provide access to the two-level underground parking garage. The changes in access would result in one two-way circulation pattern for the site. Residents and visitors would access the project via the driveway on Myrtle Road, approximately halfway between Bayswater Avenue and Howard Avenue. It is expected that single-unit delivery trucks and larger trucks would not be able to negotiate the parking garage.

Sight distance along Bayswater Avenue at the project driveways was evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. Although sight distance requirements are not technically applicable to urban driveways, the stopping sight distance criterion for private street intersections was applied for evaluation purposes. Based on a design speed of 25 mph, the minimum stopping sight distance needed is 150 feet. Toward the north, clear sight lines from the proposed driveway to Howard Avenue would be achieved, which is more than 250 feet. More than 175 feet of sight distance is available to the south towards Bayswater Avenue. Therefore, sight distance at the project driveway would be adequate for both entering and exiting traffic.

The project site design has been required to conform to the City of Burlingame and the San Mateo County design standards and the site design is not expected to create any impacts to

pedestrians, bicyclists, or traffic operations. The TIA determined that no internal site circulation or access issues have been identified that would cause a traffic safety problem or any unusual traffic congestion or delay. Therefore, impacts associated with potential increases in hazards due to project design features would be less than significant.

e) Result in inadequate emergency access? (No Impact)

The project would be easily accessible to emergency vehicles. All lane widths within the project would meet the minimum width that can accommodate emergency vehicles and the final emergency vehicle access plan would be subject to final approval from the Fire Department. Additionally, emergency vehicles have the right of way during an emergency when their sirens are turned on, and other vehicles are required to pull over to the side of the road. No internal site circulation or access issues have been identified that would cause a traffic safety problem or any unusual traffic congestion or delay. Therefore, impacts to emergency access would be less than significant.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (No Impact)

The project site is located approximately 0.25 miles southeast of the Burlingame Caltrain Station. SamTrans also operates three routes in the vicinity of the project site: Route 292, 216 and Route 46. Transit facilities serving the project site would be expected to adequately serve the proposed project. The project would not interfere with any existing bus routes and would not remove or relocate any existing bus stops. Pedestrian and bicycle facilities serving the project site would be expected to be adequate. The project proposes improvements for pedestrian comfort and walkability. Given the above, there would be no impact to plans, policies, or programs supporting alternative modes of transportation.

17 Tribal Cultural Resources

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

Setting

Information in this section was incorporated from a Sacred Lands File search completed for the project site in February 2018 and a CHRIS records search conducted in March 2018.

Discussion

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

As stated above in **Section 5, Cultural Resources**, according to a CHRIS records search completed in March 2018, there are no recorded historic resources present on the project site. Therefore, no impact would occur.

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

A Sacred Lands File search was requested on February 19, 2018. The Sacred Lands File, operated by the NAHC, is a confidential set of records containing places of religious or social significance to Native Americans. A response from the NAHC was received on February 26, 2018. This response indicated that no Native American cultural sites had previously been identified on the project site. The NAHC recommended that the City to consult with five tribes associated with the region. Accordingly, on March 13, 2018, the City sent letters to the following five Native American tribes: Coastanoan Rumsen Carmel Tribe, Amah Mutsun Tribal Band of Mission San Juan Bautista, Muwekma Ohlone Indian Tribe of the SF Bay Area, Ohlone Indian Tribe, and Indian Canyon Mutsun Band of Coastanoan. The letters contained information about the project; an inquiry for any unrecorded Native American cultural resources or other areas of concern within or adjacent to the project site; and a solicitation of comments, questions, or concerns with regard to the project. To date, one response from the Amah Mutsun Tribal Band of Mission San Juan Bautista has been received, requesting the results of the CHRIS search. The City shared the CHRIS results and no further correspondence was received. The tribes that were identified and contacted by the City will be given a copy of the IS/Proposed MND to ensure that they have the opportunity to comment on the project during the public circulation period.

In accordance with Section 21080.3.1 of the California Public Resources Code and AB 52, the City of Santa Clara has provided a Notice of Opportunity to Native American tribes to request consultation for project within the City. To date, the City has not received any requests from regional tribes to be included on the AB 52 list.

In addition to tribal consultation, implementation of **Mitigation Measure CUL-1** and **CUL-3** would ensure any previously unidentified Native American archeological resources or remains encountered during construction are handled appropriately. With implementation of these mitigation measures, impacts to tribal cultural resources would be less than significant.

18 Utilities and Service Systems

<i>Issues</i>	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
<i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The Burlingame Public Works Department administers the City's water system. According to the Downtown Specific Plan IS/MND, the City receives its water supply from the San Francisco Public Utilities Commission (SFPUC) which obtains 85 percent of its water supply from Hetch Hetchy Reservoir and 15 percent from local watersheds. The City also uses well water and recycled water for supplying non-potable water used for irrigation. According to the *City of Burlingame 2015 Urban Water Management Plan*, the City's average water demand is 3.99 million gallons per day (mgd), or 76 percent of the City's 5.23 mgd allotted supply (City of Burlingame 2016). Generally, 41 percent of water consumption is from single-family residential uses, 17 percent by multi-family residential uses, 12 percent by industrial uses, 13 percent from commercial uses, 5 percent from irrigation uses, and 5 percent from institutional uses.

The City's Public Works Department services the project site's water and wastewater system. Wastewater flows are carried to the Waste Water Treatment Plant (WWTP) at 1103 Airport Boulevard, which serves the entire City as well as approximately one-third of the Town of Hillsborough. According to the Downtown Specific Plan IS/MND, average daily flow through the WWTP is 3.2 mgd, or 58 percent of the facility's 5.5 mgd capacity. Average dry weather flow (ADFW) and planned and new residential developments are projected to increase to 4.4 mgd by 2020.

Burlingame's stormwater system conveys runoff from upstream residential tributary areas through the Downtown area and east towards the San Francisco Bay. The Street and Sewer Division of the Burlingame Department of Public Works maintains the stormwater infrastructure within the City. The aging downtown system is exceeding design capacity, which makes the downtown area prone to flooding during large storm events. The existing site is completely paved, and drains to a catch basin in the northern portion of the site and curbside gutters that empty to a 15 inch stormwater drain line along Myrtle Road.

Recology San Mateo (Recology) provides solid waste, recycling, and organic materials collection, transportation, and disposal services to the City of Burlingame. Recology hauls recyclables and organic solid waste to the Shoreway Environmental Center in San Carlos for sorting. The solid waste and recyclables are processed and sent to the appropriate facility. Solid waste is sent to the Ox Mountain Landfill in Half Moon Bay. This facility has a maximum throughput of 3,598 tons per day and had a remaining capacity of 21,180,000 cubic yards (as of December 31, 2015). When the 2001 permit was issued, Ox Mountain Landfill's estimated closure date was 2023 (CalRecycle 2015).

The Burlingame Public Works Department provides water and wastewater service to the project site. The project site is connected to the City's utility infrastructure which is currently undersized with an existing 6-inch domestic water and fire service line, 6-inch sanitary sewer line. The new building would tie-in to these undersized existing lines. The project site is connected to an existing 15-inch stormwater line and the new building would tie-in to this existing line to convey stormwater infrastructure. New electrical and gas lines would also be constructed. The project would comply with the 2013 California Building Code, 2013 California Mechanical Code, 2013 California Electrical Code, and 2013 California Plumbing Code, including all amendments as adopted in Ordinance 1889, as well as the 2013 California Energy Efficiency Standards.

Discussion

a) **Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Less Than Significant with Mitigation Incorporated)**

and

b) **Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Less Than Significant with Mitigation Incorporated)**

and

e) **Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Less Than Significant with Mitigation Incorporated)**

The project site is developed with automobile facilities and residential uses and the lot is paved. Wastewater generated on the project site would continue to originate from residential and no industrial wastewater would be generated by the project. As a result, no specific changes to the wastewater treatment plan would be required to treat these flows. The project would increase water demand and wastewater generation because the square footage of the building would increase and the number of housing units would increase from 11 apartment units and 4 single family homes to 128 apartment units. The proposed project would increase contributions to existing wastewater volumes. Because the surrounding existing sewer system that will serve this project is undersized the project would result in a potentially significant impact.

The existing project site is connected to the City's utility infrastructure and includes 6-inch water lines and 6-inch sanitary sewer lines. Such piping has inadequate flow capacity for sewer and fire suppression needs. In general, the minimum diameter for public mains is 8 inches and larger. Although the California Fire Code/Uniform Building Code allows a percentage reduction in fire flow demands, the maximum flow that is provided by small 4-inch and 6-inch mains is typically only sufficient for single-family dwellings and small commercial buildings. Therefore, the project would require an upgrade to existing water and sanitary sewer infrastructure.

The following mitigation measures would be included in order to reduce impacts of the project regarding wastewater to less than significant.

Mitigation Measure UTIL#1: The project sponsor shall coordinate with the City Engineer to improve the public sanitary sewer infrastructure. Prior to issuance of a building permit, project sponsors shall develop a plan to facilitate sanitary sewer improvements. The plan shall include a schedule for implementing sanitary sewer upgrades that would occur within the development site and/or contribution of a fair share fee toward those improvements, as determined by the City Engineer. The plan shall be reviewed by the City Engineer.

Mitigation Measure UTIL#2: Prior to issuance of a building permit, development plans for projects proposed in the Plan Area, shall be reviewed by the Fire Marshal to determine if fire flow requirements would be met given the requirements of the proposed project, and the size of the existing water main(s). If the Fire Marshal determines improvements are needed for fire protection services, the project sponsor shall be required to provide a plan to supply adequate water supply for fire suppression to the project site, consistent with the Fire Marshal's requirements. The plan shall be reviewed by the Fire Marshal. The project sponsor shall be responsible for implementation of the plan including installation of new water mains, and/or incorporation of fire water storage tanks and booster pumps into the building design, or other measures as determined by the Fire Marshal.

With incorporation of Mitigation Measures UTIL#1 and UTIL#2, this impact would be less than significant.

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? (Less than Significant)

The project site is developed with industrial and residential uses including paved parking lots. However, the project would increase the amount of impervious surfaces from 39,676 square feet to 49,648 square feet. Accordingly, the amount of pervious surface would be reduced from 14,245 square feet to 4,197 square feet. State regulations require that projects involving the removal or replacement of over 10,000 square feet of impervious surfaces must implement measures to cleanse stormwater runoff prior to leaving the site. As part of the developer's Stormwater Management Plan, the project would include two Old Castle Perk Filter stormwater treatment devices located at the northeast and southwest corners of the project. Because stormwater would be treated on-site, no new or expanded stormwater drainage facilities would be required and the impact would be less than significant.

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

The project site is within the Burlingame Downtown Specific Plan. As stated in the Burlingame Downtown Specific Plan IS/MND, the City currently uses less than its allocated amount of water from the San Francisco Public Utilities Commission (SFPUC), and is not expected to exceed its water allocations through 2030. The IS/MND, which included the 920 Bayswater Project in its assumptions, concluded that implementation of the Burlingame Downtown Specific Plan would only result in a 1.82 percent increase over Urban Water Management Plan (UWMP) demand projections for 2020 and a 3.77 percent increase over the UWMP demand projections for 2030. As such, implementation of the Downtown Specific Plan would not significantly exceed the water demand forecasts for the City. Therefore, it was concluded that there are adequate water supplies available to serve development under the Downtown Specific Plan. Because the project is within the Downtown Specific Plan, this impact would be less than significant.

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

The Ox Mountain Landfill had a remaining capacity of 27 million tons in 2011. There is currently a 15-year agreement for this facility, which will expire in 2018. According to AWI, which owns and operates the Ox Mountain Landfill, the landfill has a remaining life period that extends beyond the existing 15-year agreement at current disposal rates. The proposed project would likely increase the overall solid waste generation for the site because the project would increase in size. However, such an increase would be negligible and the City's landfill would continue to have ample capacity for such an increase. Therefore, impacts related to solid waste disposal would be less than significant.

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

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

19 Mandatory Findings of Significance

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

Discussion

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

The project site is located in a densely developed area and contains no valuable or sensitive habitats. While trees located on and near the site may provide habitat for nesting birds, **Mitigation Measure BIO-1** described above would ensure that impacts to biological resources would be less than significant. There is a possibility of encountering buried cultural resources during construction; however, **Mitigation Measures CUL-1** through **CUL-3** would ensure that any impacts would be less than significant.

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

The existing project site is currently developed for residential and automobile-related uses, which would be replaced with new residential uses under the proposed project. The project would have potential impacts to aesthetics, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise, transportation and traffic and utilities and service systems. Incorporation of mitigation measures would reduce these impacts to a less-than-significant level.

Furthermore, the project site is governed by the City’s General Plan, Downtown Specific Plan, and the Burlingame Municipal Code. The project would require a Conditional Use Permit for multi-family residential development in the MMU zone. However the project would not conflict with the Downtown Specific Plan. Because the project is consistent with local planning, this impact would be less than significant.

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

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

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