

Appendix B

Initial Study

INITIAL STUDY

300 Airport Boulevard Project

City of Burlingame

November 16, 2011

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I. INTRODUCTION AND PURPOSE

This Initial Study was prepared pursuant to California Environmental Quality Act (CEQA) requirements and the State CEQA Guidelines (California Code of Regulations Section 15000 *et. seq.*) and in accordance with the regulations and policies of the City of Burlingame (City). The City has determined that the 300 Airport Boulevard Project (Project) would have potentially significant environmental effects and would require preparation of and Environmental Impact Report.¹ As the decision to prepare an Environmental Impact Report (EIR) for this project has already been made, the purpose of this Initial Study is to focus the EIR on the effects that 1) may potentially be significant or 2) require further analysis to determine their level of significance.

The Project is within the Anza Point Subarea of the *Burlingame Bayfront Specific Plan* (Bayfront Specific Plan)² and includes the construction of 767,000 square feet (sf) of new uses including office space or life science uses (at least 689,810 sf), retail uses (up to 18,030 sf), and food services (up to 22,160 sf). These uses would be housed in two five-story buildings, one seven-story building, and one eight-story building. The Project also includes a two-story, 37,000-sf amenities building (included in the 767,000 sf total) that would house a childcare and exercise facility (33,400 sf), a food service area (2,400 sf), and retail spaces (1,200 sf).³ The Project would provide above- and below-grade structured and surface parking; a reconfiguration of Airport Boulevard; improvements to open space along the San Francisco Bay (Bay) and Sanchez Channel; and an extension of the Bay Trail through the 300 Airport Boulevard Site.

Proposed development of the 300 Airport Boulevard Site would require amendments to the Bayfront Specific Plan and zoning regulations to allow for a greater height and floor area ratio (FAR) of a maximum 1.0 (an increase from a maximum 0.6 FAR), to change setback requirements to allow an additional permitted use (incidental food and retail) within the APN zoning district and certain changes to parking regulations. Development would also require rezoning of a 0.4-acre portion of the 300 Airport Boulevard Site from the Anza Point South (APS) zoning district to the Anza Point North (APN) zoning district. The changes to the Bayfront Specific Plan and the APN zoning district regulations would apply to the entirety of the APN subarea and zoning district, which includes the 300 Airport Boulevard Site and an adjacent undeveloped 8.58-acre area referred to in this document as the 350 Airport Boulevard Site. The 350 Airport Boulevard Site is under separate ownership and the City has not received any application for development of this site. Therefore, this EIR analyzes the development of the 300 Airport Boulevard Site on a project-specific basis, and also analyzes the potential effects of proposed planning and zoning changes on the 350 Airport Boulevard Site on a programmatic basis. Prior to approvals for development of the 350 Airport Boulevard Site, additional project-level environmental analysis and approvals would be required subsequent to certification of this EIR.

¹ City of Burlingame, Notice of Preparation (NOP) of a Draft Environmental Impact Report – 300 Airport Boulevard, December 3, 2010.

² City of Burlingame, *Burlingame Bayfront Specific Plan*, Approved April 5, 2004, as amended August 21, 2006.

³ All square footages and other numerical project data in this Project Description are approximate.

This Initial Study addresses the project-level environmental impacts of the proposed development at the 300 Airport Boulevard Site. In addition, this Initial Study provides programmatic analysis of impacts of the potential development at the 350 Airport Boulevard Site associated with the Bayfront Specific Plan and zoning amendments. If the impacts would be potentially significant, then the discussion in the Initial Study refers to the analysis that will be performed for the EIR. Nonetheless, this Initial Study does not provide environmental clearance for development of the 350 Airport Boulevard Site; additional project-level environmental analysis will be required for the 350 Airport Boulevard Site if or when an application is submitted to the City.

In the following environmental analysis, mitigation measures are provided, where possible, to reduce environmental impacts to a less-than-significant level. These mitigation measures would be applicable to the 300 Airport Boulevard Site. In addition, the mitigation measures are expected to be applicable to the 350 Airport Boulevard Site; however, subsequent environmental review of this site may identify revised or additional mitigation measures.

E-1. Undiscovered Cultural Resources. If evidence of an archaeological site or other suspected cultural resource as defined by CEQA Guideline Section 15064.5, including darkened soil representing past human activity (“midden”), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Burlingame shall be notified. The project applicant shall hire a qualified archaeologist to conduct a field investigation. The City of Burlingame shall consult with the archeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation.

E-2. Unique Paleontological/Geological Features. Should a unique paleontological resource or site or unique geological feature be identified at the project construction site during any phase of construction, the project manager shall cease all construction activities at the site of the discovery and immediately notify the City of Burlingame. The project applicant shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less-than-significant level. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is carried out. The project applicant shall be responsible for implementing any additional mitigation measures prescribed by the paleontologist and approved by the City.

E-3. Human Remains. If human remains are discovered at any project construction site during any phase of construction, all ground-disturbing activity 100 feet of the resources shall be halted and the City of Burlingame and the San Mateo County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of

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

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II. PROJECT INFORMATION

A. PROJECT TITLE

300 Airport Boulevard Project

B. LEAD AGENCY NAME AND ADDRESS

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

C. CONTACT PERSON AND TELEPHONE NUMBER

Maureen Brooks
Planning Manager
City of Burlingame
(650) 558-7250

D. PROJECT SPONSOR'S NAME AND ADDRESS

Sean Jeffries
Millennium Partners
735 Market Street, 2nd Floor
San Francisco, CA 94103
(415) 593-1100

E. PUBLIC AGENCIES WHOSE APPROVAL AND COORDINATION IS REQUIRED

City of Burlingame

The Project would require the following approvals from the City of Burlingame. The land use entitlements listed below would need to be requested from and approved by the City. Additionally, changes in the Bayfront Specific Plan land use designations, rezoning, and parcel mergers are proposed and required as a result of the Project. Changes to land use designations and zoning specific to the APN subarea would apply to both the 300 Airport Boulevard Site and the 350 Airport Boulevard Site. However, since specific development is proposed at the 300 Airport Boulevard Site, additional approvals would be required for this site, as outlined below.

300 Airport Boulevard

- Certification of the EIR
- Approval of the Mitigation Monitoring and Reporting Program (MMRP)
- Approval of a Development Agreement for the 300 Airport Boulevard Project
- Amendments to the Bayfront Specific Plan and zoning code to increase the allowable floor area ratio for office uses from 0.60 FAR to 1.0 FAR and to increase the maximum allowed FAR for commercial recreation facilities from 0.50 FAR to 1.0 FAR. Deletion of the requirement for a conditional use permit for commercial recreation facilities with FAR greater than 0.5.

- Amendments to the APN zoning regulations to allow for changes to the required front and internal setbacks
- Amendments to the APN zoning regulations to allow for the increased height of buildings
- Amendment to the Anza Point Land Use Map to reflect the rezoning of portions of 300 Airport Boulevard from Anza Point South (APS) to APN
- Amendments to the zoning code to allow for a reduction in the number of parking spaces required if the Project proposes a TDM program for a demand-generating use
- Rezoning of a portion of Assessor's Parcel Number 026-350-130 along the south side of the site from APS to APN
- Amendment to the Zoning Code to allow for incidental food establishments and retail services in business campuses or professional office buildings of 20,000 sf or more.
- Conditional Use Permit for Day Care use
- Commercial Design Review for development of a new office/life science campus including four office/life science buildings, an amenities building, and a parking structure. Design Review shall be based on the Design Guidelines for the Anza Point subarea in the Bayfront Specific Plan and the Burlingame Commercial Design Guidebook.
- Amendment to the Sign Code to change requirements for freestanding monument signs
- Approval of Parcel Map
- Issuance of a Grading and Excavation Permit
- Issuance of a Building Permit
- Tree Removal Permit(s) as required by the City's Municipal Code
- Any other discretionary approval required by the City to implement the Project

350 Airport Boulevard

The amendments to the Bayfront Specific Plan and the APN zoning district regulations would apply to the 350 Airport Boulevard site as well, since the APN zoning district includes both of these properties. No other properties are within the APN zoning district boundaries. Additional approvals will be required when a development application is submitted for review for the 350 Airport Boulevard Site.

State of California and Other Regional Agencies

- *Bay Conservation and Development Commission.* Approval from the BCDC would be required for development within the 100-foot shoreline band along the Project Site.
- *Association of Bay Area Governments.* Review of the Project to ensure that it adheres to the Bay Trail Plan and provides adequate links and connections to the rest of the Bay Trail system.
- *Federal Aviation Administration and/or City/County Association of Governments of San Mateo County, Airport Land Use Commission.* Approval from the FAA and/or ALUC to ensure that the proposed building heights would not result in a safety hazard for air traffic.

- *San Mateo City/County Association of Governments of San Mateo County, Congestion Management Agency.* Review from the C/CAG of the Project for consistency with the San Mateo County Congestion Management Plan.
- *California Regional Water Quality Control Board, San Francisco Bay Region.* Issuance of a National Pollutant Discharge Elimination System permit for construction activities, including excavation for finish grading and underground tanks.
- *Bay Area Air Quality Management District.* Issuance of operation permits for stationary air pollution sources would be required from the Bay Area Air Quality Management District.
- *California Department of Transportation.* US 101 is adjacent to the Project Site and Caltrans would thus need to permit proposed access and traffic controls during and after construction.
- **U.S. Army Corps of Engineers.** Under Section 404 of the Clean Water Act, the Corps has the primary authority to regulate activities that discharge fill or dredge material into waters of the United States through its Section 404 permitting program. Section 404 permits would be required for all revetment repair activities that may result in a discharge of fill material into the Bay or Sanchez Channel.

F. PROJECT LOCATION

For the purposes of this analysis, the Project Site, because of the proposed Bayfront Specific Plan and zoning amendments described above, refers to both the 300 Airport Boulevard Site and the 350 Airport Boulevard Site. These two sites collectively comprise 26.7 acres. The Project Site is in the northeast portion of the City, within the boundaries of the Bayfront Specific Plan and is mainly in the APN zoning district of the Bayfront Specific Plan, with a 0.4 acre portion of the 300 Airport Boulevard Site located in the APS zoning district. The Project Site is to the north of US 101, immediately adjacent to San Francisco Bay (Bay) to the north and east, and Sanchez Channel to the west. The 300 Airport Boulevard Site is approximately 18.12-acres and the 350 Airport Boulevard Site is approximately 8.58-acres. In addition, the Project includes 1.57 acres of Eastern Shoreline land to the east of the 300 Airport Boulevard Site. Figure 1 depicts the Project Site boundary and its surroundings.

G. ASSESSOR'S PARCEL NUMBERS

The 300 Airport Boulevard Site consists of two parcels: Assessor's Parcel Number 026-350-130 and 026-350-080. The 350 Airport Boulevard Site consists of two parcels: Assessor's Parcel Number 026-350-120 and 026-350-110. In addition, the Eastern Shoreline area, to the east of the 300 Airport Boulevard Site, consists of Assessor's Parcel Number 026-350-100.



FIGURE 1
Project Site Location and Vicinity

Source: DES Architects and Atkins, 2011.

H. CURRENT ZONING DISTRICTS AND GENERAL PLAN DESIGNATIONS

The Project Site is within the Anza Point subarea of the Bayfront Specific Plan. This subarea, with a land use designation of Anza Point Waterfront Commercial, is divided into two separate zoning districts: APN and APS. As shown in Table 1, below, the majority of the Project Site is in the APN zoning district; however, a 0.4-acre parcel that extends from the Project Site to Beach Road is in APS. Appropriate land uses in the APN zoning district include visitor-oriented and employee-attracting land uses such as Hotel (including extended stay), Office, Restaurants (destination), Commercial Recreation, and Manufacturing/Research and Development. Office uses are allowed at densities up to 0.6 FAR and recreational facilities are permitted at densities up to 0.5 FAR.⁴

Assessor's Parcel Number	Zoning District	Land Use Designation
<i>300 Airport Boulevard Site</i>		
026-350-130	Anza Point North and Anza Point South	Waterfront Commercial
026-350-080	Anza Point North	Waterfront Commercial
<i>350 Airport Boulevard Site</i>		
026-350-120	Anza Point North	Waterfront Commercial
026-350-110	Anza Point North	Waterfront Commercial

I. SURROUNDING LAND USES AND SETTING

The 300 Airport Boulevard Site is currently vacant and consists of impervious surfaces and vegetation. Previously, the site was the Burlingame Drive-In Theater on land that was reclaimed from the Bay. The cinema complex operated from 1965 to 2001 and was demolished in 2002. The site was then re-graded for future construction activities.⁵ The surrounding areas are currently used by various light-industrial businesses and office spaces. There are several light-industrial buildings located on the southern boundary of the site and across Beach Road. In addition, an office complex is across the Sanchez Channel to the west.

The 350 Airport Boulevard Site consists of an abandoned one-story wooden structure and vacant paved surfaces. The site was formerly occupied by a 41,000 square foot concrete warehouse structure and was leased by Hertz for rental car maintenance and storage.⁶ To the east of the 350 Airport Boulevard Site is Fisherman's Park, which is operated by the County of San Mateo.

⁴ The City of Burlingame Municipal Code, Chapter 25.08.265, defines Floor Area Ratio (FAR) as "the ratio of the gross square footage of the floor area of a building or buildings to the lot on which the building or buildings are located. FAR for any lot includes new structures to be built and those remaining."

⁵ Treadwell & Rollo, "Phase I Environmental Site Assessment 350 Beach Road, Burlingame, California," January 24, 2006.

⁶ Environmental Science Associates, "Legaspi Plaza Hotel Draft Environmental Impact Report," March 1984.

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

DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation 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.

Maureen Brooks
Signature

11/29/11
Date

Maureen Brooks, Planning Manager
Printed Name

City of Burlingame
For

III. PROJECT DESCRIPTION

The Project is within the Anza Point Subarea of the *Burlingame Bayfront Specific Plan* (Bayfront Specific Plan)⁷ and includes the construction of 767,000 square feet (sf) of new uses including office space or life science uses (at least 689,810 sf), retail uses (up to 18,030 sf), and food services (up to 22,160 sf). These uses would be housed in two five-story buildings, one seven-story building, and one eight-story building. The Project also includes a two-story, 37,000-sf amenities building (included in the 767,000 sf total) that would house a childcare facility, an exercise facility, a food service area, and retail spaces.⁸ The Project would provide above- and below-grade structured and surface parking; a reconfiguration of Airport Boulevard; improvements to open space along the San Francisco Bay (Bay); and an extension of the Bay Trail through the 300 Airport Boulevard Site.

The proposed development would be constructed on the approximately 18.12-acre 300 Airport Boulevard Site (formerly occupied by the Burlingame Drive-In Theater) and includes pedestrian access, open space and roadway improvements on approximately 1.57-acre of Eastern Shoreline parcel subject to the City's right-of-way. At this time, it is unknown whether the campus would contain office uses or life science uses. Therefore, for the purposes of the environmental review, this EIR analyzes the more conservative scenario, which could vary depending on the environmental topic in Section 3 of this document. The project sponsor for this development is 350 Beach Road, LLC and the project architect is DES Architects + Engineers.

Proposed development of the 300 Airport Boulevard Site would require amendments to the Bayfront Specific Plan and zoning regulations to allow for a greater height and floor area ratio (FAR) of a maximum 1.0 (an increase from a maximum 0.6 FAR), to change setback requirements to allow an additional permitted use (incidental food and retail) within the APN zoning district and certain changes to parking regulations. Development would also require rezoning of a 0.4-acre portion of the 300 Airport Boulevard Site from the Anza Point South (APS) zoning district to the Anza Point North (APN) zoning district. The changes to the Bayfront Specific Plan and the APN zoning district regulations would apply to the entirety of the APN subarea and zoning district, which includes the 300 Airport Boulevard Site and an adjacent undeveloped 8.58-acre area referred to in this document as the 350 Airport Boulevard Site. The 350 Airport Boulevard Site is under separate ownership and the City has not received any application for development of this site. Therefore, this EIR analyzes the development of the 300 Airport Boulevard Site on a project-specific basis, and also analyzes the potential effects of proposed planning and zoning changes on the 350 Airport Boulevard Site on a programmatic basis. Prior to approvals for development of the 350 Airport Boulevard Site, additional project-level environmental analysis and approvals would be required subsequent to certification of this EIR.

This Initial Study addresses the project-level environmental impacts of the proposed development at the 300 Airport Boulevard Site associated with the Bayfront Specific Plan and zoning amendments. In addition, this Initial Study also provides programmatic analysis of impacts of the potential development at the 350 Airport Boulevard Site. This Initial Study does not provide environmental clearance for

⁷ City of Burlingame, *Burlingame Bayfront Specific Plan*, Approved April 5, 2004, as amended August 21, 2006.

⁸ All square footages and other numerical project data in this Project Description are approximate.

development at the 350 Airport Boulevard Site, and a project-level analysis would be required for that site if or when an application were submitted to the City.

As discussed above, an EIR will be prepared for this Project. The purpose of this Initial Study is to determine the environmental topics that do not require additional discussion in the EIR, which will allow the EIR to focus on those items requiring more detailed analysis and consideration. Therefore, the below Project Description is a brief overview of the Project. For more a more detailed description of the Project, please refer to Section 2 of the EIR, Project Description.

Site Plan

The Project would include the development at the 300 Airport Boulevard Site, including offsite improvements to the Eastern Shoreline parcel, and programmatic review of potential future development at the 350 Airport Boulevard Site, as described below.

300 Airport Boulevard

The Project at 300 Airport Boulevard would consist of an office/life science campus development. The total site area would include 18.12 acres, subdivided into the following elements: development (10.48 acres), roadways and sidewalks (3.52 acres), and open space and landscaping (4.12 acres). In addition, the Project would include improvements along the eastern shoreline of the 300 Airport Boulevard Site, which would include landscaped area (1.39 acres) and roadways (0.18 acres). See Figure 2, 300 Airport Boulevard Site Plan by Element, below.

Development. The Project would include the development of a new office/life science campus at the 300 Airport Boulevard Site, consisting of a total of 730,000 sf. As shown in Figure 3 and Table 2, below, the 300 Airport Boulevard Site would include two five-story buildings, one seven-story building, and one eight-story building. The development would be divided by the realigned Airport Boulevard and would consist of the East Campus (Buildings B1 and B2) and the West Campus (Buildings B3 and B4, the amenities center, and the parking structure).

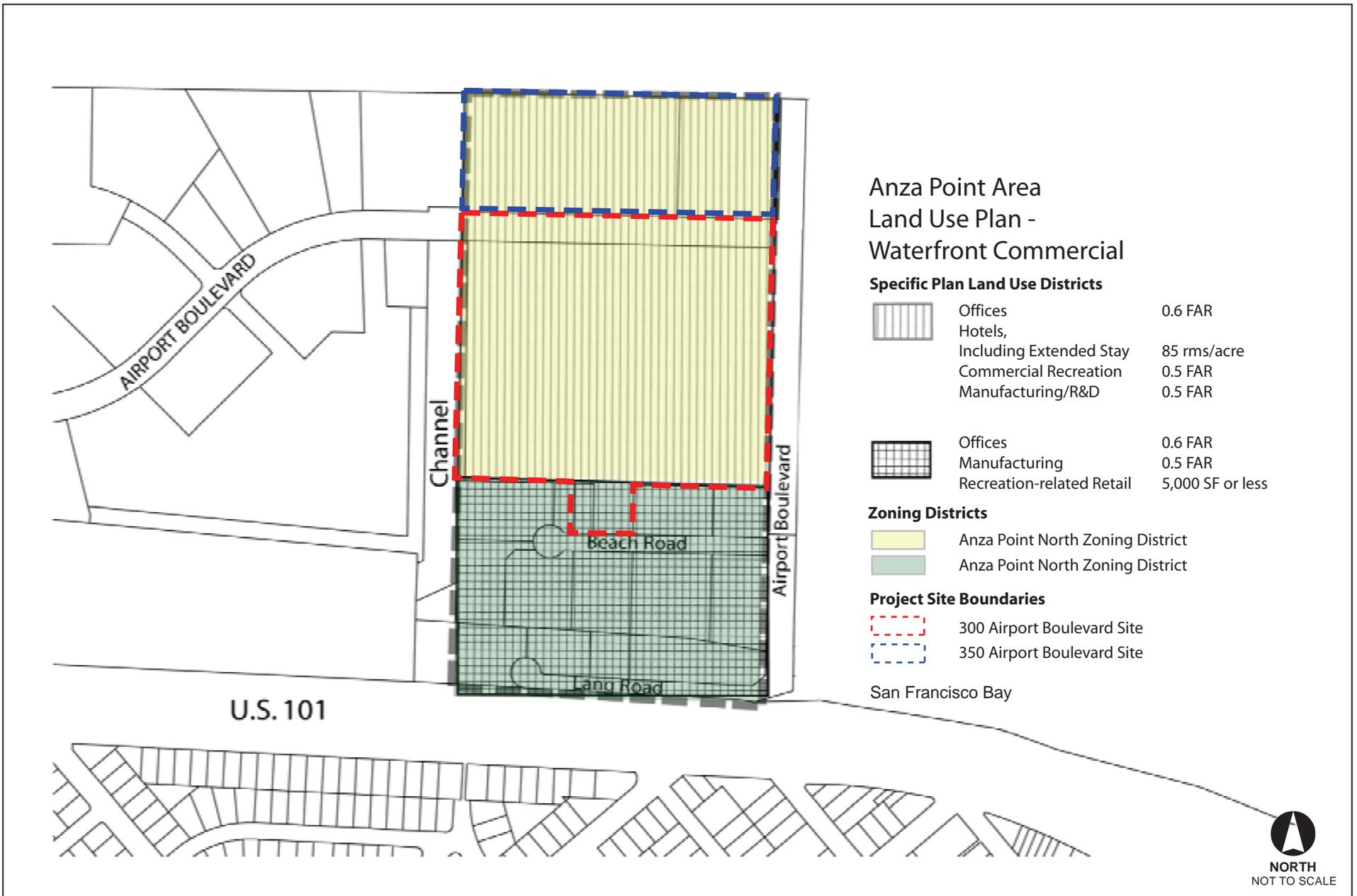
Table 2
Buildings at 300 Airport Boulevard Site

Building	Gross Building Area (sf)	Height ^a (ft/inches)	No. of Stories ^b
<i>East Campus</i>			
Building B1	146,000	97'0"	5
Building B2	146,000	97'0"	5
<i>West Campus</i>			
Building B3	204,400	129'0"	7
Building B4	233,600	144'0"	8
Amenities Center	37,000	48'6"	2
Parking Structure	--	69'6" ^c	6
Total	767,000		

Source: DES Architects + Engineers, 2010

Notes:

- a. Height measured from average top of curb level along Airport Boulevard to the top of the roof screen.
- b. Includes ground floor.
- c. Height measured to the top of the fifth floor. The top of the elevator tower adds 16 feet to the height.



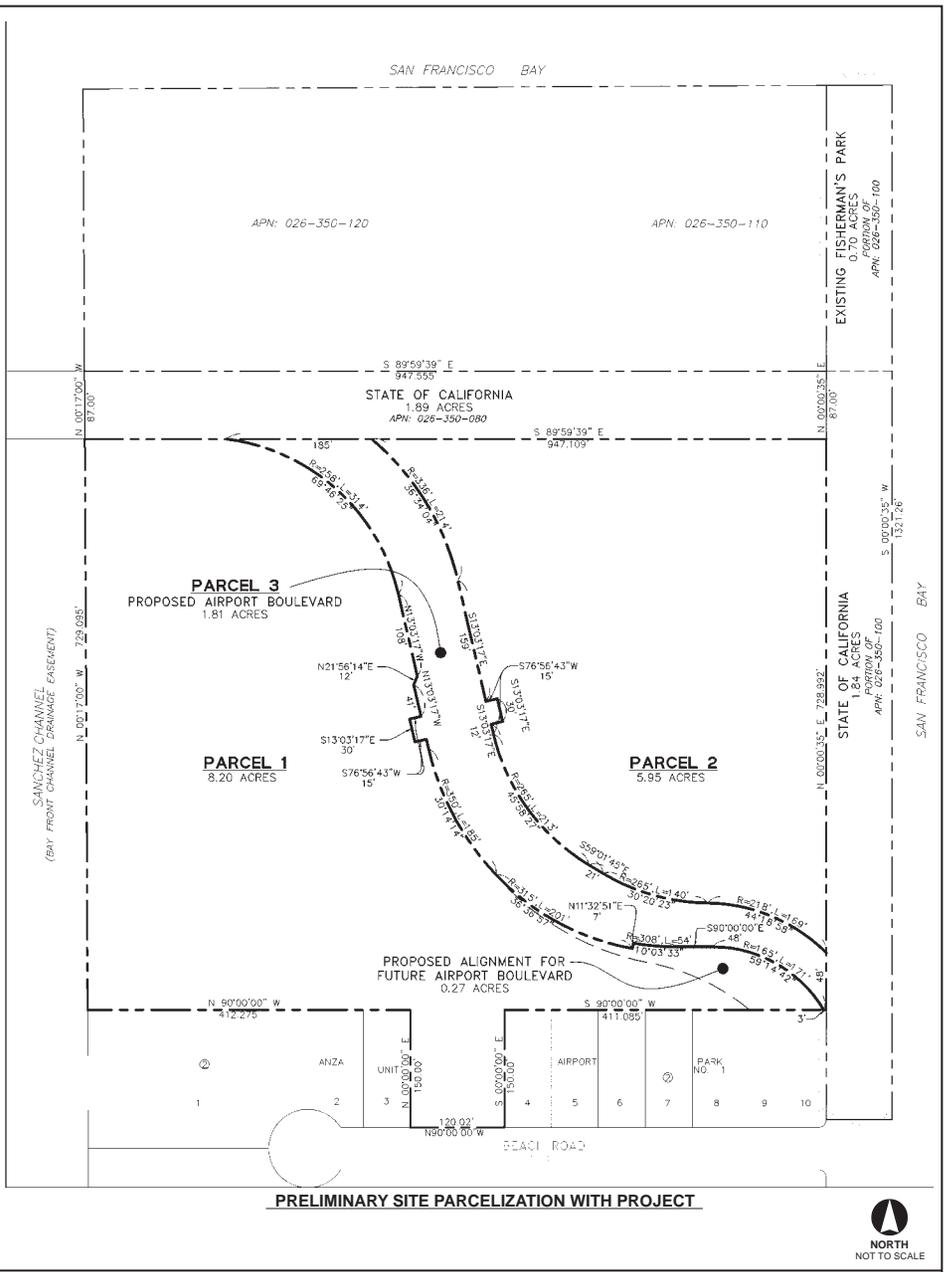
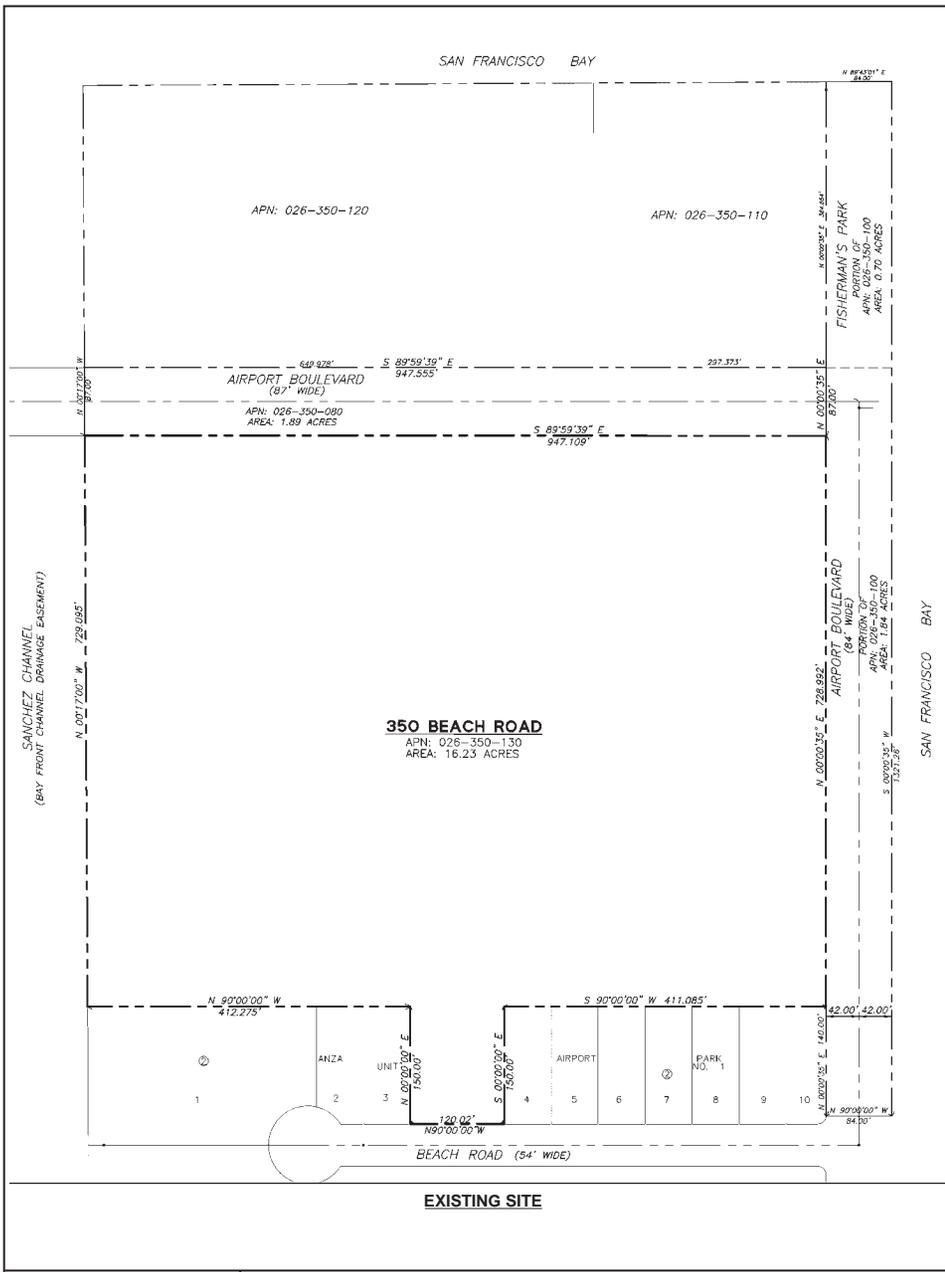


FIGURE 3
300 Airport Boulevard Site Parcelization Plan

100018889

Source: DES, 2010.



As described above, the Project would include several uses at the 300 Airport Boulevard Site, but would mainly house office/life science uses. At least 689,810 sf would be dedicated to office/life science spaces. In addition, the Project could potentially include a total of 19,230 sf of retail, 24,560 sf of food services, and 33,400 sf of amenities, including a childcare facility and an exercise center. A breakdown of the potential uses at the 300 Airport Boulevard Site is provided in Table 3.

Table 3
Potential Uses at 300 Airport Boulevard Site (sf)

Building	Office/Life Science	Retail	Food Service	Amenities (Childcare and Other)	Subtotal
<i>East Campus</i>					
Building B1	135,520	5,080	5,400	--	146,000
Building B2	134,960	5,480	5,560	--	146,000
<i>West Campus</i>					
Building B3	195,330	3,570	5,500	--	204,400
Building B4	224,000	3,900	5,700	--	233,600
Amenities Center	--	1,200	2,400	33,400	37,000
Total	689,810	19,230	24,560	33,400	767,000

Source: DES Architects + Engineers, 2010

Parking would also be included in the development areas of the East and West Campuses. The East Campus would include 190 surface parking stalls and 629 basement parking stalls, for a total of 819 stalls. The West Campus would include 42 surface parking stalls, 556 basement parking stalls, and 901 stalls in the parking structure, for a total of 1,499 stalls. In total, there would be 2,318 stalls at the 300 Airport Boulevard Site. Of the 2,318 stalls, 34 spaces would be designated as ADA (Americans with Disabilities Act) parking. The other 2,284 stalls would be universal parking spaces at 8.5 feet by 18 feet.

Roadways and Sidewalks. Airport Boulevard would be realigned to bisect the 300 Airport Boulevard Site. Currently, Airport Boulevard runs to the east of the site and has a 90-degree turn at Fisherman's Park, which then aligns Airport Boulevard to the north of the 300 Airport Boulevard Site. The Project would include realignment across the site from the southeast corner to the northwest corner. Although Airport Boulevard would bisect the 300 Airport Boulevard Site, the East Campus and West Campus would be connected by various pedestrian linkages and paths.

Pedestrian circulation would include new sidewalks on both sides of Airport Boulevard, walkways across landscaped areas in the West Campus and East Campus, and crosswalks across Airport Boulevard. Walkways would serve the bicycle commuter facilities and would also connect to open space at Sanchez Channel and the Eastern Shoreline Open Space. Walkways are also proposed along Sanchez Channel and the Eastern Shoreline as a part of the San Francisco Bay Trail. The roadway design would be intended to maintain low vehicular speeds through the 300 Airport Boulevard Site,

which would enhance pedestrian movements and safety. On-street parking would also act as a traffic-calming feature and would separate pedestrians from moving vehicles.

The Project would also include bicycle commuter facilities to encourage the alternative mode of transportation. The bicycle facilities would include two stations of bicycle racks at Buildings B1 and B4 and bicycle storage at the lobby level within each building. Showers, clothes lockers, and changing rooms would be provided in the restroom core on the first floor of Buildings B1, B2, B3, and B4.

Public Access, Open Space, and Landscaping. The Project would include public access, open space, and landscaping. This would mainly include the extension of the Bay Trail, and connecting pedestrian paths, along the Bay in the Eastern Shoreline parcel, open space in the southeast corner of the 300 Airport Boulevard Site, and the Bay Spur Trail on the shoreline adjacent to Sanchez Channel. As shown in Figure 2, no buildings would be constructed within 100 feet of the shoreline. The 100-foot shoreline band on both sides of the 300 Airport Boulevard Site, together with the existing western and eastern shoreline revetment, would be restored and rehabilitated to provide safe pedestrian access.

Landscaping throughout the 300 Airport Boulevard Site and along Airport Boulevard would include onsite trees, street trees, shrubs, ground covers, berms, decorative paved surfaces, and stormwater retention and treatment areas. These bioretention areas, also known as rain gardens, would function as soil and plant-based filtration devices to remove pollutants through a variety of physical and biological treatment processes.⁹

However, to accommodate the Project, several existing trees would be removed. According to the site survey, there are five trees (less than 12-inches Diameter at Breast Height [DBH]) and 12 palm trees (less than 18 inches DBH) at the 300 Airport Boulevard Site.¹⁰ Because of their size, those 17 trees would be considered insignificant and would be removed under the Project. In addition, there are “Street Trees”¹¹ within the existing public right-of-way at the 300 Airport Boulevard Site, within the median of the existing Airport Boulevard. There are currently 26 *Melaleuca* trees (Cajeput Trees) taller than 10 feet in height within the median along the north-south section of the existing Airport Boulevard (the eastern portion of the 300 Airport Boulevard Site). These are considered to be Street Trees because they are within the existing public right-of-way. In addition to the 17 on-site trees to be removed, all 26 Street Trees would be removed and replaced with landscaping in accordance with the landscape plan for the Project. New street trees will be planted along the realigned Airport Boulevard.

350 Airport Boulevard. No specific development plans or projects are proposed at the 350 Airport Boulevard Site at this time. However, for the purposes of programmatic analysis, development is assumed as office uses at 1.0 FAR, which represents a conservative scenario (on the basis that office uses would accommodate a higher ratio of employees per square foot of floor area, compared to life-science uses, and therefore would have greater effects on transportation and related impacts). As the

⁹ San Mateo County, San Mateo Countywide Water Pollution Prevention Program, Chapter 6.1, page 68.

¹⁰ Martin M. Ron Associates, Land Surveyors, “Site Survey of Assessor’s Parcel Numbers 026-350-080, 026-350-100, 026-350-110, 026-350-120, and 026-350-130 for Millennium Partners,” December 10, 2007.

¹¹ Based on Chapter 11.04 of the Burlingame Municipal Code, a “Street Tree” means any woody perennial plant having a single main axis or stem commonly achieving 10 feet or more in height.)

building program would occupy 1.0 FAR, it is assumed that buildings at the 8.58-acre 350 Airport Boulevard Site would consist of approximately 374,000 sf and about 1,247 employees.¹²

As described in the Introduction, above, this Initial Study, or the subsequent the EIR is not intended to provide CEQA analysis for a specific development proposal at the 350 Airport Boulevard Site. Future project-level analysis would need to be conducted if and when a specific project is proposed. As such, the Project Description below focuses on the 300 Airport Boulevard Site only.

Sustainable Design Features

The 300 Airport Boulevard Project would seek certification as a Leadership in Energy and Environmental Design (LEED) Gold project or equivalent. As such, the Project Sponsor team is currently studying various sustainable design strategies, which may include some or all of the following: rainwater collection and reuse, recycled irrigation water, natural daylighting system, sustainable landscaping, passive solar approach/building orientation, solar shading devices, heat island/cool roofs, energy efficient HVAC system, and water-efficient systems. The Project would also orient the Buildings B1, B2, B3, and B4 and the amenities building in an east-west direction to allow for maximum passive solar response. In addition, the Project could include sustainable construction practices and materials, including the use of local, regional, and high-recycle content materials.

Activity/Employment

As stated above, the Project could be used as an office or a life science campus or any combination thereof. In addition, the Project could potentially include up to 19,230 sf of retail and up to 24,560 sf of food services. If the Project only includes office uses in Buildings B1, B2, B3, and B4, it is estimated that approximately 2,433 office employees would be generated.¹³ In addition, the amenities center could employ up to 42 individuals,¹⁴ for a total of 2,475 employees under the office scenario of the Project. If the Project would include only life science uses in Buildings B1, B2, B3, and B4, approximately 1,825 life science jobs would be created.¹⁵ In addition to the 42 employees at the amenities center, the life science scenario of the Project would provide jobs for approximately 1,867 people.

The Project could also potentially include office/life science uses (689,810 sf), retail uses (19,230 sf), food service venues (24,560 sf), and amenities center components (33,400 sf). If this site plan is

¹² Based on an employee generation rate of one employee per 300 sf.

¹³ DES Architects + Engineers, Memo from Tom Gilman and Kenny Hung to Maureen Brooks, City of Burlingame Planning Manager, March 3, 2011. This estimate assumes 300 sf per employee based on similar office density rates on the San Francisco Peninsula. $730,000 \text{ sf of office} / 300 \text{ sf} = \sim 2,433 \text{ employees}$.

¹⁴ Association of Bay Area Governments, *1987 Input-Output Model and Economic Multipliers for the San Francisco Bay Region*, March 1995. Multiplier for "Amusement and Recreational Services" averages 870 sf per employee. As such $37,000 \text{ sf of proposed amenities center} / 870 \text{ sf} = \sim 42 \text{ employees}$.

¹⁵ DES Architects + Engineers, Memo from Tom Gilman and Kenny Hung to Maureen Brooks, City of Burlingame Planning Manager, March 3, 2011. This estimate assumes 400 sf per employee based on similar life science density rates on the San Francisco Peninsula. $730,000 \text{ sf of office} / 400 \text{ sf} = \sim 1,825 \text{ employees}$.

implemented with office uses, then approximately 2,434 employees would be generated.¹⁶ If the Project would include a life science campus instead, with retail and food services, 1,860 jobs would be created.¹⁷ Table 4, below, shows the amount of employees that would be generated under the different scenarios by use.

Table 4
Employment at 300 Airport Boulevard Site by Scenario

Scenario	Office/ Life Science	Retail	Food Service	Amenities (Childcare and Other)	Total
Office Use + Amenities Center	2,433	-- ^a	-- ^b	42	2,475
Life Science + Amenities Center	1,825	-- ^a	-- ^b	42	1,867
Office + Retail + Food + Amenities Center	2,299	42	55	38	2,434
Life Science + Retail + Food + Amenities Center	1,725	42	55	38	1,860

Source: DES Architects + Engineers, 2010; ABAG, 1995; Atkins, 2011

Notes:

- a. Approximately 1,200 sf of retail would be provided in the amenities center. However, this would not significantly change the amount of employees; therefore, the retail employees are included in the total “Amenities” calculation.
- b. Approximately 2,400 sf of food services would be provided in the amenities center. However, this would not significantly change the amount of employees; therefore, the food service employees are included in the total “Amenities” calculation.

In terms of employment growth at the 300 Airport Boulevard Site, office uses would generate the need for the most employees, over life science, retail, food, and amenity center uses. The administrative areas of a life science company would have a density similar to a corporate office; however, the research and laboratory uses would have lower densities. In addition, the retail and food service uses would not generate as many employees as would be generated under an office-only scenario in Buildings B1, B2, B3, and B4. As such, this document applies and analyzes the most conservative scenario of approximately 2,475 office and amenities center employees at the 300 Airport Boulevard Site.

Office Use. According to the Burlingame Municipal Code, an office use is defined as an area “for conducting the affairs of a business, profession, service, industry or government; unless specifically excluded, it includes financial institutions, investment advisors or brokers, health services, and real estate offices.” It is assumed that the office uses that could occupy the 300 Airport Boulevard Site would be included under this definition. In addition, this Project is designed as a nodal-type campus.

¹⁶ Association of Bay Area Governments, *1987 Input-Output Model and Economic Multipliers for the San Francisco Bay Region*, March 1995. Multiplier for “Retail Trade” averages 450 sf per employee. As such, 43,790 sf of proposed retail and food service/450 sf = ~97 employees. Office Use = 689,810 sf/ 300 sf = ~ 2,299 employees. Amenities center uses = 33,400 sf/870 sf = ~38 employees. 97 + 2,299 + 38 = ~2,434 total employees.

¹⁷ 43,790 sf of proposed retail and food service/450 sf = ~97 employees. Life science uses = 689,810 sf/ 400 sf = ~ 1,725 employees. Amenities center uses = 33,400 sf/870 sf = ~38 employees. 97 + 1,725 + 38 = ~1,860 total employees.

It is anticipated that one user would either occupy the entire campus or one building; the Project is not designed for multiple tenants on one floor.

Life Science Use. The Project would accommodate primarily more mature life-science companies, who would occupy one full building or multiple buildings. Such companies would be expected have roughly 30 percent/70 percent to 40 percent/60 percent office/laboratory ratios. For example, an eight-story building with a 40/60 split would have the lower five floors as labs and the upper three floors as offices. Laboratory uses would generally concentrated at lower floors, due to fire protection, occupancy, and height requirements of the building code.

In addition, life-science uses generally require significant service uses on the first floor. There would be more mechanical equipment on the roof than with office uses. The laboratories would use and store chemicals and hazardous materials. The range of bio-labs and chemical labs would vary, depending on the type of life sciences tenants. These labs would also differ in terms of chemical uses, mechanical ventilation, and other requirements.

Amenities Center. The campus would be supported by auxiliary uses at the amenities building, including a fitness center and pool, a childcare center, and a cafeteria. This amenities center would be open to the public, with parking spaces provided at the adjacent surface parking lot and the multi-level parking structure. The proposed operating hours of the fitness center and cafeteria would be 6:00 a.m. to 10:00 p.m. on weekdays and 9:00 a.m. to 8:00 p.m. on weekends. The childcare center would operate from 6:00 a.m. to 6:00 p.m. on weekdays only.

Construction Schedule and Phasing

The Project would consist of up to two construction phases, both of which may occur at the same time or may overlap, which would be separated by the realigned Airport Boulevard. East of the realigned Airport Boulevard the East Campus would be constructed as Phase 1 and west of the realigned Airport Boulevard the West Campus would be constructed as Phase 2. Construction would occur between 7:00 a.m. to 7:00 p.m. on weekdays, between 9:00 a.m. to 6:00 p.m. on Saturdays and between 10:00 a.m. and 6:00 p.m. on Sundays, if any.

Phase 1. Phase 1 would involve the East Campus, with Buildings B1 and B2, which would be 146,000 sf each. Phase 1 would include the east basement parking podium (226,340 sf) and surface parking with a total of 884 parking stalls. Airport Boulevard would also be realigned and rebuilt during Phase 1. In addition, the 33,400 sf amenities center would most likely be constructed during this phase. It is anticipated that the Phase 1 construction period would be approximately 14 months.

Phase 2. Phase 2 would involve the West Campus, with Building B3 (204,400 sf), Building B4 (233,600 sf), and the amenities center (37,000 sf). Phase 2 would include the west basement parking podium (230,040 sf) and the parking structure (246,900 sf). Airport Boulevard would also be incorporated into the design of the West Campus. It is anticipated that the West Campus construction

period (including the amenities building), would commence some time after Phase 1 begins and would be completed in 18 to 20 months. The amenities building could be constructed during Phase 1, but this would not affect construction timing. As describe above, Phase 2 construction activities may overlap with Phase 1.

Construction Equipment and Staging

Typical equipment that would be used during Project construction would include large earthwork machinery, one to two pile-driver rigs, large concrete pumps, concrete trucks, large cranes for steel and exterior façade installation, and typical delivery and small-use trucks. The number of truck deliveries would range from 10 to 40 trips per day.

Potential construction lay-down and staging areas would be at the property to the east of the 300 Airport Boulevard Site, across the existing roadway along the waterfront. Other possible staging areas would be adjacent areas north or south of each phase.

Construction Employment

The size of the construction workforce would vary during the different stages of construction. During the beginning and final months of each phase, a lower number of workers would be needed, approximately 40 to 80 construction staff per day. However, the middle period of each phase would involve structure installation and would require a higher number of workers, approximately 100 to 250 construction staff per day.

IV. ENVIRONMENTAL SETTING & CHECKLIST

This section describes the existing environmental conditions on and near the Project Site, as well as environmental impacts associated with the Project. The purpose of this section is to clearly identify all potential environmental impacts from the Project, including an explanation for those adverse impacts determined to be less than significant.

The environmental checklist, as recommended in the California Environmental Quality Act (CEQA) Guidelines, is used here to identify environmental impacts that could occur if the Project were implemented, as well as issues that will need further study during the EIR preparation process.

A. AESTHETICS

1. Setting

The Project Site is north of US 101, immediately adjacent to San Francisco Bay (Bay) to the north and east, and Sanchez Channel to the west. The 300 Airport Boulevard Site is currently accessible from 350 Beach Road and is bounded by Airport Boulevard to the north, Airport Boulevard and the Bay to the east, light-industrial buildings along Beach Road to the south, and Sanchez Channel to the west. The 350 Airport Boulevard Site is bounded by the Bay to the north, Fisherman’s Park to the east, Airport Boulevard to the south, and the outlet of Sanchez Channel to the west.

The Project Site is in proximity to several sensitive viewer locations including Coyote Point Recreation Area, the Bay Trail/Shoreline Public Access Trail, Fisherman’s Park, Victoria Park, US 101, and Airport Boulevard. In addition, there are several scenic resources in the vicinity of the Project Site including Anza Lagoon, the Bay, Sanchez Channel, Anza Point Gateway, and shoreline lands. The Project Site also features background views of the Burlingame/Hillsborough Hills, the coastal mountain range, San Bruno Mountain, and the East Bay Hills.

2. Environmental Checklist and Discussion

AESTHETICS	Further Study Needed OR Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
1) Have a substantial adverse effect on a scenic vista?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) 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"/>
3) Substantially degrade the existing visual character or quality of the site and its surroundings?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Comments on A.1, A.2, A.3, and A.4

300 Airport Boulevard. The Project would require amendments to zoning regulations as outlined by the Bayfront Specific Plan for the Anza Point subarea and changes to the Bayfront Specific Plan Design Guidelines that could alter the existing visual character of the Project Site and its surroundings. In addition, the Project would include four office buildings, an amenities building, and a parking structure ranging from two stories to eight stories in height. Because the existing 300 Airport Boulevard Site is vacant, this increase in height and bulk is expected to alter the existing visual quality of the area and to block views from surrounding uses.

The EIR will examine existing sensitive viewer locations, scenic resources, and views based on resources identified in the Burlingame General Plan and the Bayfront Specific Plan. There are several sensitive viewer locations in the vicinity of the Project Site that could be impacted by the new development and visual resources that could have views blocked by increases in height and bulk. The EIR will analyze whether the Project would substantially degrade the existing visual character or quality of the project area and its surroundings due to grading, height, bulk, massing, architectural style, lighting, and/or building materials. The EIR will also analyze potential degradation of the visual unity of the area as well as degradation of views from roadways, adjacent uses, and other sensitive view locations.

350 Airport Boulevard. As discussed above, the amendments to the APN zoning and land use designations would allow for increased height and bulk at the 350 Airport Boulevard Site. As such, this could impact the existing visual character and surrounding views since the existing site is vacant. The EIR will analyze the aesthetic impacts at the 350 Airport Boulevard Site at a programmatic level.

3. Conclusion

The Project has the potential to result in significant aesthetic impacts. The project could substantially impact a scenic vista, degrade scenic resources, degrade the existing visual character or quality of the site and its surroundings, or create a new source of substantial light or glare. The EIR will analyze the aesthetic impacts of the Project in more detail, including visual simulations of the proposed development to determine if the impacts are significant.

B. AGRICULTURAL AND FORESTRY RESOURCES

The County of San Mateo has approximately 5,481 acres of farmland (including prime farmland, farmland of Statewide importance, and unique farmland), none of which are located in the City of Burlingame.¹⁸ The Project Site is located on an area of land reclaimed from the San Francisco Bay using artificial fill. The surrounding land, which includes industrial buildings, office parks, and US 101 is highly urbanized and developed as depicted by the California Department of Conservation's

¹⁸ State Department of Conservation, Farming Mapping and Monitoring Program, San Mateo County Important Farmland 2008. Website: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/smt08.pdf>, accessed February 18, 2011.

“San Mateo County Important Farmland 2008” map. There are no agricultural or forestry resources located on or near the Project Site.

2. Environmental Checklist and Discussion

AGRICULTURE AND FORESTRY	Further Study Needed OR Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resource Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) 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"/>
3) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or the conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Comment on B.1, B.2, and B.3

300 Airport Boulevard. According to the 2008 Farmland Mapping and Monitoring Program from the State Department of Conservation, the 300 Airport Boulevard Site is located in an area designated as urban, built-up land and “other” land. Other land is not considered farmland, and the Project would, therefore, have no impact on agricultural uses.¹⁹ The site is not zoned for agricultural use or under a Williamson Act contract.²⁰ The Project involves the development of vacant land within an already developed area that does not include any farmland, and the construction of the Project would not result

¹⁹ State Department of Conservation, Farming Mapping and Monitoring Program, San Mateo County Important Farmland 2008. Website: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/smt08.pdf>, accessed February 28, 2011.

²⁰ City of Burlingame Planning Department, General Plan Land Use Map. Website: <http://www.burlingame.org/Modules/ShowDocument.aspx?documentid=1667>, accessed February 18, 2011.

in the conversion of farmland to a non-agricultural use. The Project would thus have no impact on agricultural resources.

350 Airport Boulevard. The 350 Airport Boulevard Site is currently undeveloped. The site is designated as urban, built-up land and “other” land. Other land is not considered farmland, and future development of the site would, therefore, have no impact on agricultural uses.

Comment on B.4 and B.5

300 Airport Boulevard. The 300 Airport Boulevard Site was reclaimed from San Francisco Bay using artificial fill. The most recent use of the site was a drive-in theater. There are currently 40 trees at the 300 Airport Boulevard Site,²¹ but these are not considered to be forestry resources. Based on a review of maps and aerial photographs of the project area and site visits, the 300 Airport Boulevard Site is not on or in the immediate vicinity of forest land. The surrounding area is characterized by light industrial and commercial uses. Therefore, implementation of the Project would have no impact to forest resources.

350 Airport Boulevard. The 350 Airport Boulevard Site was reclaimed from the San Francisco Bay using artificial fill. The most recent use of the site was a car rental storage facility. The site is currently undeveloped, but has not contained forest resources in its history. Surrounding land uses are the same as described for the 300 Airport Boulevard Site. Therefore, future development at the 350 Airport Boulevard Site would not impact forest resources.

3. Conclusion

The Project would not directly or indirectly result in the additional conversion of farmland to non-agricultural use. The Project would have no impact on agricultural resources or operations. Additionally, the Project would not result in the loss of existing forestry resources. Therefore, this topic will not be discussed further in the EIR.

C. AIR QUALITY

1. Setting

The Project Site is located within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), a State agency charged with implementing State and federal air quality standards in the San Francisco Bay Area. Sensitive receptors in the Project vicinity include recreational uses to the east at Coyote Point Recreation Area, commercial/industrial uses to the south, and commercial/hotel uses to the west. In addition, residential uses are located to the south of the Project Site, across US 101.

²¹ Martin M. Ron Associates, Land Surveyors, “Site Survey of Assessor’s Parcel Numbers 026-350-080, 026-350-100, 026-350-110, 026-350-120, and 026-350-130 for Millennium Partners,” December 10, 2007.

2. Environmental Checklist and Discussion

AIR QUALITY	Further Study Needed OR Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
1) Conflict with or obstruct implementation of the applicable air quality plan?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4) Expose sensitive receptors to substantial pollutant concentrations?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5) Create objectionable odors affecting a substantial number of people?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Comments on C.1, C.2, C.3, C.4, and C.5

300 Airport Boulevard. The EIR will examine air quality impacts due to emissions from the proposed structures into the atmosphere and directly to the public sidewalks and streets. In addition, impacts due to emissions generated by any increase in vehicle trips, including potential diesel emission from project-related truck trips or by onsite utilities, will be considered.

The Project could also have air quality impacts during construction, and Best Management Practices should be incorporated into the Project to address these impacts. The EIR will consider these potential impacts and identify appropriate mitigation measures.

350 Airport Boulevard. As with the 300 Airport Boulevard Project, there could potentially be impacts to air quality due to operational and construction activities related to future development at the 350 Airport Boulevard Site. Therefore, the EIR will analyze potential air quality effects at a programmatic level.

3. Conclusion

The Project could result in significant air quality impacts during construction and operation. Therefore, the EIR will analyze Project air quality effects.

D. BIOLOGICAL RESOURCES

1. Setting

The Project Site is located in an urbanized area on a vacant lot, which previously housed the Burlingame Drive-in Theatre. The Project Site is located along the San Francisco Bay shoreline and near the outlet of the Sanchez Lagoon, which both offer habitat for plant species, migrating birds, and other wildlife.

2. Environmental Checklist and Discussion

BIOLOGICAL RESOURCES	Further Study Needed OR Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
1) 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?	■	□	□	□
2) 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?	■	□	□	□
3) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	■	□	□	□
4) 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?	■	□	□	□
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	■	□	□	□
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	■	□	□	□

Discussion:

Comments on D.1, D.2, D.3, D.4, D.5, and D.6

300 Airport Boulevard. Due to the lack of native vegetation communities and urban nature of the former uses, it is not expected that any of the special-status species known from the region could occur. In addition, wetlands or other waters of the U.S. are expected to be present. However, the Project Site is adjacent to the Bay and Sanchez Lagoon, which contain a variety of trees and shrubs, and provide suitable foraging and nesting habitat for a variety of common, urban-tolerant wildlife species. These resources will be further analyzed in the EIR.

Based on a site visit, the EIR will identify impacts to nesting habitat and potential impacts on the Bay and Sanchez Lagoon. Effects to any species or their migratory patterns, habitats, or communities identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service will be examined. Tree protection requirements in San Mateo County and the City of Burlingame will also be considered during the EIR process.

350 Airport Boulevard. As with the 300 Airport Boulevard Site, site visits will be conducted to determine impacts to nesting habitat and potential impacts on the Bay and Sanchez Lagoon at the 350 Airport Boulevard Site. Therefore, implementation of the Project will need to be further analyzed to determine the significance of impacts to biological resources.

3. Conclusion

The Project would be constructed on a site bound by the Bay and Sanchez Channel and the adjacent lagoon, which contain a variety of biological resources. Therefore, this topic will be further analyzed in the EIR will analyze the biological resource impacts of the project.

E. CULTURAL RESOURCES

1. Setting

The Project Site is located in a developed industrial area. Originally the Project Site was a tidal area and marshland, which was built-up with imported fill in the 1950s and 1960s. From 1963 to 2001 the 300 Airport Boulevard Site was the Burlingame Drive-in Theatre.

Traditionally, the Project Site lies within the northern territory of the Ohlone (Costanoan) people. The Ohlone are a linguistically defined group that was once composed of at least 50 autonomous polities that spoke eight different, but related, languages.²² The territory of the Ohlone people extended along the coast from San Francisco Bay Peninsula in the north to just beyond Carmel in the south, and as much as 60 miles inland. The Ohlone were hunter and gatherers who relied on a variety of marine and terrestrial resources including seeds, shellfish, fish, waterfowl, and sea and land mammals. Remnants

²² Levy, Richard S. Costanoan. In *The Handbook of North American Indians, Volume 8, California*. Edited by R. F. Heizer, pp. 485-495. Smithsonian Institution, Washington D.C.

of Ohlone villages are typically manifest as shellmounds, and several shellmounds were once located along Mills, Easton, Sanchez, and Burlingame Creeks in Burlingame.²³

The area that would become the City of Burlingame was once part of the 6,000-acre Rancho San Mateo purchased by William Davis Merry Howard in 1846.²⁴ Howard died in 1856 and the rancho was divided into smaller parcels. After the 1906 earthquake, the population in the area swelled with displaced San Francisco residents, and in 1908 the City of Burlingame was incorporated.²⁵ Shortly after, Burlingame grew into a premier satellite suburb of San Francisco, primarily settled by wealthy San Franciscans looking for a better climate.²⁶ Proximity to the San Francisco International Airport spurred industrial growth in the 1960s and 1970s; the project area was originally zoned as an industrial site.²⁷ Today, Burlingame is a city of approximately 28,000 residents.²⁸

For the purposes of this analysis, cultural resources are divided into historic-age built resources, archeological resources, and paleontological resources.

Historic-Age Built Environment

300 Airport Boulevard. Archival research indicates that the 300 Airport Boulevard Site was not present as a landform until sometime between the late 1950s and the early 1960s and was originally part of the San Francisco Bay.²⁹ This property was formerly the site of the Burlingame Drive-in Theater. The theater operated from 1963 through 2001.³⁰ In 1998, the theater was evaluated for significance under CEQA by Environmental Science Associates (ESA) for the City of Burlingame.³¹ The researchers concluded that the theater did not meet State significance criteria for buildings less than 50 years of age. Therefore, the Burlingame Drive-in Theater was found to be not eligible for listing in the California Register of Historical Resources, or any other register, and was therefore not considered a historical resource pursuant to CEQA.³² The theater has since been demolished and no other structures have been constructed on the 300 Airport Boulevard Site. A records search conducted

²³ Carey & Co. Inc. Architecture. *Inventory of Historic Resources: Burlingame Downtown Specific Plan*. October 6, 2008; Nelson, Nels C. 1909. Shellmounds of the San Francisco Bay Region. *University of California Publications in American Archeology and Ethnology Vol. 7 No. 4*, pp. 310-357.

²⁴ Carey & Co. Inc. Architecture. *Inventory of Historic Resources: Burlingame Downtown Specific Plan*. October 6, 2008

²⁵ City of Burlingame. 1998. *301 Airport Boulevard Environmental Impact Report*. September 14, 1998.

²⁶ City of Burlingame. 2011. About Burlingame. Electronic Document. Website: <http://www.burlingame.org/Index.aspx?page=2>, accessed February 23, 2011.

²⁷ City of Burlingame. 1998. *301 Airport Boulevard Environmental Impact Report*. September 14, 1998.

²⁸ City of Burlingame. 2011. About Burlingame. Electronic Document. Website: <http://www.burlingame.org/Index.aspx?page=2>, accessed February 23, 2011

²⁹ National Environmental Title Research, LLC. 2009. *Historic Aerials*. Electronic Database, 2009. Website: <http://www.historicaerials.com>, accessed February 24, 2011.

³⁰ Roadside Peek. 2011. Drive-in Theatres Northern California. Electronic Document. Website: <http://roadsidepeek.com/roadusa/southwest/california/nocal/nocaldrivein/index.htm> accessed February 23, 2011.

³¹ City of Burlingame. 1998. *301 Airport Boulevard Environmental Impact Report*. September 14, 1998.

³² City of Burlingame. 1998. *301 Airport Boulevard Environmental Impact Report*. September 14, 1998.

by the Northwest Information Center (NWIC) also identified no historic-age resources located on the 300 Airport Boulevard Site or within 0.25 miles of the Project Site.³³

350 Airport Boulevard. The property located at 350 Airport Boulevard was included in the 0.25-mile radius of the NWIC record search conducted for the Project. No historic-age resources were or are present at this location. Archival research further indicates any structures that were present at this location were constructed between 1968 and 1980.³⁴

Archeological Resources

Archeological resources are the physical remains of the human occupation and/or use of a location. These resources include both prehistoric (Native American) and historic-age artifacts, such as projectile points, shell beads, glass, ceramics, and metal and features, such as shellmounds, fire hearths, bedrock mortars, and building foundations. Shellmounds are generally prehistoric features composed of discarded dietary remains and utilized artifact remains including marine shell, bone, and stone implements.

For Eastern San Mateo County, archaeological resources are generally situated near San Francisco Bay and on terraces adjacent to intermittent or perennial creeks or springs, along ridges, and on broad or moderately wide mid-slope terraces. Archaeological resources in the vicinity of the City of Burlingame, such as prehistoric shellmounds, have been found adjacent to the Bayshore and inland areas adjacent to creeks. Areas associated with these environmental characteristics are suggestive of areas with high archaeological sensitivity.

A records search conducted by the NWIC on February 25, 2011 (NWIC File #N14065)³⁵ shows that there have been no previous archeological studies within the Project Site; however, there have been ten previous studies within a quarter-mile radius of the project site. No Native American sites are known to be at the Project Site or within 0.25 miles of the Project Site. The NWIC search failed to identify any prehistoric or historic-age archeological resources within the Project Site.

Archival research also indicates that the Sanchez Channel, currently adjacent to the west side of the Project Site, was not the original area where the creek entered the Bay. The original exit point was to the west. Further, the Project Site was a tidal area and marshland before being created as a landform sometime between the late 1950s and early 1960s. Therefore, the Project is a highly artificial environment that has a very low archaeological sensitivity.

On February 24, 2011, Atkins cultural resources staff requested a search of the sacred lands database by the Native American Heritage Commission (NAHC). The NAHC response letter stated that the search of the sacred lands database failed to indicate the presence of Native American resources in the

³³ Much, Bryan. 2011. *NWIC File #:N14065*. Records Search performed on behalf of Atkins, February 25, 2011.

³⁴ National Environmental Title Research, LLC. 2009. *Historic Aerials*. Electronic Database, 2009. Website: <http://www.historicaerials.com>, accessed February 24, 2011.

³⁵ Much, Bryan. 2011. *NWIC File #:N14065*. Records Search performed on behalf of Atkins, February 25, 2011.

immediate project area. The NAHC letter included a list of Native American organizations and individuals who may have knowledge of cultural resources in the project area, as outlined ³⁶ Letters that included a brief description of the project and a project map were sent to each organization/individual identified on the NAHC list on May 24, 2011.

One response was received on May 25, 2011 from Jean-Marie Feyling of the Amah/Mutsun Tribal Band.³⁷ Ms. Feyling called to express that although she knows of no sites within the immediate project area, a large village and burial site is located at Coyote Point. She also pointed out that although the Project Site is primarily fill and was historically marsh, at varying times during prehistory sea level fluctuations up to 35 feet may have resulted in the project location being dry land desirable for habitation. Ms. Feyling therefore recommended archaeological monitoring for project actions that have vertical limits exceeding the level of fill. Ms. Feyling further expressed that she and her sister Irene Zwierlein (who is also listed on the NAHC contact list) grew up in the area and are very familiar with the project location and its history. As of the printing of this document, no additional responses have been received.

Table 5
NAHC Consultation

Name and Affiliation	Method of Consultation	Date of Consultation	Response
Jakki Kehl, Ohlone/Costanoan	Letter	May 24, 2011	None
Linda G. Yamane, Ohlone/Coastanoan	Letter	May 24, 2011	None
Jean-Marie Feyling, Amah/Mutsun Tribal Band	Letter	May 24, 2011	Yes. Phone call May 25, 2011. See details above
Irene Zwierlein, Amah/Mutsun Tribal Band	Letter	May 24, 2011	None
Ann Marie Sayers, Chairperson, Indian Canyon Mutson Band of Costanoan/Mutsun Indians	Letter	May 24, 2011	None
Andrew Galvan, The Ohlone Indian Tribe	Letter	May 24, 2011	None
Ramona Garibay, Representative, Trina Marine Ruano Family	Letter	May 24, 2011	None
Rosemary Cambra, Chairperson, Muwekma Ohlone Indian tribe of the San Francisco Bay Area	Letter	May 24, 2011	None

Source: Atkins, 2011.

³⁶ Native American Heritage Commission, Letter to Emilie Zelazo, Scientist I/Archaeologist, Atkins, Re: 300 Airport Boulevard, Burlingame, San Mateo County, May 2011. Letter on file with City of Burlingame.

³⁷ Feyling, Jean-Marie. Amah/Mutsun Tribal Band. Personal Communication with Emilie Zelazo, Atkins. May 25, 2011.

The property at 350 Airport Boulevard was included in the 0.25-mile radius of the NWIC record search conducted for the Project. No archaeological resources were identified as being present at this location.

Paleontological Resources

Paleontological resources are the fossilized remains and/or traces of prehistoric plant and animal life exclusive of human remains or artifacts. Fossil remains, such as bones, teeth, shells, and wood, are found in sedimentary geologic deposits (rock formations). Paleontological resources or prehistoric fossils have been discovered throughout San Mateo County, usually on the western coastline.³⁸ The geologic history of the Project Site indicates that the upper 13 feet of the soils are imported fill that is underlain by Bay Mud, which is in turn underlain by at least 85 feet of gravel with clay.³⁹

A search of the University of California Museum of Paleontology website identified the nearest known fossil-bearing locality as one in the City of South San Francisco (UCBMP locality number V6319) approximately four miles from the Project Site.⁴⁰

The property located at 350 Airport Boulevard is included in the paleontological search area. No paleontological resources were identified as being present at this location.

2. Environmental Checklist and Discussion

CULTURAL RESOURCES	Further Study Needed OR Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
1) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4) Disturb any human remains, including those interred outside of former cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

³⁸ Department of Environmental Management, County of San Mateo, San Mateo General Plan-Background and Issues: Chapter 05, November 1986.

³⁹ City of Burlingame. 2003. *City of Burlingame Mitigated Negative Declaration, File No. ND-531 P, Update of the Bayfront Specific Plan*. December 8, 2003.

⁴⁰ University of California Museum of Paleontology, available at <http://bscit.berkeley.edu/ucmp/loc.shtml>, online search through UCMP Locality Search, May 27, 2008 by G. J. Burwasser, PG 7151.

Discussion:

Comment on E.1

300 Airport Boulevard. As stated in CEQA Guidelines Section 15064.5(b), “a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.” CEQA defines substantial adverse change in the significance of an historical resource as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (CEQA Guidelines section 15064.5(b)(1)). CEQA states that the significance of an historical resource is materially impaired when a project “demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources” (CEQA Guidelines section 15064.5(b)(1)(A)).

No historical resources are present on the 300 Airport Boulevard Site or within a 0.25-mile radius. Therefore, the Project would not cause a substantial adverse change in the significance of an historical resource, as defined in CEQA Guidelines Section 15064.5. As such, no impact would occur.

350 Airport Boulevard. As with the 300 Airport Boulevard Site, there are no known historical resources at the 350 Airport Boulevard Site. Therefore, implementation of the Project would have no impact on known significant historical resources.

Comment on E.2

300 Airport Boulevard. Although archaeological resources have been found in the region, archaeological and Native American cultural resources have not been reported at the 300 Airport Boulevard Site. Nevertheless, the Project would require excavation during construction and previously undiscovered archaeological resources, which include Native American cultural resources, could potentially be found below the 13-foot imported fill level. The following mitigation measure shall be implemented to ensure that impacts to archaeological resources are less than significant.

MITIGATION MEASURE. The following measure would reduce impacts to undiscovered archaeological resources to a less-than-significant level.

- E-1. Undiscovered Cultural Resources.* If evidence of an archaeological site or other suspected cultural resource as defined by CEQA Guideline Section 15064.5, including darkened soil representing past human activity (“midden”), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Burlingame shall be notified. The project applicant shall hire a qualified archaeologist to conduct a field investigation. The City of Burlingame shall consult with the archeologist to assess the significance of the find.

Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation.

350 Airport Boulevard. As with the 300 Airport Boulevard Site, there are no known archaeological or Native American Cultural resources at the 350 Airport Boulevard Site. However, because future project actions at this location could include ground disturbing activities, Mitigation Measure E-1, above, is expected to be implemented to ensure that impacts to archaeological resources are less than significant.

Comment on E.3

300 Airport Boulevard. A search of the University of California Museum of Paleontology website identified the nearest known fossil-bearing locality as one in the City of South San Francisco (UCBMP locality number V6319) at least four miles from the 300 Airport Boulevard Site.⁴¹ Although the site has been developed and no known paleontological resources have been recorded therein, paleontological resources may be found at depths greater than the 13-foot imported fill level. The sediments below the fill at the 300 Airport Boulevard Site may represent Pleistocene alluvial fan and fluvial deposits, which are known to contain fresh water mollusk and vertebrate fossils.⁴² Construction activities have the potential to disturb unknown paleontological resources, thus resulting in a potentially significant impact. The following Mitigation Measure shall be implemented to ensure that impacts to paleontological resources and/or geologic features are less than significant.

MITIGATION MEASURE. The following measure would reduce impacts to unique paleontological/geological features to a less-than-significant level.

E-2. Unique Paleontological/Geological Features. Should a unique paleontological resource or site or unique geological feature be identified at the project construction site during any phase of construction, the project manager shall cease all construction activities at the site of the discovery and immediately notify the City of Burlingame. The project applicant shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less-than-significant level. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is carried out. The project applicant shall be responsible for implementing any additional mitigation measures prescribed by the paleontologist and approved by the City.

⁴¹ University of California Museum of Paleontology, available at <http://bscit.berkeley.edu/ucmp/loc.shtml>, online search through UCMP Locality Search, May 27, 2008 by G. J. Burwasser, PG 7151.

⁴² United States Geological Survey, *Geology of the Onshore Part of San Mateo County, California: A Digital Database*, 1998.

350 Airport Boulevard. As with the 300 Airport Boulevard Site, there are no known paleontological resources at the 350 Airport Boulevard Site. However, if ground disturbing activities are conducted at the site below the 13 foot imported fill level, unknown paleontological resources could be disturbed. Therefore, implementation of Mitigation Measure E-2, above, would help bring impacts to unknown significant paleontological resources to a less-than-significant level.

Comment on E.4

300 Airport Boulevard. Human remains have not been encountered during previous ground-disturbing activities at the 300 Airport Boulevard Site. Nonetheless, there is a potential that human remains could be encountered during construction. Implementation of Mitigation Measure E-3 the impact would be considered less than significant.

MITIGATION MEASURE. The following measure would reduce impacts to undiscovered human remains to a less-than-significant level.

E-3. Human Remains. If human remains are discovered at any project construction site during any phase of construction, all ground-disturbing activity 100 feet of the resources shall be halted and the City of Burlingame and the San Mateo County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project applicant shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Burlingame shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project applicant shall implement approved mitigation, to be verified by the City of Burlingame, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.

350 Airport Boulevard. As with the 300 Airport Boulevard Site, human remains have not been encountered during previous ground-disturbing activities at the 350 Airport Boulevard Site. Nonetheless, there is a potential that human remains could be encountered during construction. However, with implementation of Mitigation Measures E-3, as presented above, the impact would be considered less than significant.

3. Conclusion

No archaeological, Native American, or paleontological resources that qualify as historical resources pursuant to CEQA are known to be present either at the 300 Airport Boulevard Site or at the 350 Airport Boulevard Site. However, earth-disturbing construction activities (e.g., excavation) have the potential to do damage or destroy undiscovered archaeological and paleontological resources or human remains located at the Project Site. The incorporation of Mitigation Measures E-1, E-2, and E-3, as presented above, would reduce these impacts to a less-than-significant level. As such, the EIR will not discuss this topic further.

F. GEOLOGY AND SOILS

1. Setting

Physical Setting

Faults. The Project Site is in the Coast Ranges geomorphic province, in eastern San Mateo County, on the broad alluvial plain that is adjacent to San Francisco Bay. The region is characterized by the seismically active San Andreas Fault System. As shown in Figure 4, the Peninsula segment of the San Andreas fault is just outside the City's western limits, approximately four miles west of the Project Site.⁴³ There are several active and potentially active fault zones within the San Andreas Fault System that could affect the Project Site; the San Andreas, Hayward, and Calaveras fault zones are all, at least partially, historically active.⁴⁴ The Hayward fault is approximately 16 miles east of the Project Site, at the base of the East Bay hills.⁴⁵ Historically, this fault has produced the most moderate-sized earthquakes in the Bay Area.⁴⁶ In addition, the Calaveras fault is approximately 25 miles east of the Project Site.⁴⁷ The primary earthquake hazard to the Project Site is a large earthquake generated on one of those three faults.

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 mandates the preparation of Earthquake Fault Zone Maps (called Special Studies Zones Maps prior to 1994) around active and potentially active faults. To reduce fault rupture risks, the Act prohibits structures for human occupancy from being built across a known active or potentially active fault, and requires special seismic design considerations to be applied to development adjacent to active or potentially active faults. The only officially delineated Earthquake Fault Zone in the vicinity of the project site is around the Peninsula segment of the San Andreas fault. The Project Site is not crossed by any Alquist-Priolo Earthquake Fault Zones.⁴⁸

⁴³ City of Burlingame Planning Department, 301 Airport Boulevard Environmental Impact Report, September 14, 1998.

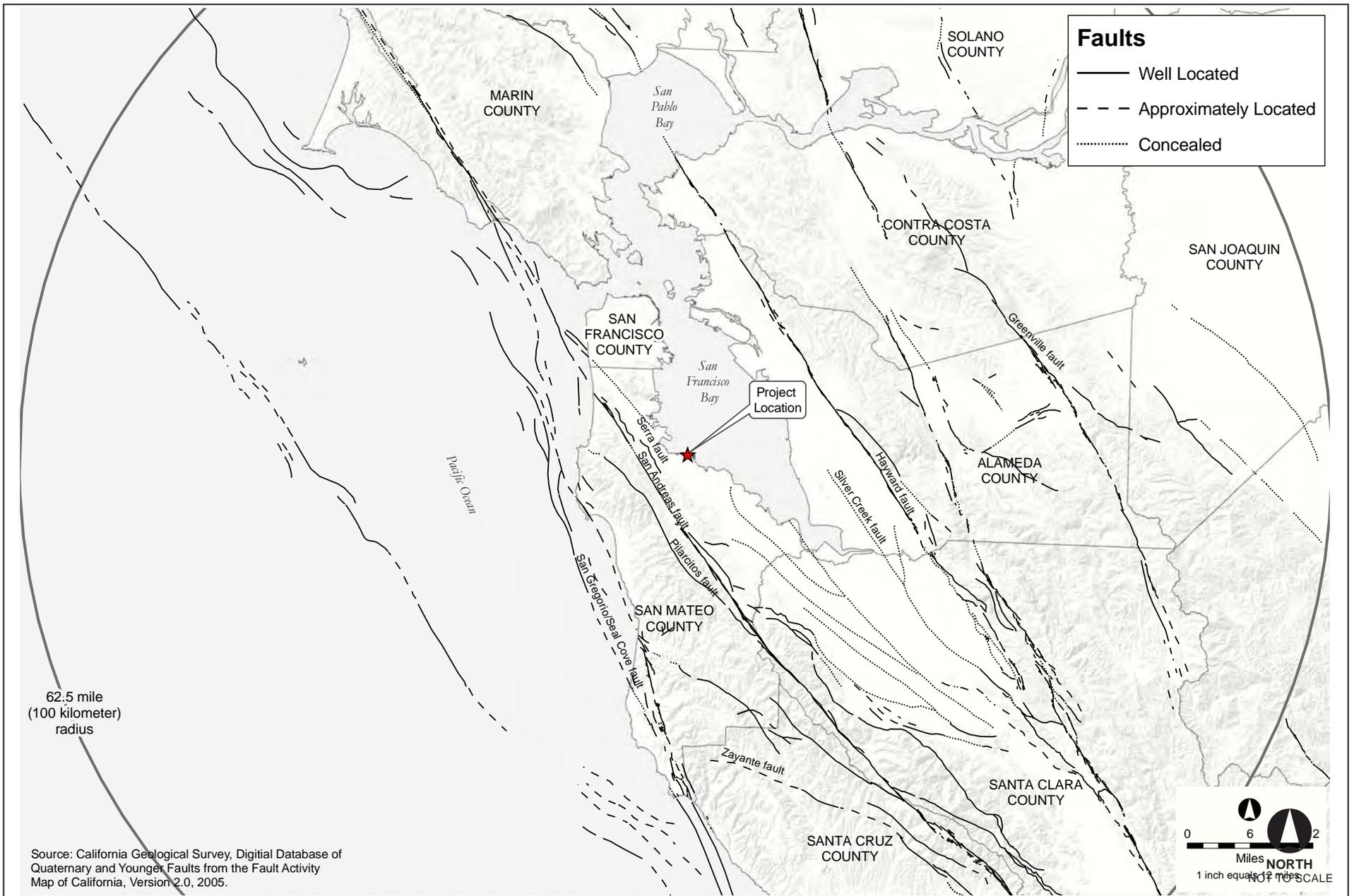
⁴⁴ Bortugno, E.J., R.D. McJunkin, and D.L. Wagner, Map Showing Recent of Faulting, San Francisco-San Jose Quadrangle, California Geological Survey, Regional Geologic Map Series, No. 5A, 1991, sheet 5, scale 1:250,000.

⁴⁵ City of Burlingame Planning Department, 301 Airport Boulevard Environmental Impact Report, September 14, 1998.

⁴⁶ City of Burlingame, General Plan: Seismic Safety Element, 1981.

⁴⁷ City of Burlingame Planning Department, 301 Airport Boulevard Environmental Impact Report, September 14, 1998.

⁴⁸ Treadwell & Rollo Environmental and Geotechnical Consultants, Geotechnical Investigation Burlingame Point 300-333 Airport Boulevard, Burlingame, California, May 2, 2011.



Seismicity and Groundshaking. San Mateo County and the rest of the Bay Area are in one of the most active seismic regions in the United States. Each year, low and moderate magnitude earthquakes occurring in or near the Bay Area are felt by the population of the region. Since the mid-nineteenth century, about 2,000 earthquakes have affected San Mateo County. The April 1906 earthquake on the San Andreas fault, estimated at about Moment Magnitude (M) 7.9 (8.3 on the Richter scale), probably was the largest seismic event felt in Burlingame. Most recently, the M 6.9 (7.1 on the Richter scale) Loma Prieta earthquake of October 1989 on the Santa Cruz Mountains segment of the San Andreas fault caused severe damage throughout the Bay Area, including about \$294 million of property damage in San Mateo County, but with no reported deaths in the County.⁴⁹

Recent studies by the United States Geological Survey (USGS) indicate that there is a 63 percent mean probability of a M 6.7 or higher earthquake occurring in the Bay Area within the next 30 years, and a 21 percent mean probability that one or more earthquakes of a M 6.7 or greater will occur on the San Andreas fault within the same timeframe.⁵⁰ The Project Site could experience a range of groundshaking effects during an earthquake on a Bay Area fault, particularly the San Andreas fault. A characteristic earthquake generated by the San Andreas fault system could result in violent (Modified Mercalli Intensity IX) groundshaking intensities.^{51,52} Groundshaking of this intensity would result in heavily damaged or destroyed masonry, damage to foundations, and shifting of frame structures (if not bolted down) off their foundations. Under seismic conditions, most of the City of Burlingame's soils are reasonably stable.⁵³

Soils. The Project Site is mapped as Urban Land-Orthents (65 percent Urban Land, 30 percent Orthents and similar soils, and 4 percent minor components) by the Natural Resources Conservation Service.⁵⁴ The underlying soil forming materials (native soils) are mapped by the U.S. Geological Survey as alluvial fan and fluvial deposits less than 10,000 years old.⁵⁵ According to the Geotechnical Investigation prepared by Treadwell and Rollo, the Project Site is underlain approximately 1 to 9.5 feet of fill of heterogeneous non-compacted fill. Beneath the fill lies a weak and compressible marine clay

⁴⁹ McNutt, S.R., "Summary of Damage and Losses Caused by the Loma Prieta Earthquake," in: The Loma Prieta (Santa Cruz Mountains), California, Earthquake of 17 October 1989, S.R. McNutt and R.H. Sydner, editors, California Geological Survey, Special Publication 104, 1990, pages 131 to 138.

⁵⁰ 2007 Working Group on California Earthquake Probabilities, The Uniform California Earthquake Rupture Forecast, Version 2 (UCERF 2), United States Geological Survey, Open File Report 2007-1437, 2008, pp. 66 and 74.

⁵¹ Shaking intensity is a measure of groundshaking effects at a particular location, and can vary depending on the magnitude of the earthquake, distance to the fault, focus of earthquake energy, and type of underlying geologic material at the project site. The Modified Mercalli Intensity (MMI) scale is used commonly to measure earthquake effects caused by groundshaking. The MMI values range from I (earthquake not felt) to XII (damage nearly total).

⁵² *Association of Bay Area Governments (ABAG), Earthquake Hazard Map for Burlingame/Millbrae/Hillsborough. Website: <http://www.abag.ca.gov/cgi-bin/pickmapx.pl>, accessed February 18, 2011.*

⁵³ City of Burlingame, General Plan: Seismic Safety Element, 1981.

⁵⁴ United States Department of Agriculture, Natural Resources Conservation Service, Web Soil Survey of San Mateo County, Eastern Part, and San Francisco County, California. Website: <http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>, accessed February 16, 2011.

⁵⁵ Brabb, E. E., R.W. Graymer, and D. L. Jones, Geology of the onshore part of San Mateo County, California: A Digital Database, United States Geological Survey Open-File Report 98-137, 1998.

deposit, referred to as Bay Mud, up to 9.5 feet thick. The soil beneath the marine clay consists of interbedded layers of stiff to very stiff sandy/gravelly clay and medium dense sand and dense clayey gravel to the maximum depths explored of 100 feet below the ground surface.⁵⁶

Between 2001 and 2002, approximately 63,000 cubic yards of soil from the Metropolitan Apartments complex in the City of San Mateo was placed onto the 300 Airport Boulevard Site after the Burlingame Drive-In Theater had stopped operations.⁵⁷ The most recent subsurface investigation encountered groundwater approximately 1 to 5.2 feet below the ground surface which corresponds to Elevations ranging from -1.5 to +2.3 feet. According to the geotechnical investigation, the primary geotechnical concerns at the Site are the potential for static settlement of the ground surface; the presence of weak, compressible soils and adequate foundation support; the shallow depth of groundwater; and soil corrosivity. The fill is unreliable in composition and strength, and the marine clay is compressible under moderate loads; however, the geotechnical report for the 300 Airport Boulevard Site concluded that these soil and geotechnical conditions would not preclude development of the site.

Liquefaction. Liquefaction in soil and sediments occurs when loose granular material is transformed from a solid state to a liquid state because of increases in pore pressure generated by earthquake vibrations. Earthquake-induced liquefaction occurs most often in low-lying areas containing sediments of unconsolidated, saturated, clay-free, uniformly-sized sand, but can occur in dry granular soils, or saturated soils with some clay content. According to the USGS Susceptibility Map of the San Francisco Bay Area, the Project Site and vicinity is designated “very high” in terms of the potential for liquefaction.⁵⁸ However, according to the geotechnical investigation, (in compliance with Special Publication 117 titled Guidelines for Evaluating and Mitigating Seismic Hazard Zones in California [March 13, 1997]), the Project Site itself is in the flat-lying area underlain by geologic materials consisting mostly of dense sands and stiff silts, as well as gravel, which, because of their density and particle size mix, have a relatively low potential for liquefaction.⁵⁹

Landslides. The ground surface in this part of the City slopes gently to the northeast toward the San Francisco Bay, with a gradient of less than 1 percent (no more than 53 feet in a mile). The Project Site is nearly flat-lying with only a few inches of topographic variation. Consequently, landslides are not considered a hazard. Slope stability issues related to excavations are regulated by the City’s Building Code (see below).

⁵⁶ Treadwell & Rollo Environmental and Geotechnical Consultants, Geotechnical Investigation Burlingame Point 300-333 Airport Boulevard, Burlingame, California, May 2, 2011.

⁵⁷ LAW Engineering and Environmental Services, Inc., 2002. Report of Soil Sampling – 3rd Avenue and Fremont Street, San Mateo, California, and 350 Beach Road, Burlingame, California. February 16, 2011.

⁵⁸ United States Geologic Survey, Susceptibility Map of the San Francisco Bay Area. Website: <http://geomaps.wr.usgs.gov/sfgeo/liquefaction/susceptibility.html>, accessed February 23, 2011.

⁵⁹ Treadwell & Rollo Environmental and Geotechnical Consultants, Geotechnical Investigation Burlingame Point 300-333 Airport Boulevard, Burlingame, California, May 2, 2011.

Regulatory Setting

Regulations and standards related to geology, soils, and seismicity in the City of Burlingame are included in State regulations, City ordinances, and plans adopted to protect public health and safety. The regulatory context under which geologic, soils, and seismic hazards are managed is summarized briefly in this section of the Initial Study. Agencies with responsibility for protecting people and property at the Project Site from damage associated with soil conditions and geologic hazards are indicated below.

State Regulations. The State of California provides minimum standards for structural design and site development through the California Building Code (CBC – California Code of Regulations (CCR), Title 24, Part 2). The 2010 CBC, effective January 1, 2011, is based on the current (2009) International Building Code and contains prominent enhancement of the sections dealing with fire safety, equal access for disabled persons, and environmentally friendly construction.⁶⁰ Each jurisdiction in the State may adopt its own building code based on the 2011 CBC. Local codes are permitted to be more stringent than Title 24, but, at a minimum, are required to meet all State standards and to enforce the regulations of the 2010 CBC beginning January 1, 2011. The City's enforcement of its Building Code ensures the Project would be consistent with the CBC.

Chapter 16 of the 2010 CBC deals with Structural Design requirements governing seismically resistant construction, including (but not limited to) factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design. Chapter 18 of the 2010 CBC includes (but is not limited to) the requirements for foundation and soil investigations (Section 1803); excavation, grading, and fill (Section 1804); allowable load-bearing values of soils (Section 1806); the design of foundation walls, retaining walls and embedded posts and poles (Section 1807); and requirements for foundations, shallow foundations, and deep foundations (sections 1808, 1809, and 1810). Chapter 33 of the 2007 CBC includes (but is not limited to) requirements for safeguards at work sites to ensure stable excavations and cut or fill slopes (Section 3304) and the protection of pedestrians (Section 3306) and adjoining properties (Section 3307) from damage caused by such work. Appendix J of the 2007 CBC includes (but is not limited to) grading requirements for the design of excavations and fills (Sections J106 & J107) and for erosion control (Section J110).

Local Regulations. State and local regulations require design-level geotechnical investigation for the foundations of any structure for human occupancy proposed at the Project Site, including specific recommendations to reduce or eliminate post-construction settlement. The design-level geotechnical investigation for the Project would be reviewed by the City Community Development Department, Building Division for compliance with existing building codes and ordinances. Implementation of the recommended site preparation activities would be inspected by the City.

⁶⁰ California Building Standards Commission, 2010 California Building Code, California Code of Regulations, Title 24, Part 2, Volumes 1 and 2, effective January 1, 2011.

The City of Burlingame General Plan addresses seismic and geological issues as they relate to public health and safety, addressed in the Seismic Safety (adopted July 21, 1975) and Safety (adopted August 18, 1975) elements. Directly related to the proposed project is Policy SS(B), which would require that:

“...new development incorporate seismic hazard mitigation measures to reduce risk to an acceptable level.”

The City’s Community Development Department, Building Division regulates construction at the local level based on enforcement of the CBC as adopted by the City.

2. Environmental Checklist and Discussion

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

Discussion:

Comment on F.1(i)

300 Airport Boulevard. The 300 Airport Boulevard Site is not in a designated Alquist-Priolo Earthquake Fault Zone. The Project is not expected to expose people to significant impacts caused by the rupture of a known fault. Therefore, no impact would occur.

350 Airport Boulevard. The 350 Airport Boulevard Site is not in a designated Alquist-Priolo Earthquake Fault Zone. Future development of this site would not be expected to expose people to potentially significant impacts caused by rupture of a known fault.

Comment on F.1(ii)

The City and the San Francisco Bay Area are in a seismically active region. Recent studies by the USGS indicate that there is a 63 percent mean probability of a M 6.7 or higher earthquake occurring in the Bay Area within the next 30 years, and a 21 percent mean probability that one or more earthquakes of M 6.7 or greater will occur on the San Andreas fault within the next 30 years.⁶¹

300 Airport Boulevard. The California Geological Survey (CGS) Probabilistic Seismic Hazards Assessment Program estimates peak ground accelerations in the alluvium at the site would be 0.742g and short term (0.2 seconds) would be 1.601g. The 2010 CBC incorporates attenuation relationships developed by the CGS's Program and considers vibration contributions from multiple seismic sources, including those generated by the nearby San Andreas fault and those of more distant, potentially damaging, faults in the South and East Bay. The resultant map (Figure 1613.5(3) of the 2010 CBC) of short term (0.2 second) ground response provides peak ground acceleration values for the San Francisco Bay Area. The 2010 CBC requires the design earthquake (i.e., the maximum considered earthquake acceleration response for a given site) to be calculated using 2/3 of the mapped acceleration value. Adherence to CBC Section 1613 would ensure that the Project would be capable of withstanding the maximum considered groundshaking at the 300 Airport Boulevard Site.

The Project could experience a range of groundshaking effects during an earthquake on a Bay Area fault, particularly the San Andreas fault. A characteristic earthquake on the San Andreas fault could result in very strong (Modified Mercalli Intensity VIII) groundshaking intensities.^{62,63} Groundshaking of this intensity would result in heavily damaged or destroyed masonry, damage to foundations, and shifting of frame structures (if not bolted down) off their foundations. Development at the 300 Airport Boulevard Site would be required to comply with construction standards and seismic design criteria contained in the CBC as adopted by the City.

⁶¹ 2007 Working Group on California Earthquake Probabilities, 2008, pp. 66 and 74.

⁶² Shaking intensity is a measure of groundshaking effects at a particular location, and can vary depending on the magnitude of the earthquake, distance to the fault, focus of earthquake energy, and type of underlying geologic material at the project site. The Modified Mercalli Intensity (MMI) scale is used commonly to measure earthquake effects caused by groundshaking. The MMI values range from I (earthquake not felt) to XII (damage nearly total).

⁶³ ABAG, Shaking Intensity Map, <http://www.abag.ca.gov/bayarea/eqmaps/mapsba.html>, accessed February 18, 2011.

Although the potential for seismic groundshaking to occur at the site is unavoidable, the risk of excessive, permanent damage to the buildings is anticipated to be relatively minor because the structural design would be required to adhere to the Building Code standards. Therefore, groundshaking hazards are considered less than significant.

350 Airport Boulevard. The 300 Airport Boulevard Site and the 350 Airport Boulevard Site are located on top of artificial fill with similar soil characteristics. The potential for groundshaking at the 350 Airport Boulevard Site is similar to that of the 300 Airport Boulevard site due to their similar distance from nearby faults. Future development of the 350 Airport Boulevard Site would be required to comply with construction standards and seismic design criteria contained in the CBC as adopted by the City.

Although the potential for seismic groundshaking to occur at the site is unavoidable, the risk of excessive, permanent damage to development is anticipated to be relatively minor because the structural design would be capable of withstanding the seismic ground motion values determined by section 1613 of the CBC. Therefore, groundshaking hazards are considered less than significant.

Comment on F.1(iii)

300 Airport Boulevard. Because the 300 Airport Boulevard Site is in a seismically active region, the potential for seismic-related ground failure exists. The site is in a flat-lying area underlain by geologic materials consisting mostly of medium dense to dense sands containing significant amounts of clay, silt, and gravel, which have a relatively low potential for liquefaction.

Before construction of the Project, the City's Building Code requires a site-specific soils report that identifies any potentially unsuitable soil conditions (such as expansive, liquefiable, or compressive soils) and contains appropriate recommendations for foundation type and design criteria, including provisions to reduce the effects of these soils. The recommendations made in the soils report for ground preparation and earthwork are required to be incorporated in the construction design. The soils evaluations must be conducted by registered soil professionals, and the measures to eliminate inappropriate soil conditions must be applied. The design for soil support of foundations must conform to the analysis and implementation criteria described in the Building Code.⁶⁴ The 2011 Treadwell and Rollo Geotechnical Investigation provides the necessary analysis and recommendations for the removal of unacceptable materials and replacement with engineered materials to construct the 300 Airport Boulevard Project. As required by the Building Code, foundation design and implementation would be reviewed and verified, or amended as necessary, prior to the building permit being issued. Compliance with the Building Code would reduce liquefaction hazard at the 300 Airport Boulevard Site to less than significant.

⁶⁴ 2010 California Building Code, Title 24, Part 2, Sections 1803 and 1808. Website: http://public.ecodes.citation.com/st/ca/st/b200v10/st_ca_st_b200v10_18_sec003_par008.htm, accessed February 18, 2011.

350 Airport Boulevard. Prior to future development at the 350 Airport Boulevard Site, a site-specific soils report would be prepared. As discussed above, the soils report identifies any potentially unsuitable soil conditions and contains appropriate recommendations for foundation type and design criteria, including provisions to reduce the effects of these soils. The recommendations made in the soils report for ground preparation and earthwork are required to be incorporated in the construction design. The design for soil support of foundations must conform to the analysis and implementation criteria described in the Building Code at the time of building permit approval.⁶⁵ Compliance with the Building Code would reduce liquefaction hazards at the 350 Airport Boulevard Site to less than significant.

Comment on F.1(iv)

300 Airport Boulevard. Construction of the Project would include excavation of approximately 75,000 cubic yards of fill at the 300 Airport Boulevard Site, approximately 40,000 of which would be taken offsite. Because the site is not a steep or unstable slope and does not have irregular surface, natural slope instability is not a concern. Furthermore, excavation wall stability would be regulated by Chapter 18 and Chapter 33 of the CBC. Therefore, because the ground surface at the 300 Airport Boulevard Site is flat with no steep or unstable adjacent slopes, and because of the required code compliance of the grading activities, there would be no impact from landslide hazard.

350 Airport Boulevard. The 350 Airport Boulevard Site has a flat topography and natural slope instability would not be a concern. Prior to future development, a project-level review would be conducted to ensure that all site preparations activities would comply with applicable CBC requirements at the time of building permit approval. As such, there would be no impact to future development at the 350 Airport Boulevard from landslide hazards.

Comment on F.2

300 Airport Boulevard. The Project is not expected to create substantial erosion or loss of topsoil because most of the 300 Airport Boulevard Site is currently paved and would be paved or landscaped at the completion of construction. Construction activities would be required to comply with Appendix J, Sections J109 and J110, of the CBC, which regulates drainage and erosion control activities for excavations. Soil erosion after construction would be controlled by implementation of approved landscape and irrigation plans, as needed. Conformance with City grading standards and the San Mateo County Stormwater Management Plan (part of the San Mateo Countywide Stormwater Pollution Prevention Program) would ensure that substantial erosion would not occur as a result of construction and implementation of the Project. Therefore, potential erosion impacts would be less than significant.

350 Airport Boulevard. Prior to development of the 350 Airport Boulevard Site, a subsequent project-level review would be conducted in addition to this programmatic review to ensure that construction activities are in compliance with the most current CBC regulations regarding drainage and erosion

⁶⁵ 2010 California Building Code, Title 24, Part 2, Sections 1803 and 1808. Website: http://public.ecodes.citation.com/st/ca/st/b200v10/st_ca_st_b200v10_18_sec003_par008.htm, accessed February 18, 2011.

control activities during site excavation. Future development would likely include landscape and irrigation plans to control erosion after project construction. Conformance with City grading standards and the San Mateo County Stormwater Management Plan would ensure that substantial erosion would not occur as a result of construction and implementation of the Project. With implementation of these measures, the potential for future development at the 350 Airport Boulevard Site to result in soil erosion or the loss of topsoil would be less than significant.

Comment on F.3 and F.4

300 Airport Boulevard. The Project would conform to the City's Building Code requirement that a site-specific soils report identify any potentially unsuitable soil conditions and incorporate design recommendations accordingly, as described under Comment on F.1(c) above. Because the Project would involve excavation for the removal of existing fill and soils unacceptable for foundation support and for construction of the basement parking garage, such work would be undertaken during the dry season to reduce the amount of groundwater withdrawal necessary to maintain safe, dry working conditions. Based on the results of the subsurface investigation, the geotechnical investigation concludes that the high groundwater elevation is at approximately 2.5 feet above mean sea level. Therefore, the geotechnical investigation anticipates that construction dewatering will be required for excavations extending below final site grades, including cuts associated with the parking podiums and excavations for utility lines. The work would be required to comply with Chapter 33 of the CBC, which specifies the safety requirements to be fulfilled for site work, including the protection of adjacent properties from damage during excavation. This would include the prevention of subsidence of pavement or foundations caused by dewatering. Consequently, the Project would have a less-than-significant impact associated with soil or slope instability related to subsidence or expansive, liquefiable, or collapsible soils.

The 300 Airport Boulevard Site is an artificial peninsula surrounded by the Sanchez Channel to the west, San Francisco Bay to the north and east, and flat topography to the south. The site was reclaimed from San Francisco Bay by constructing perimeter dikes of concrete rubble and filling behind the dikes with soil and rubble. The surrounding soil and geological materials form a buttress that would prevent the lateral movement of soil during liquefaction or lurching caused by an earthquake. The soils and/or geologic materials supporting the building foundations at the site would be required by the Building Code to be engineered to prevent liquefaction and to resist the lateral forces imposed by earthquakes. Adherence to the requirements of the CBC would ensure the maximum practicable stability of the 300 Airport Boulevard Site and would reduce the potential for lateral spreading and liquefaction to a less-than-significant level.

350 Airport Boulevard. Prior to future development on the 350 Airport Boulevard Site, a site-specific soils report would be conducted to identify any potentially unsuitable soil conditions and incorporate design recommendations accordingly. Adherence to the requirements of the CBC would ensure the maximum practicable stability of the 350 Airport Boulevard Site and would reduce the potential for lateral spreading and liquefaction to a less-than-significant level.

Comment on F.5

300 Airport Boulevard. Sewer mains are available to serve the 300 Airport Boulevard Site and would be used for wastewater disposal. As a result, there would be no impact related to the capability of the soil to support septic tanks or alternative disposal systems.

350 Airport Boulevard. Sewer mains are available to serve the 350 Airport Boulevard Site and would be used for wastewater disposal. As a result, there would be no impact related to the capability of the soil to support septic tanks or alternative disposal systems.

3. Conclusion

Although the Project Site is in a seismically active region, it is not traversed by any fault zones. Adherence to the CBC and local codes for construction standards and seismic design criteria would reduce hazards from groundshaking to a less-than-significant level. The site is relatively flat and 89 percent of the existing surface cover is impervious; therefore there would be no risk of landslide and little or no risk of erosion or siltation, because of soil and slope stability requirements imposed by Chapters 18 and 33, and Appendix J of the CBC. Dewatering, if necessary, would occur during the dry season and in accordance with Chapter 33 of the CBC. As a result, the Project would have a less-than-significant impact with regard to soil or slope instability related to subsidence or expansive, liquefiable, or collapsible soils. Therefore, this topic is not included in the EIR will not evaluate those topics further.

G. GREENHOUSE GAS EMISSIONS

1. Setting

Gases that trap heat in the atmosphere are called greenhouse gases because they transform the light of the sun into heat, similar to the glass walls of a greenhouse. Common greenhouse gases include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols. The greenhouse gas emissions from an individual project, even a very large development project, would not individually generate sufficient greenhouse gas emissions to measurably influence global climate change.⁶⁶ However, climate change has an irreversible, significant cumulative impact on a global scale. Consideration of a project's impact to climate change, therefore, is essentially an analysis of a project's contribution to a cumulatively significant global impact through its emission of greenhouse gases.

Local jurisdictions, such as the City of Burlingame, have the authority and responsibility to reduce air pollution through their police power and decision-making authority. The City Council adopted the Burlingame Climate Action Plan (CAP) in June 2009. The GHG emissions inventories for the City of

⁶⁶ Association of Environmental Professionals (AEP). 2007. Alternative Approaches to Analyzing Greenhouse Gas Emissions and Global Climate Change in CEQA Documents. Website: http://www.counties.org/images/public/Advocacy/ag_natres/AEP_Global_Climate_Change_June_29_Final%5B1%5D.pdf, accessed February 22, 2011.

Burlingame are calculated in the CAP. Growth projections used in the CAP for the City determined that without reduction measures GHG emissions would increase.⁶⁷

2. Environmental Checklist and Discussion

GREENHOUSE GAS EMISSIONS	Further Study Needed OR Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	■	□	□	□
2) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gas?	■	□	□	□

Discussion

Comments on G.1 and G.2

300 Airport Boulevard. BAAQMD thresholds will be used to determine the significance of impacts caused by greenhouse gas emissions produced directly by construction and operation, or indirectly by the 300 Airport Boulevard Project. The EIR will analyze GHG emissions against BAAQMD thresholds and identify potential GHG reduction measures.

350 Airport Boulevard. As with the 300 Airport Boulevard Site, BAAQMD thresholds will be used to determine the significance of impacts caused by greenhouse gas emissions produced directly by construction and operation, or indirectly by the 350 Airport Boulevard Project. At a programmatic level, the EIR will analyze GHG emissions against BAAQMD thresholds and identify potential GHG reduction measures.

3. Conclusion

It is expected that the Project would result in short-term greenhouse gas emissions from construction activities. There is the potential for an increase in long-term emissions due to traffic increase to and from the development at the Project Site. As such, the EIR will analyze GHG emissions.

⁶⁷ City of Burlingame, City of Burlingame Climate Action Plan, June 2009.

H. HAZARDS AND HAZARDOUS MATERIALS

1. Setting

Physical Setting

This section describes the potential environmental, health, and safety hazards on, or in close proximity to, the Project Site. Potential environmental health and safety hazards identified under CEQA include risks associated with wildland fires, proximity to public or private airports or airstrips, and/or exposure to hazardous materials. Hazardous materials exposure could occur as a result of disturbing contaminated soil or groundwater or handling hazardous materials. Hazardous materials are those chemicals or substances that pose hazards to human health or safety, or to the environment, particularly if released. Hazardous wastes are a subset of hazardous materials that pose potential hazards to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

The Project Site was part of San Francisco Bay until the mid-1960s when the area was reclaimed from the Bay. In 1965, the Burlingame Drive-In Theater opened and the 300 Airport Boulevard Site was used as a drive-in until 2001. Since 2001, the 300 Airport Boulevard has been vacant and the theater screen and projector/snack bar were demolished in 2002. The Phase I Environmental Site Assessment (ESA) performed by Treadwell & Rollo for the 300 Airport Boulevard Site determined that no sensitive receptors or former coal gasification sites exist within a quarter-mile radius of the 300 Airport Boulevard Site. Additionally, there are no National Priority List sites, oil and gas pipelines, active landfill sites, Department of Defense sites, or Indian Reservations within a one-mile radius of the 300 Airport Boulevard Site. Adjacent property uses include various offices in several different commercial buildings located on the southern boundary of the Project Site and across Beach Road. There are additional commercial properties across the Sanchez Channel to the west.

Wildland Fires. The Project Site is in a primarily urbanized area, with commercial uses to the west and south and open space/recreation uses at Coyote Point Recreation Area farther to the east. The San Francisco Bay acts as a barrier separating the Project Site from quasi-wildlands present at Coyote Point Recreation Area. Therefore, wildland fire hazards are not a concern.

Airports. The Project Site is approximately seven miles southeast of the San Francisco International Airport. As discussed in more detail below in Section J, Land Use, the Project Site is within the San Mateo County Comprehensive Airport Land Use Plan (ALUP).⁶⁸ The Project Site is not in close proximity to a private air strip.

Emergency Response Plans. The City of Burlingame has not adopted an Emergency Response or Emergency Evacuation Plan; therefore no presentation of such plans is included in this Initial Study.

⁶⁸ City/County Association of Governments of San Mateo County, San Mateo County Comprehensive Airport Land Use Plan, December Website: http://www.ccag.ca.gov/pdf/documents/2009/SMC_Airports_CLUP.pdf, accessed February 25, 2011.

Database Search. A Phase I Environmental Site Assessment (ESA)⁶⁹ was performed for the 300 Airport Boulevard Site and an Environmental Data Resources, Inc. (EDR) database search⁷⁰ was conducted to understand site conditions as they relate to historic hazardous materials use and storage. The EDR search of available environmental records was conducted on December 22, 2005 for businesses and/or properties within a 0.125 to 1-mile radius of the Project Site. The record search was designed to meet the search requirements of EPA's Standards and Practices for all Appropriate Inquiries (40 CFR Part 312), the American Society for Testing and Materials (ASTM) Standard Practice for Phase I Environmental Site Assessments (E 1527-05) for the evaluation of environmental risk associated with a land parcel. The purpose of the file review was to identify recognized hazardous materials conditions related to current and past land uses. This includes the presence or likely presence of any hazardous substance or petroleum product at the Project Site under conditions that indicate an existing release, past release, or material threat of release into a structure on the property or in the ground, groundwater, or surface water on the property. The environmental records database search identified the Project Site as being listed under, or in close proximity to, the following databases: RCRA-LQG/SQG, CORTESE, LUST, CA FID, SWEEPS, and the San Mateo County B1. Following is a brief description of the pertinent databases:

- *RCRA-LQG/SQG Listing:* Resource Conservation and Recovery Information System includes selective information on sites that generate, transport, store, treat, and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). A Large Quantity Generator (LQG) generates over 1,000 kilograms (1,000 kg – approximately 2,205 pounds) of hazardous waste, or over 1 kg of acutely hazardous waste per month. A Small Quantity Generator (SQG) generates between 100 kg and 1,000 kg of hazardous waste per month.
- *CORTESE:* This database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration. The data is provided by the California Environmental Protection Agency/Office of Emergency Information.
- *LUST:* This report contains an inventory of reported leaking UST incidents. The data provided by the State Water Resources Control Board (SWRCB) Leaking Underground Storage tank Information System.
- *CA FID:* Contains active and inactive underground storage tank locations. Data is provided by the SWRCB.

⁶⁹ Treadwell & Rollo, "Phase I Environmental Site Assessment, 350 Beach Road, Burlingame, California," January 24, 2006.

⁷⁰ Environmental Data Resources Inc, The EDR Radius Map with GeoCheck, 301 Airport Boulevard, Burlingame, December 22, 2005.

- *SWEEPS*: This UST listing was updated and maintained by a company contracted by the SWRCB in the early 1980's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the *SWEEPS* list.
- *San Mateo County BI*: County database for San Mateo County.

The environmental records search included a search of historical uses of the Project Site and immediate vicinity, and a review of regulatory agency databases to identify locations of known hazardous waste sites and leaking USTs. These investigations were conducted to identify any recognized environmental conditions (RECs) on or in the vicinity of the Project Site that could adversely affect human health and/or the environment. Review of the EDR report identified the following listed properties:

- Four Resource Conservation Recovery Act Small Quantity Generator (RCRA-SQG) properties including 360 Beach Road, 339 Beach Road, and 197 Airport Boulevard;
- Three CORTESE sites including 350 Airport Boulevard and 399 Beach Road;
- Three Leaking Underground Storage Tank (LUST) sites including 350 Airport Boulevard and 399 Beach Road;
- Two California Facility Inventory Database (CA FID) sites including 350 Airport Boulevard and 399 Beach Road;
- Two Historical Underground Storage Tank (HIST UST) sites including 399 Beach Road;
- Three Statewide Environmental Evaluation and Planning System (*SWEEPS*) sites including 350 Airport Boulevard, 399 Beach Road, and 371 Beach Road; and
- Six hazardous materials business plan (San Mateo County) sites within 0.5 miles of the Project Site.

Hazardous materials have been identified at both the 300 Airport Boulevard Site and the 350 Airport Boulevard Site, as described below.

300 Airport Boulevard. There are currently no structures on the Project Site. The Phase 1 ESA indicated that the 300 Airport Boulevard Site is not listed on any government records databases. In addition, a review of hazardous materials related files for the 300 Airport Boulevard Site at the Burlingame Fire Department and the San Mateo County Department of Health Services did not recover any listings. However, during a reconnaissance survey conducted by Treadwell & Rollo on January 20, 2006, a PG&E transformer was identified northwest of the center of the 300 Airport Boulevard Site. Electrical transformers are known to contain polychlorinated biphenyls (PCBs), but a correspondence with PG&E determined that the transformer did not contain PCBs.⁷¹

350 Airport Boulevard. The 350 Airport Boulevard Site encompasses the northern portion of Anza Point and is contiguous with the 300 Airport Boulevard Site. The property was formerly occupied by the Caruff California Corporation and is listed on the CORTESE, LUST, CA FID UST, San Mateo

⁷¹ Peter Cusack, Treadwell & Rollo, correspondence with PG&E.

County Business Inventory, SWEEPS UST, and Notify 65 regulatory databases. Three 2,000-gallon unleaded gasoline tanks were removed from the facility in June 1989. After the tanks were removed, three groundwater monitoring wells were installed and quarterly samples were collected. Based on the analytical results, which indicated no contamination, a case closure was granted by San Mateo County Environmental Health Services (SMCEHS) on January 26, 1994. In addition, based on the northern groundwater gradient direction, the potential for this site to affect the environmental conditions is considered minimal.

In addition to the hazardous materials at the 300 Airport Boulevard Site and the 350 Airport Boulevard Site, hazardous materials have been identified at 399 Beach Road, as described in more detail below. All other listed properties had no violations, were closed by the enforcement agency, were hydrologically cross-gradient or down-gradient, or were determined to be a significant distance (greater than 0.5 miles) from the Project Site.

399 Beach Road. Golden Gate Drywall is located at 399 Beach Road, approximately 540 feet south of the 300 Airport Boulevard Site and is listed on the LUST, CA FID UST, CORTESE, San Mateo County Business Inventory, HIST UST, and SWEEPS UST regulatory databases. All listing are the result of a 2,000-gallon UST containing unleaded gasoline that was reportedly removed from the property on August 5, 1993. A groundwater monitoring well was installed in the down-gradient direction of the former UST pit. Based on the analytical results, which indicated a methyl tert butyl ether (MTBE) concentration of 148 parts per billion (ppb) and no detection of TPH-g or benzene in the groundwater, the facility received regulatory case closure from the San Mateo County Department of Health Services (SMCDHC) on October 4, 2002.

Hazardous Materials. Since there are no existing structures at the 300 Airport Boulevard Site, it is unlikely that hazardous building materials such as asbestos, PCBs, lead, and/or mercury would be found at this site. However, a one-story structure is currently at the 350 Airport Boulevard Site, which could potentially contain these materials. Federal, State, and local regulations govern the safe maintenance and removal of these materials.

Asbestos. Asbestos is regulated both as a hazardous air pollutant and as a potential worker safety hazard. Bay Area Air Quality Management District (BAAQMD) and California Occupational Safety and Health Administration (Cal/OSHA) regulations restrict asbestos emissions from demolition and renovation activities and specify safe work practices to minimize the potential to release asbestos fibers. These regulations prohibit emissions of asbestos from asbestos-related manufacturing, demolition, or construction activities; require medical examinations and monitoring of employees engaged in activities that could disturb asbestos; specify precautions and safe work practices that must be followed to minimize the potential to release asbestos fibers; and require notice be given to federal and local government agencies prior to beginning renovation or demolition that could disturb asbestos. California requires the licensing of contractors who conduct asbestos abatement activities.

Polychlorinated Biphenyls (PCBs). DTSC has classified PCBs as a hazardous waste when concentrations exceed 5 parts per million (ppm) in liquids or when a standard extract of a non-liquid exceeds 5 ppm. Electrical transformers and fluorescent light ballasts may contain PCBs, and if so,

they are regulated as hazardous waste and must be transported and disposed of as hazardous waste. Ballasts manufactured after 1978, in general, do not contain PCBs and are required to have a label stating that PCBs are not present.

Lead. Cal/OSHA standards establish a maximum safe exposure level for types of construction work where lead exposure may occur, including: demolition of structures where materials containing lead are present; removal or encapsulation of materials containing lead; and new construction, alteration, repair, and renovation of structures with materials containing lead. Inspection, testing, and removal of lead-containing building materials are to be performed by State-certified consultants and contractors who are required to comply with applicable health and safety and hazardous materials regulations. The U.S. Department of Housing and Urban Development has published guidelines for the evaluation and control of lead-based paint hazards in housing. Typically, building materials with lead-based paint attached are not considered hazardous waste unless the paint is chemically or physically removed from the building debris.

Mercury. Spent fluorescent light tubes commonly contain mercury vapors at levels high enough to be considered hazardous waste under California law. When disposed of at a municipal landfill, the mercury can leach into the soil and groundwater. Existing regulations allow the generator to dispose of up to 25 fluorescent light tubes per day at a municipal landfill if the light tubes are not considered hazardous under federal law. Disposal as a hazardous waste would be required if a larger quantity of lights is generated during replacement of existing lights or during a building demolition.

Regulatory Setting

Federal Plans and Policies

The California Department of Toxic Substances Control (DTSC) defines the term “hazardous material” as a substance or combination of substances that, because of its quantity; concentration; or physical, chemical, or infectious characteristics, may (1) cause or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, disposed of, or otherwise managed. Hazardous wastes are a subset of hazardous materials that pose potential hazards to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

Department of Toxic Substances Control. According to the Department of Toxic Substances Control EnviroStor Database,⁷² the City of Burlingame contains no federal Superfund Sites, State Response Sites, or Voluntary Cleanup Sites. Burlingame High School, which is approximately 0.7 miles southwest of the Project Site, is listed as an active School Cleanup Site. This ongoing cleanup is focused on removal and disposal of surplus organic compounds, asbestos-containing waste, lead, polychlorinated biphenyls (PCBs), and arsenic-impacted soils.

⁷² Department of Toxic Substance Control, EnviroStor. Website: <http://www.envirostor.dtsc.ca.gov>, accessed February 25, 2011.

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies, and developers to comply with California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. Government Code section 65962.5 requires the California Environmental Protection Agency to develop at least annually an updated Cortese List. The DTSC is responsible for a portion of the information contained in the *Cortese List*. This database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having reportable release and all solid waste disposal facilities from which there is known migration. Cortese List sites are described below under I.4.

Cortese Listing: – This database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release, and all solid waste disposal facilities from which there is known migration. The source is the California Environmental Protection Agency/Office of Emergency Information.

Federal Policies/Programs

U.S. Department of Transportation. The U.S. Department of Transportation (DOT) has developed regulations pertaining to the transport of hazardous materials and hazardous wastes by all modes of transportation. The U.S. Postal Service (USPS) has developed additional regulations for the transport of hazardous materials by mail. DOT regulations specify packaging requirements for different types of materials. The Environmental Protection Agency (EPA) has promulgated regulations for the transport of hazardous wastes. These more stringent requirements include tracking shipments with manifests to ensure that wastes are delivered to their intended destinations. In California, the California Highway Patrol, DOT, and DTSC play key roles in enforcing hazardous materials transportation requirements.

U.S. Department of Labor. Within the U.S. Department of Labor (DOL), the Occupational Safety and Health Administration (OSHA) is responsible for the development of nationwide regulations pertaining employee health and safety. Generally, regulations established by OSHA are implemented at the state and local level. The following are examples of OSHA programs that would apply to Project in the case of the life sciences campus scenario:

- Hazard Communication Standard
- Laboratory Standard/Chemical Hygiene Plan
- Hazardous Waste Operations and Emergency Response (HAZWOPR)

The Resource Conservation and Recovery Act. The Resource Conservation and Recovery Act (RCRA) is a US law that provides, in broad terms, the general guidelines for the waste management program envisioned by Congress. It includes a Congressional mandate directing EPA to develop a

comprehensive set of regulations to implement the law. The hazardous waste program, under RCRA Subtitle C, establishes a system for controlling hazardous waste from the time it is generated until its ultimate disposal – in effect, from “cradle to grave.” The US EPA encourages States to assume primary responsibility for implementing a hazardous waste program through State adoption, authorization, and implementation of the regulations. The California EPA’s Department of Toxic Substance Control is responsible for developing and implementing federally approved hazardous waste management regulations.

Center for Disease Control and Prevention. Through the Center for Disease Control and Prevention (CDC) the fifth edition of the Biosafety in Microbiological and Biomedical Laboratories (BMBL) report has been released. The BMBL is an advisory document recommending best practices for the safe conduct of work in biomedical and clinical laboratories from a biosafety perspective, and is not intended as a regulatory document.

The Superfund Amendments and Reauthorization Act. The Superfund Amendments and Reauthorization Act (SARA) of 1986 created the Emergency Planning Community Right to Know Act (EPCRA), also known as SARA Title III, a statute designed to improve community access to information about chemical hazards and to facilitate the development of chemical emergency response plans by state/tribe and local governments. EPCRA required the establishment of state/tribe emergency response commissions (SERCs/TERCs), responsible for coordinating certain emergency response activities and for appointing local emergency planning committees (LEPCs). The California Emergency Management Agency is the oversight agency for EPCRA. The following are additional programs administered under EPCRA.

- Hazardous Chemical Notification and Inventory Reporting - EPCRA Section 311-312 applies to any facility at which a hazardous chemical, as defined by the Occupational Safety and Health Act, is present in an amount exceeding a specified threshold. These facilities must submit -- to the SERC, LEPC, and local fire department -- material safety data sheets (MSDSs) or lists of MSDSs and hazardous chemical inventory forms (also known as Tier I and II forms). This information helps the local government respond in the event of a spill or release of the chemical.
- Toxic Chemical Release Inventory Reporting - EPCRA Section 313 requires manufacturing facilities included in SIC codes 20 through 39 to submit an annual toxic chemical release report if they have 10 or more employees and if they manufacture, process, or use specified chemicals in amounts greater than threshold quantities. This report, commonly known as Form R, covers releases and transfers of toxic chemicals to various facilities and environmental media, and allows EPA to compile the national Toxic Release Inventory (TRI) database.⁷³

⁷³ United States Environmental Protection Agency, Emergency Planning and Community Right-to-Know Act (EPCRA). Website: <http://www.epa.gov/oecaagct/lcra.html>, accessed March 4, 2011.

State Policies/Programs

The Medical Waste Management Act. The Medical Waste Management Act (MWMA) (California Health and Safety Code, Sections 117600 – 118360) governs the management of medical waste in all jurisdictions of the state. At the local level the San Mateo County Environmental Health Division is responsible for oversight and enforcement of the MWMA.

California Department of Public Health. The California Department of Public Health (DPH) administers the California Medical Waste Management Program (MWMP). The MWMP stipulates that in accordance with Sections 117935 and 117960 of the California Health and Safety Code (HSC), small quantity generators (SQG = less than 200 lbs/month) or large quantity generators (LQG = more than 200 lbs/month) are required to register with an enforcement agency pursuant to HSC Sections 117930 or 117950, respectively, and are required to file a medical waste management plan (Plan) with the enforcement agency.⁷⁴

California Occupational Safety and Health Administration. The California Occupational Safety and Health Administration (Cal/OSHA) is the state level occupational safety regulatory department housed within the California Environmental Protection Agency (Cal EPA). Cal/OSHA is responsible for enforcement of the Bloodborne Pathogen Standard. The Bloodborne Pathogen Standard is found in CCR Title 8, Chapter 4 (Division of Industrial Safety), Sub-Chapter 7 (General Industry Safety Orders), Group 16 (Control of Hazardous Substances), Article 109 (Hazardous Substances and Processes).⁷⁵ The Exposure Control Plan for Bloodborne Pathogens should be used to develop site specific Exposure Control Plans.

2. Environmental Checklist and Discussion

HAZARDS AND HAZARDOUS MATERIALS	Further Study Needed OR Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
1) 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"/>
2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

⁷⁴ California Department of Public Health, Medical Waste Generators. Website: <http://www.cdph.ca.gov/certlic/medicalwaste/Pages/Generators.aspx>, accessed on March 4, 2011.

⁷⁵ California Department of Public Health, Medical Waste Laws, Regulations, and Standards. Website: <http://www.cdph.ca.gov/certlic/medicalwaste/Pages/LawsRegs.aspx>, accessed March 4, 2011.

HAZARDS AND HAZARDOUS MATERIALS	Further Study Needed OR Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5) 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"/>
6) 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"/>
7) 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"/>
8) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Comment on H.1 and H.2

300 Airport Boulevard. The 300 Airport Boulevard Project would result in the construction of an office/life sciences campus. The site is currently vacant and implementation of the Project would not involve the demolition of existing buildings. Therefore, the Project would not have the potential to expose construction workers or the public to hazardous building materials such as asbestos, PCBs, lead, and mercury.

However, construction of the Project would involve removal of existing impervious surface cover, (i.e. asphalt and/or concrete) which could expose construction workers to potential subsurface contaminants, if subsurface contamination were present. Because no subsurface contamination is known or suspected at the 300 Airport Boulevard Site and down- or cross-gradient contamination from neighboring sites is not likely, no impact would occur. In particular, given that the 350 Airport Boulevard Site does not require further remediation and is located down-gradient from the 300 Airport Boulevard Site, it would not pose a risk with regard to soil contamination.

After excavation and grading of the 300 Airport Boulevard Site, the Project would involve construction of a new office/life sciences campus, amenities building, and realignment of Airport Boulevard. Construction would involve the typical use of fuels and lubricants considered as hazardous materials or hazardous wastes. During construction activities, the potential of a hazardous materials spills or leaks could occur, which could result in worker exposure during building construction. These materials are typical in construction activities and the project sponsor would be required to manage all hazardous materials pursuant to regulations of the San Mateo County Environmental Health Department and the Burlingame Fire Department. Implementation of those applicable health and safety requirements regarding standard construction equipment would reduce impacts related to construction equipment to a less-than-significant level.

As explained in the Section III of this document, Project Description, the development at the 300 Airport Boulevard Site could house either office uses or life science uses. With the office use scenario, hazardous materials storage, use, and disposal at the 300 Airport Boulevard Site would include the routine use of minor quantities of chemicals like paints, cleaning solvents and ammonia associated with normal office. Most of these chemicals would be consumed by routine use. Through consumer compliance with label warnings and storage recommendations from individual manufacturers, these hazardous materials would not pose any greater risk to the public or the environment. In addition, landscape maintenance at the site would require minor quantities of pesticides and herbicides, and automobiles would occasionally leak limited quantities of petroleum hydrocarbons or oil and grease in the parking lot area. However, these hazardous materials releases would be minor and would result in a less-than-significant impact.

With the life sciences campus scenario, the Project would accommodate primarily more mature life-science companies, who would occupy one full building or multiple buildings. Such companies would be expected to have approximately 30 percent/70 percent to 40 percent/60 percent office/laboratory ratios. The laboratories would use and store chemicals and hazardous materials. The range of bio-labs and chemical labs would vary as well as applicable safety compliance standards, depending on the type of life sciences tenants. The Regulatory Setting, above, provides a summary of the major health and safety plans/programs and responsible agencies that would form the majority of the compliance program for a future life sciences uses at the 300 Airport Boulevard Site:

As with the office uses, landscape maintenance at the life science complex would require minor quantities of pesticides and herbicides, and automobiles would occasionally leak limited quantities of petroleum hydrocarbons or oil and grease in the parking lot area. However, these hazardous materials releases would be minor and would result in a less-than-significant impact.

In summary, operation (post-construction) of the Project would not emit hazardous materials and/or be expected to pose any risk of accidental explosion or release of hazardous substances. As such, impacts to the public or the environment with regard to the transport, use, handling, and/or accidental release of hazardous materials would be less than significant.

350 Airport Boulevard. Assuming future development of the 350 Airport Boulevard Site would involve the construction of office buildings, the potential for transport, use, or disposal of hazardous materials

would be similar to the 300 Airport Boulevard Site under the office use scenario. Once a development application is submitted, a subsequent project-level environmental review would be conducted to determine whether there are hazardous materials on the site, and if there would be hazardous materials used in association with the future use of the site. Therefore, for the purposes of this programmatic review, impacts to the public or the environment with regard to the transport, use, handling, and/or accidental release of hazardous materials would be less than significant.

Comment on H.3

300 Airport Boulevard. Based on a review of the School District's website and maps of the City, the 300 Airport Boulevard Site would not be within a quarter-mile of a school. Washington Elementary School is about 0.6 miles south of the Project Site, Burlingame High School is approximately 0.7 miles southwest, McKinley Elementary School is about 1.2 miles southwest, and San Mateo High School is about 0.8 miles southeast in the City of San Mateo. Consequently, there would be no impact related to the emission or handling of hazardous materials, substances, or wastes within one-quarter mile of an existing or proposed school. There are no schools proposed within one-quarter mile of the Project Site.

350 Airport Boulevard. The 350 Airport Boulevard Site is located immediately north of the 300 Airport Boulevard Site. As such, future development on 350 Airport Boulevard Site would be approximately the same distance (within several hundred feet) from nearby schools as described for the 300 Airport Boulevard Site. There would be no impact related to the emission or handling of hazardous materials, substances, or wastes within one-quarter mile of an existing or proposed school.

Comment on H.4

300 Airport Boulevard. A search of available environmental records was conducted for the vicinity of the Project on December 22, 2005 by (EDR).⁷⁶ The report confirmed that the 300 Airport Boulevard Site is not listed on any of the government records databases searched by EDR, pursuant to Government Code Section 65962.5. Therefore, construction of the office/life sciences campus on the 300 Airport Boulevard Site would have no impact on the public or the environment with regard to existing onsite hazardous materials.

Although the 300 Airport Boulevard Site does not contain hazardous materials, 399 Beach Road, which is approximately 540 feet south, is listed on the LUST, CA FID UST, CORTESE, San Mateo County Business Inventory, HIST UST, and SWEEPS UST regulatory databases. However, the facility received regulatory case closure from the San Mateo County Department of Health Services (SMCDHC) on October 4, 2002. The available facility data indicates that the contamination has not moved down-gradient from the source and, therefore, the past release of petroleum products is not considered a recognized environmental condition at the 300 Airport Boulevard Site.⁷⁷ As such, the 399 Beach Road would not impact the 300 Airport Boulevard Site.

⁷⁶ Environmental Data Resources, EDR Radius Map with GeoCheck®, 301 Airport Boulevard, Burlingame, California, December 22, 2005.

⁷⁷ Treadwell & Rollo, "Phase I Environmental Site Assessment, 350 Beach Road, Burlingame, California," January 24, 2006.

350 Airport Boulevard. The EDR report identified the 350 Airport Boulevard Site as listed on the CORTESE database. As discussed above, three 2,000 gallon unleaded gasoline tanks were removed from the facility in June 1989. After the tanks were removed, the proper groundwater monitoring procedures were taken, and on January 26, 1994 the 350 Airport Boulevard Site was granted a case closure by the SMCEHS. Therefore, the 350 Airport Boulevard Site would have a less-than-significant impact on the health and safety of the public and the environment.

Comment on H.5 and H.6

300 Airport Boulevard. The site is approximately seven miles southeast of San Francisco International Airport and is subject to the policies set forth in the *San Mateo County Comprehensive Airport Land Use Plan (ALUP)*.⁷⁸

The Project could result in air traffic safety impacts if the height of the proposed buildings would result in interference with air traffic. The Federal Aviation Administration (FAA) is responsible for determining whether the project would result in a safety hazard for air traffic. The FAA sets forth guidelines in the Federal Aviation Regulation (FAR) Part 77, to determine if an object is an obstruction to air navigation. The regulations address potential light, glare, and air emissions that could distract aircraft operators. For the location of 300 Airport Boulevard, the ALUP has set a height restriction of approximately 300 feet above mean sea level (msl).⁷⁹ The maximum height of the proposed buildings would be approximately 144 feet above curb level along Airport Boulevard. The 300 Airport Boulevard Site is relatively flat with an elevation of 0.5 to 3 feet above msl with a maximum height of approximately 6 feet above msl. The height of the tallest building would be approximately 144.5 to 150 feet above msl, thus complying with the height restriction set forth by the San Mateo County ALUP. Therefore, the Project would not conflict with the height restrictions set forth by the ALUP and would not interfere with air traffic. No impact resulting from the proximity to the San Francisco International Airport would occur. The FAA has issued determinations of No Hazard to Air Navigation for all of the proposed structures on the site.

The 300 Airport Boulevard Site is not in the vicinity of a private airstrip; therefore, no impact on safety related to proximity to a private airstrip would occur.

350 Airport Boulevard. The ALUP has established a 300 foot height restriction for the area in which the 350 Airport Boulevard Site is located. Therefore, future development at this site would undergo project-level review to ensure compliance with the above mentioned height restriction. Furthermore, the Bayfront Specific Plan here stipulates that any future development shall be reviewed to determine compliance with the height limits shown in the San Francisco International Airport Land Use Plan. As such, no impact resulting from the proximity to the San Francisco International Airport would occur.

The 350 Airport Boulevard Site is not in the vicinity of a private airstrip; therefore, no impact on safety related to proximity to a private airstrip would occur.

⁷⁸ San Mateo County Comprehensive Airport Land Use Plan, December 1996.

⁷⁹ San Mateo County. San Mateo County Comprehensive Airport Land Use Plan. December 1996.

Comment on H.7

300 Airport Boulevard. The City of Burlingame General Plan Safety Element does not designate emergency evacuation vehicle routes. Although no routes are officially designated for emergencies and/or evacuations, El Camino Real is a major arterial which could serve as an emergency evacuation route. The 300 Airport Boulevard Site is approximately 2.5 miles north of El Camino Real and would not encroach on El Camino Real, which could be used as an evacuation route in case of an emergency. As such, there would be a less-than significant impact related to emergency response or evacuation plans.

350 Airport Boulevard. Similar to that described above, the 350 Airport Boulevard Site is also approximately 2.5 miles north of El Camino Real. Therefore, future development on this site would not encroach on El Camino Real and would have a less-than-significant impact on applicable emergency response or evacuation plans.

Comment on H.8

300 Airport Boulevard. Fire hazards in the City of Burlingame are considered slight to moderate.⁸⁰ The 300 Airport Boulevard Site is in a developed urban area and is not adjacent to, or intermixed with, wildlands. Coyote Point Recreation Area is located east of the site, but the San Francisco Bay separates the two locations. Consequently, the Project would not expose people or structures to a significant risk or loss, injury, or death involving wildland fires, and no impact would occur.

350 Airport Boulevard. The 350 Airport Boulevard Site is located immediately north of the 300 Airport Boulevard Site in the APN planning area. This area is primarily surrounded by light industrial and commercial uses in an urban environment. As discussed above, the APN Planning area is located west of the Coyote Point Recreation Area. However, the San Francisco Bay acts as a barrier separating the two locations and reducing the risk of wildland fires spreading from the County Park. Therefore, future development of the 350 Airport Boulevard Site would not expose people or structures to a significant risk or loss, injury, or death involving wildland fires, and no impact would occur.

3. Conclusion

Some hazardous chemicals including unleaded gasoline have been stored on the 350 Airport Boulevard Site. Proper removal protocol has been employed and the site was granted a case closure by SMCEHS in 1994. The Project Site does not contain known soil or groundwater contamination. Because the Project Site is not within a quarter mile of an existing or proposed school, the handling of hazardous materials during construction would not pose a hazard to students. The Project Site is not in close proximity to a private airstrip, nor does the proximity of the San Francisco International Airport impose a hazard. The Project does not conflict with emergency response or emergency evacuation plans, nor is it in an area of fire risk. Consequently, implementation of the Project would result in a less-than-significant impact with regard to hazards and hazardous materials. The EIR will not analyze this topic further.

⁸⁰ City of Burlingame, General Plan: Safety Element, adopted August 18, 1975, page S-7.

I. HYDROLOGY AND WATER QUALITY

1. Setting

The Project Site is north of US 101, immediately adjacent to San Francisco Bay to the north and east, and Sanchez Channel to the west. No natural water bodies occur on the Project Site. The depth to groundwater at the Project Site is very shallow and was estimated to be approximately two feet below ground surface.⁸¹

The Project Site includes two sites, 300 Airport Boulevard and 350 Airport Boulevard, which are currently vacant that previously housed the Burlingame Drive-in Theatre and a rental car storage parking lot, respectively. Since the closure of the drive-in theater, the 300 Airport Boulevard Site has been re-vegetated and the existing paving is cracked and degraded. That site consists of approximately 17.75 acres of impervious surfaces, which represents 89 percent of the site. In addition, the 350 Airport Boulevard Site consists of predominately impervious surfaces, including a one-story wooden structure.

2. Environmental Checklist and Discussion

HYDROLOGY AND WATER QUALITY	Further Study Needed OR Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
1) Violate any water quality standards or waste discharge requirements?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) 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 type="checkbox"/>
4) 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 type="checkbox"/>

⁸¹ City of Burlingame Planning Department, *301 Airport Boulevard Environmental Impact Report*, published September 14, 1998.

HYDROLOGY AND WATER QUALITY	Further Study Needed OR Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
5) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6) Otherwise substantially degrade water quality?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7) 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"/>
8) 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"/>
9) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10) Inundation by seiche, tsunami, or mudflow?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Comments on I.1, I.2, I.3, I.4, I.5, I.6, I.7, I.8, I.9, and I.10

300 Airport Boulevard. Construction of the Project, which would include a below-ground parking structure, utility trenches, and foundation structures, would extend below the local shallow groundwater table. As a result, and due to the use of unknown fill material underlying the 300 Airport Boulevard Site, infiltration and biofiltration facilities for stormwater treatment may also intersect the shallow groundwater table, and may not filter through soil material prior to discharge to groundwater and, subsequently, the San Francisco Bay. No natural water bodies on the 300 Airport Boulevard Site would be affected by changes in drainage patterns or stormwater runoff quality.

Construction activities may pose substantial concerns for water quality protection because of the related erosion and sedimentation. Proximity to the Bay requires a BCDC permit for development within its jurisdiction, as well as compliance with all other applicable regulatory measures. The Project would include shoreline improvements along the 100-foot shoreline band on the eastern portion of the 300 Airport Boulevard Site and along Sanchez Channel, which is also considered to be part of the Bay and subject to BCDC jurisdiction. The site is not in a special flood hazard as mapped by the Federal Emergency Management Agency (FEMA) (Zone B, FEMA 1981). However, the Project is mapped as an area subject to shallow flooding, and the FEMA map has not been updated to the most current standards.

350 Airport Boulevard. As with the 300 Airport Boulevard Site, the following topics, potential development of the 350 Airport Boulevard Site would need to address the use of unknown fill material

and a shallow groundwater table may result in impacts to drainage, filtration through the soils, erosion and sedimentation, and the potential for shallow flooding.

3. Conclusion

The Project would be expected to comply with permit conditions regarding water quality, hydrology, and flooding. Nonetheless, the Project could violate standards, affect groundwater supplies, impact the existing drainage patterns, and be subject to shallow flooding. The EIR will analyze Project hydrology and water quality effects.

J. LAND USE

1. Setting

The Project involves two sites, 300 Airport Boulevard (18.12 acres) and 350 Airport Boulevard (8.58 acres), which encompass 26.7 acres in total. The Project Site is within the Anza Point subarea of the Bayfront Specific Plan. This subarea, with a land use designation of Anza Point Waterfront Commercial (C-4), is divided into two separate zoning districts: APN and APS. The majority of the Project Site is in the APN zoning district; however, a 0.4-acre parcel that extends from the Project Site to Beach Road is in APS. Appropriate land uses in the APN zoning district include visitor-oriented and employee-attracting land uses such as Hotel (including extended stay), Office, Restaurants (destination), Commercial Recreation, and Manufacturing/Research and Development. Office uses are allowed at densities up to 0.6 FAR and recreational facilities are permitted at densities up to 0.5 FAR.⁸² Surrounding zoning includes Anza Area (AA) and C-4, to the north and west; Tidal Plain (TP), to the north and east; and APS to the south.

In addition to the Bayfront Specific Plan, the Project Site is subject to: the Burlingame Municipal Code, the Burlingame General Plan, the Bay Conservation and Development Commission Public Access Guidelines for the San Francisco Bay (since the Project would affect the 100-foot shoreline band), the Association of Bay Area Governments Bay Trail Plan and Design Guidelines (since the Bay Trail would be extended through the Project Site), the City of Burlingame Bicycle Transportation Plan (since Airport Boulevard is a designated bicycle route), and the San Mateo County Comprehensive Airport Land Use Plan (ALUP).

⁸² The City of Burlingame Municipal Code, Chapter 25.08.265, defines Floor area ratio (FAR) as “the ratio of the gross square footage of the floor area of a building or buildings to the lot on which the building or buildings are located. FAR for any lot includes new structures to be built and those remaining.”

2. Environmental Checklist and Discussion

LAND USE	Further Study Needed OR Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
1) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Comments on J.1

300 Airport Boulevard. The Project is north of US 101 and surrounded by open spaces, vacant lots, and industrial, office, and commercial uses. No residential uses are within the vicinity of 300 Airport Boulevard and no established communities are in the area. As such, the Project would not physically divide an established community, resulting in no impact.

350 Airport Boulevard. As with the 300 Airport Boulevard Site, no established communities are within the vicinity of the 350 Airport Boulevard Site. As such, the Project would not physically divide an established community, resulting in no impact.

Comment on J.2

300 Airport Boulevard. The Project Site is designated for office and industrial use in the City of Burlingame General Plan, and for offices, hotels, commercial recreation, and restaurants in the Bayfront Specific Plan. The Project would require amendments to zoning regulations as outlined by the Bayfront Specific Plan for the Anza Point subarea and changes to the Bayfront Specific Plan Design Guidelines. Project plans for a 730,000-sf office/life-science campus (with potential retail and food service) would require several amendments to the Bayfront Specific Plan and to zoning codes to allow greater height, FAR, and changes to setback requirements. Additionally, The APN zoning regulations are proposed to be amended to increase the maximum floor area ratio (FAR) from 0.6 FAR to 1.0 FAR for the entire APN Subarea of the Bayfront Specific Plan and APN zoning district.

Shoreline areas adjacent to the Project Site are subject to BCDC Public Access Guidelines for the San Francisco Bay and the Bay Trail Design Guidelines.

350 Airport Boulevard. As with the 300 Airport Boulevard Site, Bayfront Specific Plan and zoning regulations would be amended at the 350 Airport Boulevard Site. Those amendments would govern future potential land use changes at that site.

Comment on J.3

300 Airport Boulevard. The Project would not conflict with any known habitat conservation plans, natural community conservation plans, or other approved local or regional conservation plans because there are no approved plans that apply to the Plan Area.

350 Airport Boulevard. The Project would not conflict with any known habitat conservation plans, natural community conservation plans, or other approved local or regional conservation plans because there are no approved plans that apply to the Plan Area.

3. Conclusion

The Project would result in changes in land use controls and development patterns at the Project Site. Therefore, the EIR will analyze Project consistency or conflicts with other applicable local, regional, or State plans and policies. However, as explained above, the Project would not physically divide an established community and would not conflict with applicable conservation or habitat plans. As such, those two topics will not be discussed further in the EIR.

K. MINERAL RESOURCES

1. Setting

Mining activities in California are regulated by the Surface Mining and Reclamation Act (SMARA) of 1975. Based on guidelines adopted by the California Geological Survey (CGS – formerly known as the Division of Mines and Geology), areas known as Mineral Resource Zones (MRZs) are classified according to the presence or absence of significant deposits.

There are no known mineral resources within the vicinity of the Project Site. The CGS Mineral Resource Zones and Resource Sectors San Francisco and San Mateo Counties map classifies the Project Site as MRZ-1, which constitutes an area “where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.”⁸³

⁸³ California Geological Survey, Special Report 146 – Mineral Land Classification: Aggregate Materials in the San Francisco-Monterey Bay Area, Part II: Classification of Aggregate Resource Areas South San Francisco Bay Production-Consumption Region, Plates 2.3 and 2.43. 1983.

2. Environmental Checklist and Discussion

MINERAL RESOURCES	Further Study Needed OR Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
1) 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"/>
2) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Comment on K.1 and K.2

300 Airport Boulevard. There are no known mineral resources at the 300 Airport Boulevard Site, as indicated by the *San Mateo County General Plan – Mineral Resources Map*.⁸⁴ The 300 Airport Boulevard Site is not delineated as a locally-important mineral resource by the CGS or on any County or City land use plan. As stated above, the CGS Mineral Resource Zones and Resource Sectors San Francisco and San Mateo Counties map classifies the Plan Area as MRZ-1, which constitutes an area “where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.” Therefore, implementation of the Project would have no impact on known significant mineral resources.

350 Airport Boulevard. As with the 300 Airport Boulevard Site, there are no known mineral resources at the 350 Airport Boulevard Site. Therefore, implementation of the Project would have no impact on known significant mineral resources.

3. Conclusion

Given that there are no known significant mineral resources in the vicinity of the Project and the Project Site is in an area classified as MRZ-1, the Project would have no impact on known significant mineral resources. The EIR will not analyze this topic further.

⁸⁴ San Mateo County Department of Environmental Management Planning and Development Division, San Mateo County General Plan, Mineral Resources Map, accessed on February 15, 2011 at: [http://www.sforoundtable.org/P&B/gp/maps/gp%20mineral%20resources%20\(11x17\).pdf](http://www.sforoundtable.org/P&B/gp/maps/gp%20mineral%20resources%20(11x17).pdf)

L. NOISE

Setting

Primary noise sources in the vicinity of the Project Site include aviation traffic associated with flights to and from the nearby San Francisco International Airport, traffic along US 101, and local roadway traffic. Noise-sensitive receptors in the Project vicinity include recreational uses to the east at Coyote Point Recreation Area, residential uses to the south of the Project Site across US 101, and office and hotel uses to the west.

2. Environmental Checklist and Discussion

NOISE	Further Study Needed OR Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
1) 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?	■	□	□	□
2) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	■	□	□	□
3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	■	□	□	□
4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	■	□	□	□
5) 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?	■	□	□	□
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?	■	□	□	□

Discussion:

Comments on L.1, L.2, L.3, L.4, L.5, and L.6

300 Airport Boulevard. Because the existing 300 Airport Boulevard Site is vacant, the change in use and increase in vehicle trips to and from the 300 Airport Boulevard Site could potentially result in an increase in noise levels. In addition, construction related activities could disturb nearby receptors by generation of noise and/or vibration. Noise monitoring and analysis of the existing environment

on/around the 300 Airport Boulevard Site would be conducted and analyzed in the EIR to determine the significance of impacts to ambient noise levels on sensitive receptors, operational traffic impacts based on the increase over existing uses, and short-term noise and vibration impacts related to construction activities based on phasing and equipment planned to be used. Relevant federal, State, and local standards for assessing noise impacts would be accounted for in analyzing the data.

350 Airport Boulevard. As with the 300 Airport Boulevard Site, due to the change in use noise levels are likely to increase at the 350 Airport Boulevard Site. Therefore, implementation of the Project would need to analyze impacts to sensitive receptors during operation and construction, any change in short-term and long-term ambient noise levels, generation of groundborne vibration, and consistency with applicable plans and policies in order to determine the significance of noise impacts.

3. Conclusion

Operational noise, vehicle trips, and construction noise and groundborne vibration would potentially result in significant impacts. The EIR will analyze Project noise effects.

M. POPULATION AND HOUSING

1. Setting

Population. As of January 2010 there were approximately 29,342 people living in the City of Burlingame.⁸⁵ Although the City is considered to be built-out, it is projected that the household population may increase to 31,200 by 2015 and to 34,200 by 2025.⁸⁶

Employment. In 2010, there were about 23,400 total jobs in the City. The number of total jobs provided in Burlingame is projected to increase to 25,230 in 2015 and to 29,580 in 2025 for a total increase of 6,180 jobs between 2010 and 2025. Financial and professional service jobs are projected to make up 6,490 of the total jobs in Burlingame in 2015 and 7,850 in 2025. By 2015, 8,600 of the total jobs in Burlingame are expected to be in the health, education, and recreational service sector, rising to 10,760 by 2025.⁸⁷ There are no current jobs or residential units on the Project Site.

⁸⁵ State of California, "Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2010, with 2000 Benchmark," website: <http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2001-10/view.php>, accessed February 21, 2011.

⁸⁶ Association of Bay Area Governments, *Projections 2009: Forecasts for the San Francisco Bay Area to the Year 2035*, Based on the Burlingame 'subregional study area,' August 2009, San Mateo County p. S1.

⁸⁷ Association of Bay Area Governments, *Projections 2009: Forecasts for the San Francisco Bay Area to the Year 2035*, Based on the Burlingame 'subregional study area,' August 2009, San Mateo County pp. S10-S11.

2. Environmental Checklist and Discussion

POPULATION AND HOUSING	Further Study Needed OR Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
1) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

Discussion:

Comment on M.1

300 Airport Boulevard. The effect of the Project on population growth within the City would not result in a direct impact due to new homes, as no residential development is proposed. Office uses under the Project (the conservative scenario) would employ approximately 2,433 office employees⁸⁸ and 42 amenities center employees.⁸⁹ The increase of a total of 2,475 employees at the 300 Airport Boulevard Site may have the potential to induce population growth in the area. There is no housing component proposed under the Project; however, the new employment in Burlingame accommodated by the Project may increase housing demand in the City or the region. Therefore, indirect population growth may be induced by the Project. The proposed realignment of Airport Boulevard would not indirectly induce population growth in the area.

350 Airport Boulevard. As with the 300 Airport Boulevard Site, there is currently no existing employment at the 350 Airport Boulevard Site, and development could result in approximately 1,247 new employees.⁹⁰ The new employment in Burlingame accommodated by the Project may increase housing demand in the City or the region. Therefore, indirect population growth may be induced by the Project.

⁸⁸ DES Architects + Engineers, Memo from Tom Gilman and Kenny Hung to Maureen Brooks, City of Burlingame Planning Manager, March 3, 2011. This estimate assumes 300 sf per employee based on similar office density rates on the San Francisco Peninsula. $730,000 \text{ sf of office} / 300 \text{ sf} = \sim 2,433 \text{ employees}$.

⁸⁹ Association of Bay Area Governments, *1987 Input-Output Model and Economic Multipliers for the San Francisco Bay Region*, March 1995. Multiplier for “Amusement and Recreational Services” averages 870 sf per employee. As such $37,000 \text{ sf of proposed amenities center} / 870 \text{ sf} = \sim 42 \text{ employees}$.

⁹⁰ Based on an employee generation rate of one employee per 300 sf.

Comment on M.2 and M.3

300 Airport Boulevard. The 300 Airport Boulevard Site is currently vacant. As such, the Project would not displace existing residents. In addition, the Project would not displace existing employees. Therefore, no displacement of employees or residents would occur with Project development.

350 Airport Boulevard. As with the 300 Airport Boulevard Site, the area is currently vacant. Therefore, implementation of the Project would have no impact on the displacement of existing residents.

3. Conclusion

As discussed above, the Project would have no effect on displacement of housing or employment. The EIR will not analyze those topics further. The new employment in Burlingame accommodated by the Project may increase housing demand in the City or the region. Therefore, indirect population growth may be induced by the Project. The EIR will analyze indirect Project population and housing effects.

N. PUBLIC SERVICES

1. Setting

Physical Setting

Public services for the Project Site include the following: 1) fire protection services, provided by the Central County Fire Department (CCFD), 2) police protection services, provided by the Burlingame Police Department (BPD), 3) schools, provided by the Burlingame School District (BSD) and San Mateo Union High School District (SMUHSD), and 4) other public services (library services), provided by Peninsula Library System.

Fire Protection. Fire protection services in the City of Burlingame (City) are provided by the Central County Fire Department (CCFD), which serves 40,879 residents in Burlingame and Hillsborough.⁹¹ In 2004, the Burlingame and Hillsborough City Councils approved a Joint Powers Agreement (JPA) merging their respective fire departments and creating the CCFD, which serves both municipalities.⁹² The Fire Department also participates in a Joint Powers Agreement within San Mateo County providing Advanced Life Support as part of a twenty-city, fifty-six engine company workforce.⁹³ The CCFD is part of the San Mateo County Fire Services Automatic Aid Agreement, which calls for the constant movement of fire apparatus throughout the County to maintain reasonable coverage to all areas.⁹⁴

⁹¹ Don Dornell, Fire Chief, Central County Fire Department, email correspondence with Nicole Keeler, Atkins, February 28, 2011.

⁹² Town of Hillsborough. City Government, Fire, "Central County Fire Homepage," website: <http://www.hillsborough.net/depts/fire/default.asp>, accessed February 23, 2011.

⁹³ City of Burlingame, Fire: Administration, "About Us," website: <http://www.burlingame.org/Index.aspx?page=136>, accessed February 23, 2011.

⁹⁴ City of Burlingame, "Fire - Frequently Asked Question," website: <https://www.burlingame.org/Index.aspx?page=1464>, accessed March 2, 2011.

The CCFD consists of four operating fire stations (two in Burlingame and two in Hillsborough) and is comprised of approximately 80 highly-trained professionals. The top-ranking leader of the department is the Fire Chief, supported by a Deputy Chief, Division Chiefs, Battalion Chiefs, Captains, and Inspectors. The firefighters are a diverse group with all members trained as engineers, most as Paramedics, and a number who are part of California Urban Search and Rescue Task Force 3.⁹⁵ Each fire engine has one Captain, one firefighter/paramedic, and one firefighter/EMT as a minimum. The single truck company has a maximum staffing of one captain, one firefighter/paramedic, and two firefighter's/EMT's. Normal staffing for the truck company during the recent budget challenges is one captain, one firefighter/paramedic, and one firefighter/EMT.

There are currently two operating fire stations in Burlingame. Due to budget constraints, one station, Station 36, was closed in August 2010 and will remain closed as part of an ongoing effort to reduce costs.⁹⁶ Fire Station 36, previously at 1399 Rollins Road, used to serve the Bayfront Specific Plan area, including the Project Site.⁹⁷ With the closure of Station 36, Station 34 at 799 California Drive now serves the Project Site. Although there are no plans at this time to expand the CCFD, there could be a possible merger with two neighboring agencies to the north.⁹⁸

The City's *General Plan* does not contain a standard ratio of firefighters to population.⁹⁹ Instead, the CCFD bases its staffing on a combination of service/response times and safety. The CCFD focuses on the 6:59 minute response time standard for emergency medical service (EMS) calls, and having a minimum of 13 personnel to a structure fire within eight minutes. CCFD has reduced daily staffing by three personnel as a result of the fire station closure due to the budget, and has had to reduce truck staffing by one person daily, as reflected above.¹⁰⁰

Annually, CCFD responds to 4,255 calls for service.¹⁰¹ In 2007, there were 4,237 total service calls to the CCFD, 3.5 percent of which were fire-related and 59.4 percent of which were medically related.¹⁰² The CCFD's average emergency response time in the City of Burlingame is approximately 4:50 minutes. Non-emergency calls for service are approximately seven minutes throughout the City. As

⁹⁵ City of Burlingame, Fire: Administration, "About Us," website: <http://www.burlingame.org/Index.aspx?page=136>, accessed February 23, 2011.

⁹⁶ Don Dornell, Fire Chief, Central County Fire Department, email correspondence with Nicole Keeler, Atkins, March 7, 2011.

⁹⁷ City of Burlingame, "Burlingame Bayfront Specific Plan Update Initial Study/Mitigated Negative Declaration," December 8, 2003.

⁹⁸ Don Dornell, Fire Chief, Central County Fire Department, email correspondence with Nicole Keeler, Atkins, February 28, 2011.

⁹⁹ City of Burlingame, *City of Burlingame General Plan*, Safety Element, adopted 1975.

¹⁰⁰ Don Dornell, Fire Chief, Central County Fire Department, email correspondence with Nicole Keeler, Atkins, February 28, 2011.

¹⁰¹ City of Burlingame. Fire, Administration, "About Us," website: <http://www.burlingame.org/Index.aspx?page=136>, accessed February 23, 2011.

¹⁰² City of Burlingame, About Burlingame, "Statistics," website: <http://www.burlingame.org/Index.aspx?page=900>, accessed February 24, 2011.

noted above, the County standard is to have a fire engine with a paramedic on-scene within 6:59 minutes of the receipt of the call 90 percent of the time.¹⁰³

Police Protection

Police protection services in the City are provided by the Burlingame Police Department (BPD). The force currently consists of 40 police officers, made up of the Chief of Police, two Captains, seven Sergeants, three Inspectors, and 37 Patrol Officers.¹⁰⁴ The BPD serves a population of about 30,000 residents, resulting in a ratio of approximately 1.4 full-time sworn police officers per 1,000 residents.¹⁰⁵ In 2007, the BPD received 26,275 calls for service. The BPD is divided into two divisions, Operations and Administration. In addition to regular patrol positions, this division includes a Traffic Division that investigates traffic collisions and enforces traffic laws and parking regulations. The BPD currently has three Canine Units which each consist of an on-duty canine police officer and a highly trained assigned Department dog.¹⁰⁶

The BPD Investigations Section provides criminal investigations for crimes that require extensive research, or have leads that require out of town investigations. Also, certain qualified members of the BPD belong to a regional Special Operations Unit which includes the Special Weapons and Tactics Team (SWAT) and Hostage Negotiations team.¹⁰⁷

The BPD does not apply an officers-to-residents standard ratio, but the acceptable standard is approximately one officer to 1,000 residents. As of February 28, 2011, the Department exceeds this Standard. The average response time for Priority One Calls (high priority) is to have Officers arrive on scene in just under 4 minutes.

Currently there are no specialized policing programs active in the vicinity of the Project Site. The Project Site lies within the Sector C patrol Route and the station located at 1111 Trousdale Drive in Burlingame provides first response service.¹⁰⁸

At this time there are no plans for future expansion of BPD facilities, staff, or equipment in either the immediate or near future. In addition, it is not likely that Project development would cause service levels to drop below current or projected future levels.¹⁰⁹

¹⁰³ Don Dornell, Fire Chief, Central County Fire Department, email correspondence with Nicole Keeler, Atkins, February 28, 2011.

¹⁰⁴ City of Burlingame, Police Department, "About the Police Department," website: <http://www.burlingame.org/Index.aspx?page=1560>, accessed February 23, 2011.

¹⁰⁵ City of Burlingame, About Burlingame, "Statistics," website: <http://www.burlingame.org/Index.aspx?page=900>, accessed February 24, 2011.

¹⁰⁶ City of Burlingame, Police Department, About the Police Department, "Canine Unit," website: <http://www.burlingame.org/Index.aspx?page=1612>, accessed February 23, 2011.

¹⁰⁷ City of Burlingame, Police Department, About the Police Department, "Special Operations Unit," website: <http://www.burlingame.org/Index.aspx?page=1565>, accessed February 23, 2011.

¹⁰⁸ Edward Wood, Interim Chief of Police, Burlingame Police Department, email correspondence with Nicole Keeler, Atkins, February 28, 2011.

¹⁰⁹ Edward Wood, Interim Chief of Police, Burlingame Police Department, email correspondence with Nicole Keeler, Atkins, February 28, 2011.

Schools. The Burlingame School District (BSD) provides pre-kindergarten through eighth grade services in the City. BSD currently consists of approximately 2,539 kindergarten through eighth grade students. Five neighborhood schools serve grades K-5, which feeds into one middle school for grades 6-8.¹¹⁰ The City is served by one high school, Burlingame High School. Burlingame High School is part of the San Mateo Union High School District (SMUHSD), which is composed of 8,439 students at seven comprehensive high schools.¹¹¹ San Mateo Middle College High School and Adult School/Smart Center are also a part of the SMUHSD.

Library Services. The Burlingame Public Library, at 480 Primrose Road, is the closest public library to the Project vicinity. The Burlingame Public Library is a part of the Peninsula Library System, which serves the eastern portions of San Mateo County from South San Francisco to Menlo Park. The Burlingame Library serves Burlingame and Hillsborough residents, as well as any resident within the library system.

Regulatory Setting

City of Burlingame Municipal Code. Chapter 17.04 (International Fire Code) incorporates the International and California Fire Codes into the City’s Municipal Code. The Project would be required to incorporate codified design features into the design of the Project.

2. Environmental Checklist and Discussion

PUBLIC SERVICES	Further Study Needed OR Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
1) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹¹⁰ Burlingame School District, “Homepage,” website: <http://www.bsd.k12.ca.us/>, accessed February 23, 2011.

¹¹¹ San Mateo Union High School District, “January 2011 Newsletter,” website: http://www.smuhsd.org/cms/page_view?d=x&piid=&vpid=1220710629970, accessed February 23, 2011.

Discussion:

Comment on N.1, Fire Protection

300 Airport Boulevard. As the 300 Airport Boulevard Site is currently vacant and development would accommodate office/life sciences uses, the fire risk on the site may increase. Although, the Project would not add new residents to the site, there would be an increase in the daytime population of approximately 2,475 employees. As explained above, the average response time is approximately 4:50 minutes for first unit on-scene and seven minutes for non-emergency calls. The recent closure of Fire Station 36, which would have served the Project Site, puts an additional demand on the system to have other fire companies respond from a further distance for both EMS and fire response calls.¹¹² Nonetheless, the CCFD is currently within the County standard since the County standard is 6:59 minutes for all calls, 90 percent of the time, and eight minutes for a structure fire with a minimum of 13 personnel. Therefore, it is unlikely that the increase in the daytime population at the site would impact the response times to the extent that it would fall below the existing standards.

Since the 300 Airport Boulevard Site is in the southeast corner of Burlingame, response times to the site from the CCFD may be longer than if the site were located to the south of US 101. However, the San Mateo County Fire Services Automatic Aid Agreement would send the closest resources to help meet the County standards.¹¹³ It has been noted that the San Mateo Fire Department could potentially respond to this area.¹¹⁴ The closest fire station in the City of San Mateo, Station 24, is approximately 1.7 miles southeast of the site, whereas the closest CCFD station, Station 34, is approximately one mile southwest. Station 34 is located within the 6:59 minute response district.¹¹⁵

Under CEQA, the need for additional equipment and/or staff to support the fire service is not considered a significant impact unless new facilities would need to be constructed to house them, resulting in physical impacts. The increase in approximately 2,475 employees at the 300 Airport Boulevard Site would be minor compared to the population and employees in the rest of the City. Therefore, the 300 Airport Boulevard Project would not increase the need for fire services, staffing, and equipment to the extent that new fire facilities would need to be constructed, thereby resulting in a less-than-significant impact.

350 Airport Boulevard. New development and daytime employees at the 350 Airport Boulevard Site could increase the fire risk and require additional fire services over existing conditions. However, relative to the scale of the City, the development of the Project at 350 Airport Boulevard would have a less-than-significant impact to emergency response standards, especially with the aid of other fire companies. As such, potential development at 350 Airport Boulevard Site would not trigger the need

¹¹² Don Dornell, Fire Chief, Central County Fire Department, email correspondence with Nicole Keeler, Atkins, February 28, 2011.

¹¹³ Don Dornell, Fire Chief, Central County Fire Department, email correspondence with Nicole Keeler, Atkins, March 4, 2011.

¹¹⁴ Don Dornell, Fire Chief, Central County Fire Department, email correspondence with Nicole Keeler, Atkins, February 28, 2011.

¹¹⁵ Don Dornell, Fire Chief, Central County Fire Department, email correspondence with Nicole Keeler, Atkins, March 4, 2011.

for additional CCFD staff or equipment, and therefore would not result in the construction of any additional facilities that could cause significant physical environmental impacts. As such, fire service impacts would be less than significant.

Comment on N.1, Police Protection

300 Airport Boulevard. Since the 300 Airport Boulevard Site is currently vacant, the development at the 300 Airport Boulevard Site would increase the need for police services on the site. This development would likely have a cumulative impact on police service demand when considered in context with other development in the area; however, it would not result in the construction of new police facilities or require additional staff to be hired.

The Project would not add new residents to the site; however, the Project would include the addition of approximately 2,475 employees during the day. The current police-to-residents ratio in the City is a ratio of approximately 1.4 full-time sworn police officers per 1,000 residents. Although the BPD does not have a ratio standard, the generally acceptable ratio is one police officer per 1,000 residents.¹¹⁶ The addition of new employees at the 300 Airport Boulevard Site would slightly lower the ratio; however, since the current ratio greatly exceeds the acceptable ratio, the Project would not significantly impact existing conditions. As such, development at 300 Airport Boulevard Site would not prompt the need for additional BPD staff or equipment and therefore would not trigger the need for the construction of new police facilities. Impacts to police services would be less than significant.

350 Airport Boulevard. As with the 300 Airport Boulevard Site, there may be an increased demand on police services at the 350 Airport Boulevard Site due to the potential daytime population increases. However, relative to the scale of the City, the potential development at 350 Airport Boulevard would have a less-than-significant impact to the current police-to-residents ratio. Potential development at 350 Airport Boulevard Site would not likely prompt the need for additional Police Department staff or equipment and therefore would not result in the construction of any additional BPD facilities. As such, impacts to response times or other performance objectives for the BPD would be less than significant.

Comment on N.1, Schools

300 Airport Boulevard. Since the Project would accommodate office uses and likely not induce a substantial number of new residents into the City (which includes children who would attend schools administered by the BSD or SMUHSD), the Project would not place an additional burden on the BSD or SMUHSD. Therefore, no impact would occur.

350 Airport Boulevard. As with the 300 Airport Boulevard Site, no housing is would be allowed at the 350 Airport Boulevard Site under existing zoning regulations and would not induce a substantial number of new residents into the City (which includes children who would attend schools administered by the BSD or SMUHSD). Therefore, no impact would occur.

¹¹⁶ Edward Wood, Interim Chief of Police, Burlingame Police Department, email correspondence with Nicole Keeler, Atkins, February 28, 2011.

Comment on N.1, Other Public Facilities (Libraries)

300 Airport Boulevard. There are no library services provided in the Bayfront Specific Plan Area. New residents would receive library services at the Main Library located at 480 Primrose Road, on the west side of U.S. 101. However, no new residential uses are proposed as part of the Project. As such, the Project would not place an additional burden on other public facilities, resulting in no impact.

350 Airport Boulevard. As with the 300 Airport Boulevard Site, no new residential units would be allowed at the 350 Airport Boulevard Site under existing zoning regulations. As such, the Project would not place an additional burden on other public facilities, resulting in no impact.

3. Conclusion

The Project would not include new residences, but would generate an increase in daytime population, which may increase the demand of fire and police services. However, the CCFD and the BPD would be able to maintain their current standards with the implementation of the Project and therefore would not trigger the need for new fire and police facilities. In addition, since no housing is proposed, the Project would not create a direct demand for additional schools or libraries. Therefore, the Project would have no impact on schools and library facilities and less-than-significant impacts to fire and police services. As such, this topic will not be discussed further in the EIR.

O. RECREATION

1. Setting

The Project Site is in close to recreational uses to the east at Coyote Point Recreation Area, the Bay Trail/Shoreline Public Access Trail, Fisherman’s Park, and Robert E. Wooley State Park. No recreation facilities are currently provided at the Project Site.

2. Environmental Checklist and Discussion

RECREATION	Further Study Needed OR Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1) 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?	■	□	□	□
2) 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?	■	□	□	□

Discussion:

Comments on O.1 and O.2

300 Airport Boulevard. The waters of the Bay near the 300 Airport Boulevard Site are frequently used by wind surfers who use the public open space at Coyote Point Recreation Area as the put-in area. Project development of the six buildings, ranging from two- to eight- stories in height, could alter wind patterns downwind from the 300 Airport Boulevard Site, which would extend over the adjacent Bay waters and could adversely affect the recreational activities of wind surfers. The effects would depend upon on building orientation, massing, and exposure.

The potential for Project impacts on recreation facilities would potentially be indirect; from new employees who could move to the area and use local and regional recreational facilities. In addition, employees could use existing recreation facilities in the vicinity, such as Fisherman's Park, adjacent to the Project Site. The Project would include recreational facilities which would include an amenities building, swimming pool, landscaped open space along the Bay, and trails.

350 Airport Boulevard. As with the 300 Airport Boulevard Site, the potential for Project impacts on recreation facilities would potentially be indirect; from new employees who could move to the area and use local and regional recreational facilities. In addition, employees could use existing recreation facilities in the vicinity, such as Fisherman's Park, adjacent to the Project Site.

In addition, while no formal design is under review at the 350 Airport Boulevard Site, future development could result in wind impacts on recreational uses, including activities of wind surfers.

3. Conclusion

The Project would have potential effects on recreation and open space use, from the employment population. Project development may also adversely affect wind surfing conditions in the Bay. The EIR will analyze impacts on recreational uses,

P. TRANSPORTATION/TRAFFIC

1. Setting

The Project Site is within the Bayfront Specific Plan and in proximity to US 101. However, there is no direct access from/to southbound US 101 at Anza Boulevard or Peninsula Avenue. Although the Broadway interchange provides full access, the connections are circuitous. The 300 Airport Boulevard Site is currently accessible from 350 Beach Road and is bounded by Airport Boulevard to the north, Airport Boulevard and the Bay to the east, light-industrial buildings along Beach Road to the south, and Sanchez Channel to the west. The 350 Airport Boulevard Site is bounded by the Bay to the north, Fisherman's Park to the east, Airport Boulevard to the south, and the outlet of Sanchez Channel to the west.

Currently, Airport Boulevard runs to the east of the Site and has a 90-degree turn at Fisherman’s Park, which then aligns Airport Boulevard to the north of the 300 Airport Boulevard Site. In addition, Airport Boulevard is considered a bicycle route under the City of Burlingame Bicycle Transportation Plan and The Bay Trail runs to the east of the Site.

2. Environmental Checklist and Discussion

TRANSPORTATION/TRAFFIC	Further Study Needed OR Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
1) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) 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"/>
4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5) Result in inadequate emergency access?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such features	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Comments on P.1, P.2, P.3, P.4, P.5, and P.6

300 Airport Boulevard. The Project may affect traffic level of service (LOS) standards established by the San Mateo County Congestion Management Agency. Accurately predicting trips and possible displacement of existing trips and other complex interactions would require the use of the C/CAG (City/County Association Governments of San Mateo County) travel demand forecast model.

The Project at the 300 Airport Boulevard Site would not lead to an increase in air traffic levels. The project would, however, include the construction of tall structures. To determine whether these changes result in substantial safety risks, information from the Federal Aviation Administration (FAA) and the Airport Land Use Committee about the safety of the proposed structures will be considered and analyzed in the EIR.

The Project would include the realignment of Airport Boulevard to bisect the 300 Airport Boulevard Site. Changes in traffic patterns due the realignment of Airport Boulevard would include provisions for pedestrians and bicyclists; in addition, emergency access to the 300 Airport Boulevard Site will be affected.

350 Airport Boulevard. As with the 300 Airport Boulevard Site, impacts to traffic would need to be analyzed using a traffic study and any other necessary sources and address the effect on level of service standards. Therefore, implementation of the Project will require further analysis in the EIR to determine the significance of traffic impacts.

3. Conclusion

As described above, the Project will affect traffic generation, level of service impacts, air traffic safety, emergency access, impacts on of pedestrians due to the realignment of Airport Boulevard, and parking impacts. The EIR will analyze Project transportation effects.

Q. UTILITIES AND SERVICE SYSTEMS

1. Setting

Water

The City of Burlingame's sole source of potable water is the San Francisco Public Utilities Commission (SFPUC) system, which obtains its water supply primarily from the Hetch Hetchy Reservoir. The City of Burlingame is a member of the Bay Area Water Users Association (BAWUA) and receives an allocation of 5.23 million gallons per day (mgd). Given the projected water use, the City is not expected to exceed its share of 5.23 mgd through 2030.¹¹⁷

Wastewater

Wastewater from the City of Burlingame is gravity fed to lift stations, then to the wastewater treatment plant (WWTP) at 1103 Airport Boulevard. As of August 2009, the WWTP operates at an average yearly flow of 3.2 mgd and an average dry weather flow (ADWF) of 2.9 mgd, which represents approximately 53 percent of the plant's permitted ADWF capacity (5.5 mgd). The ADWF is projected to increase to 4.4 mgd by 2020 at which point the wastewater treatment plant would be operating at 80 percent of its permitted ADWF capacity.¹¹⁸

¹¹⁷ City of Burlingame, 2005 Urban Water Management Plan, November 2005.

¹¹⁸ City of Burlingame, 2009. Sewer and Storm Systems. Accessed online February 23, 2011 at: <http://www.burlingame.org/Index.aspx?page=694>

Stormwater

Storm drain inlets or catch basins and mains within the City of Burlingame are maintained by the Street and Sewer Division in the Department of Public Works. Water from rain runoff and/or underground springs is generally piped to the City's right-of-way and is not connected to the sewer main. With few exceptions, maintenance of creeks running between two or more properties are the responsibility of the property owners. Creeks running under roadways are the responsibility of the City.¹¹⁹

Solid Waste

As of January 1, 2011, Recology San Mateo County provides recycling, compost and garbage collection services to all residential, multi-family and commercial customers that reside within the 12 Member Agencies of the Rethink Waste, South Bayside Waste Management Authority (RethinkWaste). RethinkWaste is a joint powers authority comprised of the cities of Atherton, Belmont, Burlingame, East Palo Alto, Foster City, Hillsborough, Menlo Park, Redwood City, San Carlos, San Mateo, Unincorporated San Mateo, and West Bay Sanitary District.¹²⁰

RethinkWaste owns the Shoreway Environmental Center (formerly the Shoreway Recycling and Disposal Center) in San Carlos, which is operated by South Bay Recycling (SBR). On April 26, 2007 the RethinkWaste Board of Directors approved a facility master plan for environmental enhancements at the Shoreway Recycling and Disposal Center in San Carlos. The master plan improvements were set to be constructed in three phases with an estimated completion date of Spring 2011. The Shoreway enhancements will provide the recycling infrastructure needed to handle an expected increase of over 50,000 tons per year of recyclables and compostables from the new residential and commercial recycling collection programs beginning in 2011.¹²¹

The Shoreway Environmental Center is on the border of San Carlos and Redwood City and primarily in the City of San Carlos, at 225 and 333 Shoreway Road, on the east side of Highway 101, north of Holly Road/Redwood Shores Parkway. Shoreway serves as a regional solid waste and recycling facility for the receipt, handling and transfer of refuse, recyclables and organic materials collected from the RethinkWaste service area (southern and central San Mateo County). Residential and commercial solid waste recyclable and organic materials that are collected by the franchise hauler, Recology, are taken to the Shoreway Environmental Center for processing, staging, and shipment.¹²²

¹¹⁹ City of Burlingame, 2009. Sewer and Storm Systems. Accessed online February 23, 2011 at: <http://www.burlingame.org/Index.aspx?page=694>

¹²⁰ RethinkWaste, South Bayside Waste Management Authority, 2009 Annual Report: Rethinking Waste to Support Greener Communities. Website: <http://www.rethinkwaste.org/files/content/file/2009%20Annual%20Report.pdf>, accessed February 23, 2011.

¹²¹ RethinkWaste, South Bayside Waste Management Authority, Shoreway Facility: Fact Sheet. Accessed online February 23, 2011 at: Website: http://www.rethinkwaste.org/files/content/Shoreway_Fact_Sheet_-_July_10.pdf

¹²² RethinkWaste, South Bayside Waste Management Authority, History and Mission. Accessed online February 23, 2011 at: <http://www.rethinkwaste.org/history-and-mission>.

The remaining solid waste is hauled to Ox Mountain Sanitary Landfill, located two miles northeast of Half Moon Bay off Highway 92, which is also owned and operated by Allied Waste Industries (AWI). This facility has a maximum throughput of 3,598 tons per day and a remaining capacity of 44,646,148 cubic yards (as of January 1, 2000). According to operating permit issued to the Ox Mountain Landfill on June 26, 2001, the facility has a projected closure date of 2023.¹²³ Burlingame and the Rethink Waste’s contract with Ox Mountain Landfill will expire in 2019. Although a contract extension is feasible, negotiations have yet to begin.

In 2010, the City of Burlingame disposed of a total of 26,018 tons of solid waste. The solid waste diversion rate for 2010, the percent of solid waste produced by the City that is diverted from landfills through recycling, composting, or other programs, was 69.2 percent.¹²⁴ AB 939, the California Integrated Waste Management Act, mandates that all cities and counties in California divert 50 percent of their solid waste (using 1990 levels as a baseline) from landfills or transformation facilities by January 1, 2000. Local and county governments are responsible for implementing diversion programs in order to meet these goals, and generally do so using means such as source reduction, recycling, and composting programs.

2. Environmental Checklist and Discussion

UTILITIES AND SERVICES SYSTEMS	Further Study Needed OR Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
1) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	■	□	□	□
2) 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?	■	□	□	□
3) 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?	■	□	□	□
4) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	■	□	□	□
5) 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?	■	□	□	□

¹²³ California Integrated Waste Management Board, Solid Waste Facility Permit, Corinda Los Trancos Landfill (Ox Mountain), issued June 26, 2001.

¹²⁴ RethinkWaste, South Bayside Waste Management Authority, Cumulative Annual Comparison of Solid Waste Generation, February 24, 2011.

UTILITIES AND SERVICES SYSTEMS	Further Study Needed OR Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
6) Be served by a landfill with sufficient permitted capacity to accommodate that project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7) Comply with federal, state, and local statutes and regulation related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Comment on Q.1, Q.2 and Q.5

300 Airport Boulevard. The Project could potentially impact the availability of wastewater treatment capacity needed to serve the 300 Airport Boulevard Site, along with the facilities/utilities associated with development at the site. Wastewater treatment requirements of the Regional Water Quality Control Board would be considered.

350 Airport Boulevard. The Project could potentially impact the availability of wastewater capacities needed to serve the 350 Airport Boulevard Site, along with the facilities/utilities associated with development at the site. Wastewater treatment requirements of the Regional Water Quality Control Board would be considered.

Comment on Q.3

300 Airport Boulevard. With the development at the 300 Airport Boulevard Site, impervious surfaces are expected to decrease compared to existing conditions, which would decrease stormwater runoff. Nonetheless, the Project would alter existing drainage patterns at the 300 Airport Boulevard Site.

350 Airport Boulevard. Amendments to the Bayfront Specific Plan that would allow more development and building mass could create an increased amount of impervious surfaces. In addition, the Project would likely alter existing drainage patterns at the 350 Airport Boulevard Site.

Comment on Q.4

300 Airport Boulevard. Since the 300 Airport Boulevard Site is vacant, the increase in development could impact the water supply and demand at the site. In compliance with Senate Bill (SB) 610 and its companion legislation, SB 221, a Water Supply Assessment will be conducted to determine the water supply impacts of the Project. As a result of the enactment of SB 610, water supply assessments must be provided to local governments for inclusion in any environmental documentation for projects meeting the specified requirements under Section 10912 (a) of the Water Code and subject to CEQA.

350 Airport Boulevard. Prior to future development of the 350 Airport Boulevard Site, a project-level environmental review would be conducted to evaluate potential impacts to water supply. In compliance with Senate Bill (SB) 610 and SB 221, a water supply assessment would be conducted and approved by the City Council prior to inclusion in its project-level EIR. However, since the 350 Airport Boulevard Site will be analyzed on a programmatic level in the EIR of this Project, no WSA will be conducted at this time.

Comment on Q.6 and Q.7

300 Airport Boulevard. The 300 Airport Boulevard Site is currently undeveloped and therefore construction of the Project would not generate solid waste in the form of structure demolition. However, construction of the Project would involve removal of existing impervious surface cover (e.g. asphalt/concrete), which would contribute to total construction related solid waste. In addition, the Project would require excavation, which would consist of approximately 75,000 cubic yards of mass excavated material. About 40,000 cubic yards of the excavated material would be exported off site and about the remaining excavated material would be used as backfill material or grading material in landscaped areas within the project site. These activities would be required to comply with federal, State, and local statutes and regulations governing solid waste. The Project would be subject to the City's Construction and Demolition Waste Recycling Requirement, which requires the applicant to submit a waste reduction plan that demonstrates that at least 60 percent of the construction and demolition waste can be recycled. Therefore, preparation of the undeveloped site and the construction of the Project would have less-than-significant impacts on landfills.

The Project would increase the amount of development in the project area, thereby increasing the generation of solid waste. While existing and future-with-project solid waste generation rate estimates for the project area are not available, the California Integrated Waste Management Board (CIWMB) estimates disposal rates for various industries.¹²⁵ Solid waste generation rate estimates include the amount of waste created by residences or businesses over a certain amount of time, inclusive of all materials discarded, whether or not they are later recycled or disposed in a landfill. The assumption for disposal rates is that businesses of a certain type (e.g., offices) dispose similar wastes at similar rates (per square foot), regardless of the location or size of the business. According to the CIWMB, office buildings generate approximately 5 pounds per 1,000 sf per day. When combined, the 300 Airport Boulevard Site Main Buildings and Amenities Building would total 767,000 sf. Therefore, operation of the Project would generate approximately 699.89 tons per year or 1.97 tons per day. The Shoreway Environmental Center has a permitted capacity of 3,000 tons per day, so it would be able to accommodate approximately 1.97 tons per day of additional solid waste generated by the Project.

Ox Mountain Landfill, the landfill used for final disposal of the material generated by the City of Burlingame, has approximately 15 years of remaining operating life at current flows. In addition it is

¹²⁵ California Integrated Waste Management Board, Estimated Solid Waste Generation Rates for Commercial Establishments. Website: www.ciwmb.ca.gov/WasteChar/WasteGenRates/commercial.htm, accessed on: February 23, 2011

possible for the landfill to be expanded into adjacent area to allow for further capacity.¹²⁶ Therefore, impacts on the City’s solid waste capacity due to implementation of the proposed project are considered less than significant.

As of 2010, Burlingame had a solid waste diversion rate above 60 percent and is currently in compliance with AB 939, the State law requiring cities to divert 50 percent waste of their waste streams from landfills by 2000.

350 Airport Boulevard. Assuming that future development at the 350 Airport Boulevard Site would result in the construction of office buildings, both construction-related and operation-related solid waste generation would similar to that described for the 300 Airport Boulevard Site. Prior to any future development, a project-level assessment would be conducted to evaluate the potential impact to the City’s solid waste management system.

3. Conclusion

The EIR will analyze Project water demand, wastewater generation, and/or stormwater generation effects. The Project would result in a less-than-significant solid waste impacts due to the solid waste diversion regulations and available capacity at the Ox Mountain Landfill. The EIR will not analyze those topics further.

R. MANDATORY FINDINGS OF SIGNIFICANCE

MANDATORY FINDINGS OF SIGNIFICANCE	Further Study Needed OR Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) 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 other current projects, and the effects of probable future projects)?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¹²⁶ Reinhard Hohlwein, CalRecycle Contact at the Local Enforcement Agency for the Ox Mountain Landfill, telephone communication with Atkins, March 9, 2011.

Discussion:

Comments on R.1, R.2, and R.3

300 Airport Boulevard. Based on the information discussed in this Initial Study, the Project would not likely have the potential to degrade the quality of 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. Project development may have impacts which are cumulatively considerable in relationship to various other major development projects within the City of Burlingame. As of January 3, 2011 the following projects have either submitted an application or received Planning Commission approval: an 18-unit residential condominium at 556 El Camino Real, a 79-unit assisted living facility at 1818 Trousdale Drive, a 45-unit residential condominium at 1840 Ogden Drive, a 20-unit residential condominium at 1441-1445 Bellevue Avenue, a 25-unit residential condominium at 1800 Trousdale Drive, a building proposed to be used by the Peninsula Humane Society and SPCA at 1450 Rollins Road, a new Safeway store and Retail/Office building at 1450 Howard Avenue.

Construction impacts would also need to be considered cumulatively, although the construction schedules of the various projects within the City would vary. In general, the anticipated construction impacts of the Project at 300 Airport Boulevard would not be considered cumulatively considerable, as these impacts would be site-specific with respect to:

- agriculture/forestry resources,
- mineral resources,
- recreation,
- cultural resources,
- geology/soils,
- hazards and hazardous materials,
- land use,
- population/housing, and
- public services

Potential cumulative construction impacts with respect to the following will be further analyzed in the EIR:

- air quality and greenhouse gas emissions during construction and operation,
- construction related impacts to hydrology, water quality, and erosion,

- distances from proposed projects and the 300 Airport Boulevard Site would need to be determined in order to determine if construction related noise would be cumulatively considerable, and
- during construction at the Project Site additional traffic on local roadways would occur as a result of construction worker trips and deliveries to and from the Project Site. Assuming similar levels of construction activities for the other major projects within Burlingame, cumulative impacts would be considered.

With respect to operational impacts, the Project would not be cumulatively considerable with respect to:

- agricultural/forestry resources,
- mineral resources,
- geology/soils,
- hazards and hazardous materials,
- land use,
- mineral resources,
- noise, and
- public services.

These issues are specific to site conditions and the type of use proposed. As such, these impacts with respect to the 300 Airport Boulevard Site would not combine with impacts from other projects to cause a cumulative effect.

Potential operational cumulative impacts to the following issue areas would need to be further analyzed in the EIR:

- air quality and green house gas emissions,
- recreational uses,
- impacts to scenic resource as a result of construction of an eight story building at the 300 Airport Boulevard Site as it relates to heights of the various other buildings anticipated to be constructed within the City,
- transportation/traffic, public services, utilities, and population/housing further information is needed to determine if operational impacts would create cumulatively considerable impacts,

350 Airport Boulevard. As with the 300 Airport Boulevard Site additional information regarding various issues areas including but not limited to traffic, biology, population and housing, and demands on utilities and public services would be further analyzed in the EIR.

3. Conclusion

The Project's likelihood to result in cumulatively considerable impacts and to cause substantial adverse impacts on human beings will need to be examined further as part of the EIR process.

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